



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: March 23, 2017
Time: After 8:30 a.m.
Place: City Hall
Public Works Board Room
200 N. Spring Street, Room 350
Los Angeles, CA 90012

Public Hearing: Held June 29, 2016 for original project. March 23, 2017 is public hearing for revised project.
Appeal Status: Conditional Use is appealable to City Council by applicant if disapproved. Site Plan Review appealable to City Council.
Expiration Date: Continued from October 13, 2016

Case No.: CPC-2015-779-CU-SPR
CEQA No.: ENV-2015-780-MND
Council No. CD 8 – Harris-Dawson
Plan Area: West Adams-Baldwin Hills-Leimert
Specific Plan: South Los Angeles Alcohol Sales
Certified NC: Empowerment Congress West
GPLU: Low Medium II Residential
Zone: RD2-1
Applicant: Abraham Shofet
JMDB Holdings
Representative: Armen Ross
The Ross Group

PROJECT LOCATION: 3831 W. Stocker Street

PROPOSED PROJECT: The proposed project includes demolition of a vacant 18,157-square foot two-story medical office building to construct a 45-foot tall apartment building with 74 multi-family residential units, of which 12 will be restricted for Very Low Income households. The project will provide 120 parking spaces, and include 12,077 square feet of open space. The property is located in the West Adams-Baldwin Hills-Leimert Community Plan at the northwest corner of Stocker Street and Don Felipe Drive, adjacent to unincorporated Los Angeles County. The project vehicular access will be from Don Felipe Drive, with no vehicular access from Stocker Street.

- REQUESTED ACTIONS:**
1. Pursuant to CEQA Guidelines Section 15074(b), consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2015-780-MND, all comments received, the imposition of mitigation measures, and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration; and
 2. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.24-U.26, a Conditional Use to permit a Density Bonus for a Project in which the density increase (75%) is greater than the maximum 35% permitted in LAMC 12.22-A.25; in conjunction with the construction, use, and maintenance of 74 dwelling units in lieu of 42 dwelling units otherwise permitted by Section 12.22-A.25; with 12 dwelling units reserved for Very Low Income Households; and
 3. Pursuant to Section 16.05 of the LAMC, Site Plan Review for a project that results in an increase of 50 or more residential units.

RECOMMENDED ACTIONS:

1. **FIND**, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2015-780-MND ("Mitigated Negative Declaration"), and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment; **FIND** the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; **FIND** the mitigation measures have been made enforceable conditions on the project; and **ADOPT** the Mitigated Negative Declaration and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration.
2. **Approve** a Conditional Use to permit a Density Bonus for a Project in which the density increase (75%) is greater than the maximum 35% permitted in LAMC 12.22-A.25; in conjunction with the construction, use, and maintenance of 74 dwelling units in lieu of 42 dwelling units otherwise permitted by Section 12.22-A.25 (75 percent Density Bonus from the base density of 42 units); with 12 dwelling units reserved for Very Low Income Households; and
3. **Approve** a Site Plan Review for a development project which creates or results in an increase of 50 or more dwelling units; and
4. **Adopt** the attached **Findings**.

VINCENT P. BERTONI, AICP
Director of Planning


Faisal Roble, Principal City Planner


Debbie Lawrence, AICP, Senior City Planner

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PROJECT ANALYSIS

The project was initially filed as a request involving 127 residential units, for a General Plan Amendment from Low Medium to High Medium Residential Land Use and a Zone Change from RD2-1 to R3-1. The applicant had also requested a density bonus increase of 22.5 percent, and an off-menu development waiver of development standards to increase height from 45 feet to 56 feet. The site is located in a High-Fire Severity Zone, and therefore did not qualify for the utilization of on-menu density bonus incentives pursuant to LAMC Section 12.22.A.25(g)(3). Thus, the on-menu incentive for height, to allow a 56-foot tall building in lieu of a 45-foot tall building, could not be utilized. The Case was scheduled to be heard by the City Planning Commission on October 13, 2016. However, it was continued so that the developer could work with the community and explore lower density options. The developer worked extensively with the community and Council District 8 to revise the project, resulting in 74 total units. The public hearing for the originally proposed project was held on June 29, 2016. As the requested entitlements have changed since that time, the public hearing for the proposed project will be held at City Planning Commission on March 23, 2017.

Project Summary

The project site is located in the West Adams-Baldwin Hills-Leimert Community Plan at the northwest corner of Stocker Street and Don Felipe Drive. The proposed project involves the demolition of an existing 18,157-square foot medical office building to construct a three-story apartment building with a maximum of 74 multi-family residential units. The building is proposed for 45 feet in height, with two stories of residential units and two levels of parking, including one subterranean level.

Zoning and General Plan Land Use

The site is currently zoned RD2-1 with a land use designation of Low Medium II Residential. Based on the gross lot area of 82,933 square feet, the existing zoning of RD2-1 allows 42 units.

Height and FAR

Height District 1 allows a maximum height of 45 feet and a Floor Area Ratio (FAR) of 3:1.

Parking

A total of 120 parking spaces are provided in one (1) street level and (1) subterranean level, with an entrance along Don Felipe Drive. The applicant is required to provide 105 parking spaces, but is exceeding that number and will provide 120. A minimum of twenty percent (20%) of the required parking spaces will be equipped for electric vehicles. Bicycle parking is provided consistent with LAMC Section 12.21 A.16, to include 74 long-term and 13 short-term spaces.

Site Design

The project design utilizes the slope at the rear and the sides of the site so that the height does not obstruct views of the Los Angeles skyline for residents on Don Tomaso Drive above the site. The site design complements the Medium Density residential neighborhoods in the immediate area as well as the character of the nearby commercial areas along Stocker Street and Crenshaw Boulevard. The building incorporates a primary entrance along Don Felipe Drive, with pedestrian access to the residential lobby. Vehicular access is provided via Don Felipe Drive.

Urban Design: The Professional Volunteer Program (PVP)

The originally proposed project (127 units) was reviewed by the Department of City Planning's Urban Design Studio - Professional Volunteer Program (PVP) on January 19, 2016. Present at the meeting were staff of the Urban Design Studio, Plan Implementation planners, and volunteer architects. The project was introduced by the Urban Design Studio and discussion followed

relative to the general layout, design and massing, façade, open space, landscaping and pedestrian connections. Comments in general were positive, but the PVP architects had some concerns about pedestrian connections with the neighborhood and the buildings mass.

The PVP recommended that the primary building entrance be located at the corner for better connection to neighboring amenities, and that the building entrance be designed as a grand focal feature. The entrance is located along Don Felipe Drive and creates a focal feature through varying architectural elements and colors that are differentiated from the façade of the building. The PVP participants also recommended that there be a high degree of transparency to maximize visual connection from the street to the building interior. Other suggestions were that open space and courtyards be oriented to the east for optimal views to the city and skyline, and that rooftop amenities be provided to take advantage of the views and create sufficient natural lighting for residences. The participants also recommended that any undeveloped portions of the hillside retain landscaping. The applicant responded by orienting a roof top deck to the northeast, and situating a large open space courtyard to the west of the structures, to reduce impacts to the views and ridgeline for residents situated above the site on Don Tomaso Drive. Additionally, landscaping on the hillside of the western edge of the subject site, which contains natural vegetation, must comply with several regulations of the Fire Code, such as brush clearance and other regulatory compliance measures. The project has been evaluated against the Citywide Urban Design guidelines and is found to be in substantial conformance with them. The building façade incorporates a modern design that is articulated with different materials, colors, textures, vertical columns, and balconies. The façades of the building have architectural treatments to ensure there are no blank or unarticulated walls.

Project Context

Existing Uses

The existing buildings on the site are proposed for demolition, including a vacant 18,157-square foot, 2-story tall medical office building, a small accessory structure, and surface parking lot.

Surrounding Zones and Uses

Property surrounding the site is zoned RD2-1, C2-1, RD1.5-1, and [Q]RD1.5-1-H. In 1989, Ordinance No. 164,472 established a height limit of 30 feet, along with several open space conditions, for the site zoned [Q]RD1.5-1-H that is just west of the subject property. The site directly to the east of the proposed project along Don Felipe Drive is zoned C2-1 and contains smaller commercial buildings. Uses in the area include medical offices, multi-family development, churches and the historic Sanchez Adobe (Sanchez Ranch). Located on Don Felipe Drive, parts of this adobe structure were built as early as 1791, and have designation as a Los Angeles Historic Cultural Monument (No. LA-487). The project site is bordered on the south by Stocker Street, and to the south of Stocker, by unincorporated Los Angeles County. The site is located less than ½ mile from Crenshaw Boulevard and Martin Luther King Boulevard, which have areas designated as General Commercial, Community Commercial and Regional Commercial (Baldwin Hills-Crenshaw Plaza) land use. The Baldwin Hills-Crenshaw Plaza is one of only two Regional Centers located within the South Los Angeles Planning Area.

Streets and Circulation

Stocker Street, is a designated Major Highway Class II, with a halfway right-of-way width of 50 feet. A 2 foot dedication is being requested from the Bureau of Engineering to complete the 52-foot halfway right-of-way width. There will be no vehicular access to or from Stocker Street.

Don Felipe Drive is a Collector Street with a halfway right-of-way width of 30 feet. The project is providing a 3-foot wide dedication to complete the 33-foot halfway right-of-way width, in accordance with Collector Street standards under Mobility Plan 2035.

Don Tomaso Drive is a Local street. The project is providing a 9-foot wide strip of land along the property frontage to complete a 30-foot half right-of-way in accordance with Local Street standards.

Entitlements

The project was initially filed as a request involving 127 residential units, with a request for a General Plan Amendment from Low Medium to High Medium Residential Land Use and a Zone Change from RD2-1 to R3-1. The applicant had also requested a density bonus increase of 22.5 percent, and an off-menu development waiver of development standards to increase height from 45 feet to 56 feet. The site is located in a High-Fire Severity Zone, and therefore does not qualify for the utilization of on-menu density bonus incentives pursuant to LAMC Section 12.22.A.25(g)(3). Thus, the on-menu incentive for height, to allow a 56-foot tall building in lieu of a 45-foot tall building, could not be utilized. The Case was scheduled to be heard by the City Planning Commission on October 13, 2016. However, it was continued so that the developer could explore lower density options. The developer worked extensively with the community and Council District 8 to revise the project as a 74-unit building.

The revised project requires a Conditional Use Permit per LAMC Section 12.24.U.26, to permit a Density Bonus for a Project in which the density increase is greater than the maximum 35% permitted in LAMC 12.22-A.25. The proposed total of 74 units represents a 75 percent density increase in the base density of 42 units ($42 + (42 \times .75) = 73.5$ rounded to 74), with 12 dwelling units reserved for Very Low Income Households. California Government Code Section 65915(b)(2) prohibits a project from calculating its density bonus from any number other than its base density. Therefore, any project that requests a density bonus increase beyond 35 percent should extend the existing set-aside charts located in LAMC 12.22.A.25. The chart for Very Low Income Households increases the percentage of Density Bonus by 2.5 percent for every additional 1 percent of Very Low Income units provided, as shown in the table below.

Percentage Very Low	Percentage Density Bonus
5	20
6	22.5
7	25
8	27.5
9	30
10	32.5
11	35
12	37.5
13	40
14	42.5
15	45
16	47.5
17	50
18	52.5
19	55
20	57.5
21	60
22	62.5
23	65
24	67.5
25	70
26	72.5
27	75

Extending the formula in LAMC Section 12.22.A.25.C proportionally in conformance with Planning Department policy, a 75 percent density bonus requires the provision of Very Low Income units equal to 27 percent of the base density, which in this case totals 12 affordable units ($42 \times 27\%$). No separate entitlement request is required for the initial 35% density bonus because the Project is providing the required amount of affordable and is not seeking any incentives or waivers. Thus the initial 35% density bonus is a "ministerial" density bonus that does not require any application to be filed with the Planning Department (LAMC Section 12.22.A.25(g)(1)).

On September 28, 2016, the State Density Bonus Law, pursuant to Government Code Section 65915 was amended. These amendments took effect on January 1, 2017. Numerous changes and clarifications were made in the five state laws: AB 2501, AB2556, AB2443, AB 2280, and AB 1934. Under AB2501, density calculations that result in a fractional number are to be rounded up, and the term "density bonus" is specified to mean a density increase over the maximum allowable gross residential density at the time of the date of the application.

Conclusion

Staff recommends approval of the project as conditioned. It will revitalize an older underutilized site with additional housing on the edge of the Baldwin Hills community, and the recommended floor area, height, scale, design and layout, will be a compatible addition to the local neighborhood. The project site is located just west of one of the City's Regional Centers, the Baldwin Hills-Crenshaw Plaza Mall. The area is well-served by public transit (i.e. Metro bus service lines), including the Expo/Crenshaw light rail station, as well as a major jobs center with the new Kaiser Permanente outpatient medical facility at Marlon Avenue and Santa Rosalia Drive, about $\frac{1}{2}$ mile from the site. Once the Crenshaw Line light rail project is complete in 2019, it will have a portal directly into the Baldwin Hills Crenshaw Plaza.

Additionally, the proposed project will help meet local housing needs. The proposed 74-unit residential project, which includes 12 units restricted for Very Low Income households, would contribute towards meeting the West Adams-Baldwin Hills-Leimert Community Plan's objective of supplying affordable housing. In terms of design, the building respects the hillside topography of the area by keeping the roofline below the ridgeline of Don Tomaso Drive. The project also incorporates drought tolerant landscaping and new street trees and provides a revitalized use at the corner of a local street and prominent street.

The project achieves a primary objective of the Community Plan, which is to locate economically diverse housing opportunities on a site that is located near a transit hub. Just to the east of the site, currently underway is the redevelopment of the existing Baldwin Hills Crenshaw Plaza, which would result in a 24-hour mixed-use retail, commercial, office, hotel, and residential project totaling approximately 3.1 million square feet, 400 hotel rooms, and 961 residential units. This redevelopment is planned for completion in 2020 and will be a major jobs center for the area. There is also a separate pedestrian-oriented retail village planned at Stocker Street and Crenshaw. Providing economically diverse housing opportunities on a site that is located near a Regional Center, will meet the Community Plan objective of locating new housing in a manner that makes it accessible to services and facilities.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.22-A.25, 12.24-U.26 and 16.05 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

Conditional Use - Density Bonus Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped "Exhibit A," (and dated 3/13/17) and attached to the subject case file. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.
2. **Residential Density.** The project shall be limited to a maximum density of 74 residential units including Density Bonus Units.
3. **Affordable Units.** A minimum of 12 units shall be reserved as affordable units for Very Low Income Households, as defined by the State Density Bonus Law 65915(C)(2).
4. **Changes in Restricted Units.** Deviations that decrease the number of restricted affordable units shall be consistent the extension of the affordable chart as described herein. Beginning from a 35% density bonus, an additional density bonus of 2.5 percent shall be granted for every one percent of the project's "total units" (42 total units allowed by the zone) that are set aside for Very Low Income Households, up to a maximum of 75%.
5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 12 units available to Very Low Income Households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file and to the Council Office and Neighborhood Council. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.
6. **Automobile Parking.** Parking shall be provided subject to LAMC Section 12.21.A.4.
7. **Electric Vehicle Parking.** The project shall include at least 20 percent of the total LAMC required parking spaces capable of supporting electric vehicle supply equipment (EVSE). Plans shall indicate the proposed location(s) of EVSE.
8. **Solar Equipment.** The project shall provide space of the rooftop for the installation of a photovoltaic system, in substantial conformance with the plans stamped "Exhibit A".
9. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should decrease, or the composition of such units should change (i.e. the number of bedrooms), or the applicant selects another Parking Option, including AB 744 if applicable to the project site, and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth pursuant to L.A.M.C. Section 12.22-A.25.

10. **Bicycle Parking.** Bicycle parking shall be provided consistent with L.A.M.C. Section 12.21-A,16.
11. **Height.** The building height shall not exceed 45 feet, as measured pursuant to L.A.M.C. Section 12.03, or four (4) stories.
12. **Floor Area.** The total permitted floor area shall not exceed a Floor Area Ratio of 3:1.
13. **Publicly Accessible Open Space.** The project shall provide a minimum 12,077 square feet of open space, including balconies, recreation deck and community rooms.

Site Plan Review Conditions

14. **Landscaping.** All planters containing trees shall have a minimum soil depth of 48 inches.
15. **Mechanical Equipment.** All exterior mechanical equipment, including HVAC equipment, satellite dishes, cellular antennas and air conditioners, shall not be visible from public rights-of-way or adjacent residences or placed in window or door openings.
16. **Trash.** Trash storage bins shall be located within the building or a gated, covered enclosure constructed of materials identical to the exterior wall materials of the building and screened with landscaping, so as not to be viewed from public right-of way or adjacent residences.
17. **Street Trees.** Street trees shall be removed and planted as required by the Urban Forestry Division of the Bureau of Street Services. All street tree plantings shall be brought up to current standards. The actual number and location of new trees shall be determined at the time of tree planting.

Environmental Conditions

18. **Tree Removal (Non-Protected Trees).**
 - Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
 - All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
 - Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.
19. **Transportation (Haul Route).**
 - The applicant shall be limited to no more than two trucks at any given time within the site's staging area.
 - The developer shall install appropriate traffic signs around the site to ensure pedestrian safety.
 - There shall be no staging of hauling trucks on any streets adjacent to the project, unless specifically approved as a condition of an approved haul route.

- No hauling shall be done before 9 a.m. or after 3 p.m.
- Trucks shall be spaced so as to discourage a convoy effect.
- On substandard hillside streets, only one hauling truck shall be allowed on the street at any time.
- A minimum of two flag persons are required. One flag person is required at the entrance to the project site and one flag person at the next intersection along the haul route.
- Truck crossing signs are required within 300 feet of the exit of the project site in each direction.
- The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind.
- Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.
- Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.
- No person shall perform grading within areas designated "hillside" unless a copy of the permit is in the possession of a responsible person and available at the site for display upon request.
- A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.

20. Safety Hazards

The developer shall install appropriate traffic signs around the site to ensure pedestrian, bicycles, and vehicle safety. The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.

21. Inadequate Emergency Access.

The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

22. Inadequate Emergency Access (Hillside Streets – Construction Activities)

- No parking shall be permitted on the street during Red Flag Days in compliance with the "Los Angeles Fire Department Red Flag No Parking" program.
- All demolition and construction materials shall be stored on-site and not within the public right- right-of-way during demolition, hauling, and construction operations.

Administrative Conditions of Approval

- 23. Use.** The use of the subject property shall be limited to the uses as permitted in the RD2-Zone as defined in L.A.M.C. Section 12.09, except as modified by the conditions herein or subsequent action.
- 24. Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
- 25. Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.

26. **Covenant.** Prior to the issuance of any permits relative to this matter, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center for inclusion in the case file.
27. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
28. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
29. **Building Plans.** Page 1 of the grant and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
30. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
31. **INDEMNIFICATION AND REIMBURSEMENT OF LITIGATION COSTS.**

Applicant shall do all of the following:

- a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages and/or settlement costs.
- c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit

does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement (b).
- e. If the City determines it necessary to protect the City's interests, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commission, committees, employees and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

FINDINGS

General Plan Findings

The General Plan defines the foundation for all land use decisions. The City of Los Angeles' General Plan consists of the Framework Element, seven required Elements that are mandated by State law including Land Use, Mobility, Housing, Conservation, Noise, Safety, and Open Space, and optional Elements including Air Quality, Health, and Service Systems. Thirty-five individual community plans comprise the Land Use Element for the City of Los Angeles. This section provides relevant goals, objectives, policies, and programs that are established in the General Plan that form the basis for the Staff's recommended actions for the proposed project.

- a. **General Plan Land Use Designation.** The subject site is located within the area covered by the West Adams-Baldwin Hills-Leimert Community Plan adopted by the City Council on May 6, 1998. The site on which the project is proposed, was not affected by the changes made in the newly adopted Community Plan. The Community Plan designates the subject site as Low Medium II Residential with corresponding zones of RD1.5, RD2, RW2, and RZ2.5. The site is zoned RD2-1, which permits the proposed multi-family residential use. The new building with 74 residential units is consistent with development permitted in the RD2-Zone and its density, pursuant to LAMC Section 12.24. U.26, and the Density Bonus Ordinance and Government Code Section 65915(b)(3), which requires the set aside of affordable housing units. Therefore, the project is in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in the adopted Framework Element and Community Plan.

General Plan Framework Element

The Citywide General Plan Framework is a guide for communities to implement growth and development policies by providing a comprehensive long-range view of the City as a whole. The General Plan Framework establishes categories of land use including Single-Family Residential and Multi-Family Residential that are broadly described by ranges of intensity/density, heights, and lists of typical uses. The definitions reflect a range of land use possibilities found in the City's already diverse urban, suburban, and rural land use patterns.

The Citywide General Framework text defines policies related to growth and includes policies for land use, housing, urban form/neighborhood design, open space/conservation, economic development, transportation, and infrastructure/public services. The proposed project is located just west of the Baldwin Hills-Crenshaw Plaza Regional Center, which runs along Crenshaw Boulevard and Martin Luther King Boulevard. The Baldwin Hills-Crenshaw Plaza is one of only two Regional Centers located within the South Los Angeles Planning Area. The proposed project is within ½ miles of Crenshaw Boulevard, which is a major transit corridor served by existing Metro transit and other local and regional transit providers. The proposed project would be in conformance with the following objectives and policies of the Framework Element as described below.

Policy 1.3.1. Require architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.

Policy 1.4.1. Promote greater individual choice in type, quality, price and location of housing.

GOAL 3C

Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.

Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

Policy 3.2.4. Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.

Objective 3.4. Distribution of Land Use: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

GOAL 4A

An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.

Objective 4.1: Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City sub region to meet the projected housing needs by income level of the future population to the year 2010.

Policy 4.1.1. Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within each City sub-region to meet the twenty-year projections of housing needs.

Housing Element

Objective 2.3: Encourage the location of housing, jobs, and services in mutual proximity. Accommodate a diversity of uses that support the needs of the City's existing and future residents.

Policy 2.3.1: Encourage and plan for high-intensity residential and commercial development in centers, districts, and along transit corridors, as designated in the Community Plans and the Transportation Element of the General Plan, and provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled in order to mitigate traffic congestion, air pollution, and urban sprawl.

Policy 2.3.3: Encourage the development of new projects that are accessible to public transportation and services consistent with the community plans. Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.

Policy 2.1.4. Enhance livability of neighborhoods by upgrading the quality of development and improving the quality of the public realm, including streets, streetscape and landscaping to provide shade and scale.

The project is a new multi-family residential building with 74 residential units. The development will replace an existing underutilized commercial building and surface parking lot with a project

that enhances the surrounding single-family, multi-family and commercial neighborhoods. The project is an in-fill development on a site that in close proximity to local public transit routes. The street level pedestrian access as well as the focal point entryway will enhance the public realm.

Mobility Element

The Mobility Element of the General Plan guides development of a citywide transportation system with emphasis on a multi-modal transportation infrastructure through advanced technology, reduction of vehicle trips, and focused growth in proximity to public transit. In response to the State's Complete Street mandate, the City's Mobility Plan 2035 established new street designations, re-classified each of the City's arterial streets and laid out a "complete street" policy framework. Whereas previous street designations and their corresponding dimensions, approved as part of the City's 1999 Transportation Element, reflected a focus on moving automobiles, the new expanded list of classifications now acknowledges the multi-modal role and objectives of complete streets. The new street standards are intended to reflect the variety of street dimensions that exist in today's actual physical street cross-sections. Revised standards are intended to lead to an overall preservation of existing roadway widths and widening of sidewalk widths.

The Mobility Plan 2035 includes goals that define the City's high-level mobility priorities. Each of the goals contains objectives and policies that guide the City's transportation goals. The proposed project would be in conformance with the following policies:

Policy 1.2: Complete Streets - Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.

Policy 2.3: Pedestrian Infrastructure - Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Policy 3.1: Access for All - Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.

Policy 3.7: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.

Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

The Project advances these policies because it is located nearby a major transportation corridor that provides substantial public transit opportunities. For CEQA purposes, the site is located in a "Transit Priority Area", which is an area within one-half mile of a major transit stop that is existing or planned. Section 21064.3 of the Public Resources Code (PRC) defines a "major transit stop" to include a site containing an existing rail transit station, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. The site is located very close to the Crenshaw LAX light Rail Line, with a stop at MLK/Crenshaw station. The Crenshaw/MLK

station will be located within a thriving commercial center along the Crenshaw Corridor that includes the historic Crenshaw-Baldwin Hills Plaza, a Regional Center as identified in the City's Framework Element.

The Project proposes a neighborhood environment by locating housing in proximity to jobs and transit. The subject property is located near transit stops which affords easy access to the Metro's rail network for residents and visitors. Additionally, DASH Crenshaw bus service has stop at Buckingham Road and Santa Rosalia to the south of the project site. DASH Leimert/Slauson bus service has stops at Crenshaw Boulevard and Martin Luther King Jr. Boulevard to the east of the project site. Retail shops and restaurants are located within close vicinity of the Project Site. The proposed project will activate the neighborhood streets with greater pedestrian activity, as residents will be encouraged to walk and use public transit.

Land Use Element: West Adams-Baldwin Hills-Leimert Community Plan

The West Adams-Baldwin Hills-Leimert Community Plan was adopted on May 6, 1998. The project site is located in the western portion of the community plan area, between La Brea Avenue to the west, and Crenshaw Boulevard to the east. There is a mix of medium density housing with single family housing, and lower density commercial uses directly across the street from the proposed project. Although the proposed Conditional Use would result in a higher density than the immediately surrounding uses, the proposed project would be designed to enhance the broader neighborhood character, and act as a buffer between the residential uses to the west and the commercial uses to the east. The proposed project would maximize opportunities to encourage public transportation to regional centers, civic and cultural opportunities in areas served by the nearby transit options. The proposed project would improve the streetscape and enhance the character of the neighborhood by including landscaping and streetscape improvements to enhance the visual quality of the area. The proposed 74-unit residential project, which includes 12 units restricted for Very Low Income households, would contribute towards meeting the West Adams-Baldwin Hills-Leimert Community Plan's objective of supplying affordable housing.

Residential Policies and Objectives

Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policy 1-1.1. Designate specific lands to provide for adequate multi-family residential development.

Policy 1-1.3. Require that new single-family and multi-family residential development be designed in accordance with the design standards.

Objective 1-2: To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.

Policy 1-2.1. Locate higher residential densities near commercial centers, light rail transit stations and major bus routes where public service facilities, utilities and topography will accommodate this development.

Policy 1-3.1. Seek a high degree of architectural compatibility and landscaping for new and infill development to protect the character and scale of existing residential neighborhoods.

Policy 1-3.2. Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed.

Policy 1-3.3. Preserve existing views in hillside areas.

Objective 1-6: To limit the intensity and density in hillside areas.

Policy 1-6.3. Consider the steepness of the topography and the suitability of the geology in any proposal for development within the Plan area.

Policy 1.6.4. Require that any proposed development be designed to enhance and be compatible with adjacent development.

Entitlement Findings

A. Conditional Use for a Density Bonus Housing Development Project in which the density increase is greater than the maximum permitted in Section 12.22.A.25: Section 12.24-E

In order for the Conditional Use to be granted, all legally mandated findings delineated in Section 12.24-E of the Los Angeles Municipal Code must be made in the affirmative:

- a. That the project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.**

The project requests approval of a Conditional Use Permit pursuant to LAMC 12.24.U.26 to permit a density bonus in excess of 35 percent (75%) for a total of 74 dwelling units, with 12 units set aside for Very Low Income Households. The project site is located just west of one of City's Regional Centers, the Baldwin Hills-Crenshaw Plaza Mall. The area is well-served by public transit (i.e. Metro bus service lines), including the Expo/Crenshaw light rail station, as well as a major jobs center with the new Kaiser Permanente outpatient medical facility at Marlton Avenue and Santa Rosalia Drive, about ½ mile from the site. Providing economically diverse housing opportunities on a site that is located near a regional center, will meet the Community Plan objective of locating new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.

The proposed 74-unit residential project, which includes 12 units restricted for Very Low Income households, would contribute towards meeting the West Adams-Baldwin Hills-Leimert Community Plan's objective of supplying affordable housing. Additionally, the proposed project will help enhance the sense of community in the area by providing a unique development that contributes to the revitalization of the neighborhood. It will also revitalize an older underutilized, and the recommended floor area, height, scale, design and layout, will be a compatible addition to the local neighborhood.

A by-right 35 percent density bonus per LAMC Section 12.22.A.25 would permit 57 units. Pursuant to LAMC 12.24-U.26, the project seeks approval of a Conditional Use to permit a total of 74 units, which represents a 75 percent density bonus increase (42 x 1.75). In conformance with Planning Department policy to extend the formula in LAMC Section 12.22.A.25.C proportionally, the project which has been designed with a 75 percent density bonus, will require 27 percent of the project's based density to be set aside for

Very Low Income units. Thus, the project will provide 12 affordable units (42 x 27%), which will address City's need for housing that is affordable to all economic segments of the population.

- b. That the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety; and**

The proposed multi-family project is compatible with the surrounding commercial and residential neighborhoods. Surrounding uses include medical offices, multi-family development, churches and the historic Sanchez Adobe, a Los Angeles Historic Cultural Monument No. LA-487. The project design provides a transition in scale, density and character to the multi-family and single family areas located to the west of its location. The proposed project will enhance the pedestrian experience, meet local housing needs, provide affordable housing, and provide a development compatible with the community. The project proposes a contemporary design composed of varying complementary building materials and variable height elements to minimize the massing and bulk of the building.

Properties on the south side of Stocker Street are located in unincorporated County area and are developed with townhomes. The properties directly to the east are developed with commercial offices. The other areas surrounding the site consist of lower density multi-family uses. Also to the east of the site is the Sanchez Adobe, or Sanchez Ranch. The proposed project will not impact the historic character of this structure, located across the street from the proposed project at 3725 Don Felipe Drive. Parts of the structure were built as early as 1791, and it is considered by some to be the oldest building in Los Angeles. Although it has undergone much alteration in the past, it is a designated Los Angeles Historic Cultural Monument (No. LA-487), listed as of May 1990.

The proposed project will not adversely affect the general welfare of the community because it will: help meet local housing needs; enhance the sense of community in the area by providing a unique development that can take advantage of nearby transit opportunities, and reduce dependency on the automobile by locating new development, particularly housing, near public transit and shopping, services and employment.

Height/Massing

The project will provide variable roof heights to break up massing and provide visual interest, while avoid potential impacts by reducing building height at the Project's perimeter. The maximum height of the Project is 45 feet, which is permitted by Height District 1. The height is set back from other structures that front Don Tomaso Drive. For those portions of the project that are against the ridgeline of Don Tomaso Drive, the height, the overall design and layout of the development would help lessen the general perception of height when viewing the project from public roadways or neighboring properties. In particular, open space would create a buffer between so that the visual prominence of the Project is reduced from many vantage points. Further, there are adjacent and nearby residential buildings that are similar in height/stories to the Project. Thus the height and massing of the Project will not have an adverse impact on the visual character of the Site or neighboring properties.

Open Space and Landscaping

The project meets the LAMC required 9,150 square feet of open space, but is providing 12,077 square feet. The project will provide a variety of amenities throughout the project site, such as a community room, recreation deck and open space courtyards.

Equipment/Trash Collection

Roof-top mechanical equipment, including satellite dishes, has been conditioned to be screened from visibility and a central trash and recycling area is located within the enclosed garage.

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

The project is consistent with many of the Urban Design Policies for individual projects in the West Adams-Baldwin Hills-Leimert Community Plan that are intended to ensure that new projects are compatible with existing and future development on neighboring properties. The vertical elements are repetitive and provide articulation to the building façade and create a roof line that are compatible in height. In addition, the proposed project respects the views of the skyline for residents above the project site along Don Tomaso Drive, by utilizing the slope of the site to create a design that does not extend above the ridgeline. One pedestrian entryway is located on Don Felipe Drive. This provides access to the elevator, the parking garage, and the residential units.

Property immediately surrounding the site is zoned RD2-1, C2-1, RD1.5-1, and [Q]RD1.5-1-H. The Height District of 1 for the zones permits a maximum of 45 feet and 3:1 FAR for the RD zoning, and unlimited height for the C zoning. Uses include medical offices, multi-family development, churches. The R1-1 zoning is buffered by the RD1.5-1 zoned properties along Don Tomaso Drive. Therefore, the proposed project is compatible with the surrounding neighborhood.

Height

The proposed project consists of a building that is four stories, approximately 45' in height. Height District 1 permits a maximum of 45 feet in height. Therefore, the project is within the allowable maximum height for the project site's zone, as well as the height of surrounding zone height districts.

Bulk/Massing

The proposed Project has two street facing facades. The façades of the proposed building are highly articulated with projecting balconies and offset vertical architectural façades to create visual interest and reduce bulk and massing. Furthermore, the main entryway of the project has varying features that sets it apart from the façade of the building, creating a prominent entrance. There is also varied landscaping along the street frontage.

Building Materials

The primary components of the exterior façade consist of architecturally unique façade vertical plane differentials, projecting balconies, and varying colors and materials. The architectural components of the building are defined by a change in building material and through a change in architectural details. The main entrance of the building is framed by a recessed façade with a change in materials to anchor the overall design. Similarly, the

ground floor of the building is defined by a change in façade materials and architectural fenestration.

Entrances

The primary pedestrian entrance is located on the ground floor along Don Felipe Drive. As recommended in the Residential Citywide Design Guidelines, the primary ground floor entrance is distinct and visible, with varying colors, a recessed façade, landscaping elements, and lighting to provide an inviting pedestrian experience.

Parking

The project proposes a minimum of 120 vehicle parking spaces. Further, the project provides a minimum of 74 long-term bicycle parking spaces and 13 short-term bicycle parking spaces. Parking will be provided in full conformance with LAMC requirements for residential uses.

Lighting

All pedestrian walkways and vehicle access points will be well-lit, and all outdoor lighting provided onsite will be shielded to prevent excessive illumination.

Landscaping

Various types of vegetation and trees are integrated into the design of the building façades to create a pedestrian-friendly ground floor that helps unify and bolster continuity between the neighborhood and the project site as a whole.

Trash Collection

The trash and recycling areas are located within the building and are not visible from public view.

d. That the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

The project complies with all applicable provisions of the Los Angeles Municipal Code, and the West Adams-Baldwin Hills-Leimert Community Plan by contributing to the growing demand for housing.

The Community Plan Policy 1-2.1 encourages higher residential densities near commercial centers, light rail transit stations and major bus routes where public service facilities, utilities and topography will accommodate this development. The project site is located in the western portion of the community plan area, between La Brea Avenue to the west, and Crenshaw Boulevard to the east. There is a mix of medium density housing with single family housing, and lower density commercial uses directly across the street from the proposed project. Although the proposed Conditional Use would result in a higher density than the immediately surrounding uses, the proposed project would be designed to enhance the broader neighborhood character, and act as a buffer between the residential uses to the west and the commercial uses to the east. The proposed project would maximize opportunities to encourage public transportation to regional centers, civic and cultural opportunities in areas served by the nearby transit options. The proposed project would improve the streetscape and enhance the character of the neighborhood by including landscaping and streetscape improvements to enhance the visual quality of the area. The proposed 74-unit residential project, which includes 12 units restricted for Very Low Income households, would contribute towards meeting the West Adams-Baldwin Hills-Leimert Community Plan's objective of supplying affordable housing.

Community Plan

Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policy 1-1.1. Designate specific lands to provide for adequate multi-family residential development.

Policy 1-1.3. Require that new single-family and multi-family residential development be designed in accordance with the design standards.

Objective 1-2: To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.

Policy 1-2.1. Locate higher residential densities near commercial centers, light rail transit stations and major bus routes where public service facilities, utilities and topography will accommodate this development.

Policy 1-3.1. Seek a high degree of architectural compatibility and landscaping for new and infill development to protect the character and scale of existing residential neighborhoods.

Policy 1-3.2. Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed.

Policy 1-3.3. Preserve existing views in hillside areas.

Objective 1-6: To limit the intensity and density in hillside areas.

Policy 1-6.3. Consider the steepness of the topography and the suitability of the geology in any proposal for development within the Plan area.

Policy 1.6.4. Require that any proposed development be designed to enhance and be compatible with adjacent development.

General Plan - Housing Element

The Project also implements a number of key objectives identified in the City's General Plan Housing Element by providing 12 Very Low Income household units. The objectives and policies met by the Project include:

Objective 2.3: Encourage the location of housing, jobs, and services in mutual proximity. Accommodate a diversity of uses that support the needs of the City's existing and future residents.

Policy 2.3.1: Encourage and plan for high-intensity residential and commercial development in centers, districts, and along transit corridors, as designated in the Community Plans and the Transportation Element of the General Plan, and provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled in order to mitigate traffic congestion, air pollution, and urban sprawl.

Policy 2.3.3: Encourage the development of new projects that are accessible to public transportation and services consistent with the community plans. Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.

Policy 2.1.4. Enhance livability of neighborhoods by upgrading the quality of development and improving the quality of the public realm, including streets, streetscape and landscaping to provide shade and scale.

B. Conditional Use for a Density Bonus Housing Development Project in which the density increase is greater than the maximum permitted in Section 12.22.A.25: Section 12.24-U.26.

In order for the Conditional Use to be granted, all legally mandated findings delineated in 12.24-U.26 of the Los Angeles Municipal Code must be made in the affirmative:

a. That the project is consistent with and implements the affordable housing provisions of the Housing Element of the General Plan;

The City's Housing Element for 2013-2021 was adopted by City Council on December 3, 2013. The project is consistent with the following goals, objectives, and policies:

Housing Element Goal 1: A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.

Housing Element Objective 1.1: Encourage production and preservation of an adequate supply of rental and ownership housing to meet the identified needs of persons of all income levels and special needs.

Housing Element Policy 1.1.8: Encourage and support public and private programs to increase the availability of affordable rental housing for all city residents.

Housing Element Policy 1.1.14: Facilitate housing production consistent with zoning by streamlining and, where possible, provide assistance to developers.

Housing Element Policy 1.2.2: Encourage and incentivize the preservation of affordable housing, including non-subsidized affordable units, to ensure that demolitions and conversions do not result in the net loss of the City's stock of decent, safe, healthy or affordable housing.

Housing Element Policy 4.1.4: Make the necessary changes in development standards in the Los Angeles Planning and Zoning Code to implement the Affordable Housing Incentives Ordinance in order to provide greater incentives to build affordable housing.

Housing Element Policy 4.1.5: Include additional incentives such as parking reductions in the Los Angeles Planning and Zoning Code to facilitate the development of new, and the preservation of existing lower-income housing.

Housing Element Policy 4.2.1: Expedite processing of new housing development and rehabilitation projects affordable to low and very low income households.

Framework Element Policy 4.1.6: Create incentives and give priorities in permit processing for low- and very-low income housing developments throughout the City.

Framework Element Objective 4.4: Reduce regulatory and procedural barriers to increase housing production and capacity in appropriate locations.

The Project is consistent with the above goals, objectives and policies of the Housing Element by providing 12 Very Low Income Housing units distributed throughout the Project.

- b. That the project contains the requisite number of affordable and/or senior citizen units as set forth in California Government Code Section 65915(b); and**

Government Code Section 65915(b) states that a city shall grant a density bonus, as described in Section 65915(f), when an applicant for a housing development seeks and agrees to construct a housing development, excluding any units permitted by the density bonus awarded pursuant to Section 65915, that will contain at least any one of the following: ten percent of the total units of a housing development for lower income households; five percent of the total units of a housing development for very low income households; a senior citizen housing development, as defined in Sections 51.3 and 51.12 of the Civil Code, or a mobile home park that limits residency based on age requirements for housing of older persons pursuant to Section 798.76 or 799.5 of the Civil Code; and ten percent of the total dwelling units in a common interest development, as defined in Section 4100 of the Civil Code, for persons and families of moderate income, as defined in Section 50093 of the Health and Safety Code, provided that all units in the development are offered to the public for purchase. As stated, these percentages are minimum thresholds.

For housing developments that are intending to set aside units for Very Low Income Households, the Government Code provides a chart that grants up to a 35 percent increase in density. Beginning with a set aside of 5 percent that grants a 20 percent density bonus, the chart incrementally increases the amount of density bonus granted by 2.5 percent for every additional 1 percent of the total units that are set aside for Very Low Income Households. While the density bonus charts provided in the Government Code max out at 35 percent, the Code states in Section 65915(f) that the amount of density bonus to which an applicant is entitled shall vary according to the amount by which the percentage of affordable housing units exceeds the previously described minimum percentages. As such, in instances where a project is seeking a density bonus increase that is more than 35 percent the amount of required units that are set aside as affordable shall vary depending on the requested amount of density bonus. As defined in Government Code Section 65915(b)(3), "total units" to be set aside as affordable do not include units added by a density bonus awarded pursuant to section 65915 or any local law granting a greater density bonus. Therefore, any calculations of density bonuses that are beyond 35 percent shall be based on the development's base permitted density, and not tiered from the maximum 35 percent increase in density otherwise permitted in Government Code Section 65915.

For the proposed project, the RD2-1 zoning permits a base density of 42 units on the site. A by-right 35 percent density bonus per LAMC Section 12.22.A.25, consistent with California Government Code Section 65915, would permit the construction of 57 units that would set aside 7 of the project's total units (11%) for Very Low Income Households. The project, however, seeks approval of a Conditional Use to permit, pursuant to LAMC Section

12.24.U.26, for a total of 74 units. This represents a 75 percent density bonus increase, or an increase of 32 (42 x 75%) units. By incrementally extending the density bonus charts found in Government Code Section 65915(f) and LAMC Section 12.22-A.25 to allow an additional density bonus of 2.5 percent for every one percent of the project's "total units" that are set aside for Very Low Income Households, a 75 percent density bonus is proportionate with setting aside 27 percent of a project's base density for Very Low Income Household units. This is equivalent to the provision of 12 affordable units (42 x 27%). By setting aside 12 units for Very Low Income Households, the project contains the requisite number of affordable units as set forth in California Government Code Section 65915. In the event that the project elects to decrease the amount of its density bonus, the applicant reserves the right to decrease the amount of corresponding set asides for Very Low Income units.

c. That the project addresses the policies and standards contained in the City Planning Commission's Affordable Housing Incentives Guidelines.

The City Planning Commission approved the Affordable Housing Incentives Guidelines (CPC-2005-1101-CA) on June 9, 2005. These were subsequently approved by City Council on February 20, 2008, as a component of the City of Los Angeles Density Bonus Ordinance. The Guidelines describe the density bonus provisions and qualifying criteria, incentives available, design standards, and the procedures through which projects may apply for a density bonus and incentives. The City of Los Angeles Housing and Community Investment Department (HCIDLA) utilizes these Guidelines in the preparation of Housing Covenants for Affordable Housing Projects. The Guidelines prescribe that the design and location of affordable units be comparable to the market rate units, the equal distribution of amenities, HCIDLA monitoring requirements, affordability levels, and procedures for obtaining HCIDLA sign-offs for building permits. The Project includes 12 Very Low Income affordable units with floor areas equal to at least 90 percent of the floor areas of the comparable market rate units in accordance with the City's Affordable Housing Incentives Guidelines. Residents of any affordable unit will have access to all common and open space amenities within the building. The restricted units would comply with affordability requirements in the Guidelines set for the by HCIDLA in conformance with HUD. As part of the building permit process, the applicant will execute a covenant to the satisfaction of HCIDLA who will ensure compliance with the Guidelines. Therefore, the project will address the policies and standards contained in the Guidelines.

C. Site Plan Review Findings

In order for the site plan review to be granted, all three of the legally mandated findings delineated in Section 16.05-F of the Los Angeles Municipal Code must be made in the affirmative:

a. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and does not conflict with any applicable regulations, standards, and any applicable specific plan.

As detailed above, the proposed project as conditioned is in compliance with the Land Use Chapter of the General Plan Framework; Housing Element, the Mobility Element, and the Land Use Element— West Adams-Baldwin Hills-Leimert Community Plan. The site is located within the South Los Angeles Alcohol Sales Specific Plan. However, the Specific Plan does not contain design regulations and/or guidelines.

The Citywide Design Guidelines serve to implement the Urban Design Principles of the General Plan Framework Element. The Citywide Design Guidelines carry out design

objectives that maintain neighborhood form and character while promoting design excellence and creative infill development solutions. These Guidelines provide performance goals for new residential developments. As proposed and conditioned, the project will achieve a significant number of these Guidelines. The incorporation of these Guidelines will achieve improvements to the design of building façade, a break in building mass and scale, better form and function of common open space amenities and ease of vehicular and pedestrian access.

The West Adams-Baldwin Hills-Leimert Community Plan includes several objectives and policies that promote diverse housing opportunities, encourage the improvement of streetscape identity and character, and encourage pedestrian-oriented design and this project is consistent with these objectives and policies. The Urban Design Chapter of the West Adams-Baldwin Hills-Leimert Community Plan defines general policies and urban design standards for Multiple Family Residential development and for overall community design. The project is consistent with many of the Urban Design Policies for individual projects in the Community Plan that are intended to ensure that new projects are compatible with existing and future development on neighboring properties.

The project is consistent with the policy that multiple-family residential development be designed around a landscaped focal point or courtyard. The intent is to create a space around which the building is designed that serves as an amenity for residents and increases the quality of the environment. In addition, the design of all buildings shall be of a quality and character that improves community appearance by avoiding excessive variety and monotonous repetition. To achieve this, the volume of all buildings shall be composed of a variety of forms, contrasting shapes and shall employ attractive and complementary building materials and architectural features. The proposed project incorporates elements of good design that enhance the quality of life, promote sustainable development and neighborhood pride, and contribute to the quality of neighborhoods in the West Adams-Baldwin Hills-Leimert Community Plan Area.

The proposed project is located just west of one of the two Regional Centers located in the West Adams-Baldwin Hills-Leimert Community Plan. As described in the Framework Element, Regional Centers are intended to serve as the focal points of regional commerce, identity, and activity. They contain a diversity of uses such as corporate and professional offices, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services. The development of sites and structures integrating housing with commercial uses is encouraged in concert with supporting services, recreational uses, open spaces, and amenities. They are typically high-density places whose physical form is substantially differentiated from the lower-density neighborhoods of the City. Generally, regional centers will range from FAR 1.5:1 to 6:1 and are characterized by six- to twenty-story (or higher) buildings as determined in the community plan. Their densities and functions support the development of a comprehensive and inter-connected network of public transit and services.

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

The project is consistent with many of the Urban Design Policies for individual projects in the West Adams-Baldwin Hills-Leimert Community Plan that are intended to ensure that new projects are compatible with existing and future development on neighboring properties. The vertical elements are repetitive and provide articulation to the building

façade and create a roof line that are compatible in height. In addition, the proposed project respects the views of the skyline for residents above the project site along Don Tomaso Drive, by utilizing the slope of the site to create a design that does not extend above the ridgeline. One pedestrian entryway is located on Don Felipe Drive. This provides access to the elevator, the parking garage, and the residential units.

Property immediately surrounding the site is zoned RD2-1, C2-1, RD1.5-1, and [Q]RD1.5-1-H. The Height District of 1 for the zones permits a maximum of 45 feet and 3:1 FAR for the RD zoning, and unlimited height for the C zoning. Uses include medical offices, multi-family development, churches. The R1-1 zoning is buffered by the RD1.5-1 zoned properties along Don Tomaso Drive.

Height

The proposed project consists of a building that is four stories, approximately 45' in height. Height District 1 permits a maximum of 45 feet in height. Therefore, the project is within the allowable maximum height for the zone, as well as the height of surrounding zone height districts.

Bulk/Massing

The proposed Project has two street facing facades. The façades of the proposed building are highly articulated with projecting balconies and offset vertical architectural façades to create visual interest and reduce bulk and massing. Furthermore, the main entryway of the project has varying features that sets it apart from the façade of the building, creating a prominent entrance. There is also varied landscaping along the street frontage.

Building Materials

The primary components of the exterior façade consist of architecturally unique façade vertical plane differentials, projecting balconies, and varying colors and materials. The architectural components of the building are defined by a change in building material and through a change in architectural details. The main entrance of the building is framed by a recessed façade with a change in materials to anchor the overall design. Similarly, the ground floor of the building is defined by a change in façade materials and architectural fenestration.

Entrances

The primary pedestrian entrance is located on the ground floor along Don Felipe Drive. As recommended in the Residential Citywide Design Guidelines, the primary ground floor entrance is distinct and visible, with varying colors, a recessed façade, landscaping elements, and lighting to provide an inviting pedestrian experience.

Parking

The project proposes a minimum of 120 vehicle parking spaces. Further, the project provides a minimum of 74 long-term bicycle parking spaces and 13 short-term bicycle parking spaces. Parking will be provided in full conformance with LAMC requirements for residential uses.

Lighting

All pedestrian walkways and vehicle access points will be well-lit, and all outdoor lighting provided onsite will be shielded to prevent excessive illumination.

Landscaping

Various types of vegetation and trees are integrated into the design of the building façades to create a pedestrian-friendly ground floor that helps unify and bolster continuity between the neighborhood and the project site as a whole.

Trash Collection

The trash/recycling areas are located within the building and are not visible from public view.

- c. The residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.**

The proposed multi-family residential project is required to provide a minimum of 9,150 square feet of open space pursuant to Section 12.21 G.2 of the Los Angeles Municipal Code. However, more open space is being provided than required, at 12,077 square feet. The project will provide a variety of amenities throughout the project site, such as a community room, recreation deck and open space courtyards. Therefore, the proposed project provides sufficient recreational and service amenities for its residents, minimizing any impacts on neighboring properties.

CEQA Findings

A Mitigated Negative Declaration (ENV-2015-780-MND) was prepared for the proposed project. The project description analyzed was for the originally proposed project, of 127 dwelling units and a height of 56 feet. The proposed project is a lesser project, proposed for 74 dwelling units in a building that is 45 feet tall. The MND was published on May 5, 2016 for a period of 20 days. During this period, two comment letters were received. One letter was submitted by the South Coast Air Quality Management District (SCAQMD) and the other was submitted by a community member. As demonstrated below, the City has reviewed and considered the comments in both letters and finds that no new substantial evidence has been submitted that requires any revisions to the MND or otherwise draws into question the analysis and conclusions in the MND.

The SCAQMD expressed that the construction air quality impacts exceed the recommended regional daily threshold for Reactive Organic compounds (ROG), and that mitigation measures should be imposed to minimize the impact to a less than significant level. The environmental assessment was based upon a 127-unit project. However, the project being proposed is for 74 units. The MND includes mitigation measures that address the impacts of the project on Air Quality related to demolition, grading and construction activities, and these mitigation measures are included as environmental conditions of this entitlement.

The second letter addressed impacts related to hydrology and water quality and public services:

Hydrology and Water Quality: The commenter states that watershed quality and degradation have not been addressed. However, Section IX of the MND addresses impacts through existing Regulatory Control Measures (RCM), which require the applicant to obtain coverage associated with Construction and Land Disturbance Activities under the State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges, prior to issuance of a grading permit. The Waste Discharge Identification Number is to be provided to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. Additionally, a Storm Water Pollution Prevention Plan is to be prepared and implemented for the proposed project in compliance with the requirements of the Construction General Permit. Prior to issuance of grading permits, the Applicant is also required to submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan (SUSUMP) to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The proposed project is not anticipated to diminish watershed quality, as it will be required to comply with the city's recent regulations, which provide for greater use of water conservation measures.

Public Services: The commenter states that fire safety is an issue and that personnel and equipment needs should be addressed. Section XIV.a of the MND addresses fire protection and emergency services. There are existing fire stations in close proximity to the project site that are already serving this area. Therefore, there would be no need to expand or build new fire stations. The Los Angeles Fire Department can shift resources to meet local demands for fire protection and emergency services if need be. The project is located in a High Fire Severity Zone, and as indicated in the MND, is required to comply with the Brush Clearance requirements of the Fire Code.

On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND, there is no substantial evidence that the proposed project will have a significant effect on the environment. The MND reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street.

PUBLIC HEARING AND COMMUNICATIONS

The Public Hearing for the originally proposed project was held at Los Angeles City Hall, 200 North Spring Street, 10th Floor Hearing Room 1020, Los Angeles, CA 90012 on Wednesday, June 29, 2016, at 10:00 AM.

1. Present: 31 people signed in at the Public Hearing.
2. Speakers: 22 speakers provided testimony.
3. The project's architect, representative, and owner, described the project and the requested entitlements.

Summary of Public Hearing

The Planning Deputy from Council District 8 was in attendance as was the chair of the Planning and Land Use Beautification Committee of the Empowerment Congress West Area Neighborhood Council.

The applicant described the project, explaining that the project would provide needed housing units in the area. He referenced the new Kaiser Hospital building nearby at Crenshaw Boulevard and Marlton Street, stating that the new housing project would attract workers from this job center. They also mentioned a community benefits package that would be offered. The owner stated that at 83,000 square feet, the lot is an appropriate size for the density he is proposing. Carl Morgan, chair of the Land Use Beautification Committee of the Neighborhood Council, stated their support of the project for a maximum of 82 units, as they believe the proposed 127 units is too dense for the site.

The project's architect then responded to the speakers' comments and questions. At the end of the Public Hearing, the Planning Deputy from Council District 8 stated that he understands the community concerns, and that he would like to open up a dialogue with community members and the Councilman.

The primary comments include:

Traffic and Circulation: Speakers voiced concerns about the potential increase in population and vehicular traffic in the area due to the proposed project and its impact on the already congested area. Traffic on Stocker is already at capacity, with many accidents occurring. There is congestion due to delivery trucks that must park in a travel lane. The traffic study from 2015 should be updated, and congestion and traffic flow on Marlton/Don Felipe should be addressed.

Density and Scale: This section of Stocker Street is not conducive to supporting this large scale project. We appreciate the developer changing the design, but it is too dense for this area and should be a maximum of 82 units, as proposed originally. They referenced the 74-unit condo building located on the south side of Stocker in unincorporated county area as more appropriate. Some speakers mentioned their concern that the City would allow a "spot zoning" action to take place, re-zoning to R3 when surrounding properties are zoned RD1.5 and RD2. The General Plan Amendment and Zone Change proposed do not benefit the neighborhood, and would grant an advantage to one developer.

Impacts of Multiple Projects in Area: Businesses and others along Stocker were not consulted, and they should be. Those located in unincorporated county were not included in discussions with developer. The commenter was concerned about the development of multiple projects in the area (such as a hotel), and resulting traffic congestion.

High Fire Hazard: The site is located in a High-fire Severity zone, thus fire hazard is a real threat. The dry brush on the adjacent hillside does not make this a good site for a project of this density.

Neighborhood Historic Character: The Sanchez Adobe located across the street from the project on Don Felipe Drive is over 200 years old and is a registered City of Los Angeles Cultural Monument. The historic character of this building will be impacted by the proposed design.

Communications Received

There were 18 letters and email communications received regarding the project. These addressed concerns related to building design, setbacks, tenant and guest parking, density, quality of the development, safety, security, emergency services, traffic, ingress and egress, affordable housing, open space, noise and obstruction of views.

PROJECT ADDRESS: 3831 W. STOCKER ST.
LOS ANGELES, CA. 90008

APN: 5026-001-002

ZONE: RD2-1

ALLOWABLE F.A.R.: 3:1 (HEIGHT DISTRICT 1)

PARCEL AREA: 82,933 SF

BUILDING CODE: 2013 CALIFORNIA BUILDING

OCCUPANCY TYPE: R-2/S-2

NUMBER OF STORIES: 3 LEVELS OF TYPE 5
CONSTRUCTION O/ 1 LEVEL OF
ABOVE GRADE TYPE 1
CONSTRUCTION

REQUIRED SETBACKS (BASED ON RD-1.5 ZONE)

FRONT: 15'-0"

SIDES: 7'-0" (FOR 4 STORY BUILDING)

REAR: 15'-0"

PROPOSED SETBACKS:

FRONT: 15'-0"

REAR: 49'-10"

SIDES: 8'-0"

PARKING AREA:

LOWER LEVEL PARKING =20,831 SF

UPPER LEVEL PARKING = 37,290 SF

TOTAL: = 58,121 SF

RESIDENTIAL AREA:

	RENTABLE	TOTAL FLOOR
LEVEL 1	= 17,719 SF	23,235SF
LEVEL 2:	= 18,545 SF	22,534 SF
LEVEL 3:	= 12,786 SF	16,043 SF
TOTAL:	= 49,050 SF	61,812 SF

ALLOWABLE DWELLING UNITS:

82,933 SF / 2000 SF = 42 UNITS

ALLOWABLE UNITS W/ 35% DENSITY BONUS = 57

PROPOSED DWELLING UNITS:

SINGLES:	20 UNITS
1 BEDROOMS:	46 UNITS
2 BEDROOMS:	8 UNITS
TOTAL:	74 UNITS (75% DENSITY BONUS W/C.U.P)

OPEN SPACE REQUIREMENTS:

20 UNITS < 3 HABITABLE ROOMS	= 2,000 SF
46 UNITS = 3 HABITABLE ROOMS	= 5,750 SF
8 UNITS > 3 HABITABLE ROOMS	= 1,400 SF
TOTAL REQUIRED:	= 9,150 SF

TOTAL OPEN SPACE PROVIDED:

RECREATION DECK	= 10,546 SF
COMMUNITY ROOM(S)	= 1,531 SF
TOTAL	=12,077 SF

PARKING REQUIREMENTS:

20 UNITS @ 1/UNIT	= 20 STALLS
46 UNITS @ 1.5/UNIT	= 69 STALLS
8 UNITS @ 2/UNIT	= 16 STALLS
TOTAL PARKING REQUIRED	= 105 STALLS

TOTAL PARKING PROVIDED = 120 STALLS
(20% OF REQUIRED PARKING TO BE CAPAPBLE
OF RECEIVING ELECTRIC VEHICLE EQUIPMENT)

LOWER LEVEL: 33 STANDARD
18 COMPACT

UPPER LEVEL: 49 STANDARD
22 COMPACT

TOTAL: 122 STALLS

TOTAL BICYCLE PARKING REQUIRED:

LONG TERM: 74

SHORT TERM: 13

ALLOWABLE BLDG HEIGHT: 45'-0" PER HEGHT DISTRICT

PROPOSED BLDG. HEIGHT: 45'-0"



LEGAL DESCRIPTION:

File No: 08011471

EXHIBIT "A"

All that certain real property situated in the County of Los Angeles, State of California, described as follows:

That portion of Lot 62 of Tract No. 14645, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 350 Pages 1 through 4 inclusive, of Maps, in the office of the County Recorder of said County, and that portion of Rancho Cienega O'Paso De La Tijera, in the City of Los Angeles, County of Los Angeles, State of California, as shown on the map of said Rancho, recorded in Book 1 Page 259 of Patents, in the office of the County Recorder of said County, described as a whole as follows:

Beginning at the Northwesterly terminus of that certain curve in the Northeast boundary of Lot 62 of Tract No. 14645, said curve being concave to the Southeast, having a radius of 30.00 feet and a length of 45.91 feet; thence tangent to said curve. North 41° 46' 04" West along the Northeast line of said Lot 62, a distance of 290.88 feet; thence South 50° 24' 02" West 155.56 feet to a point on a curve in the Easterly line of Parcel 2, as described in the deed to Home Building and Loan Association, recorded June 5, 1950 in Book 33301 Page 362, Official Records, said curve being concave to the West and having a radius of 219.00 feet, a radial to said point bears South 50° 24' 02" West; thence Southerly along said curve 277.50 feet; thence tangent to said curve, South 33° 00' 00" West 146.74 feet; thence South 65° 04' 49" East 42.61 feet to the Northwesterly line of Stocker Street, 80 feet wide, as described in the deed to the County of Los Angeles, recorded in Book 14958 Page 83, Official Records; thence Northeasterly along said Northwesterly line to the most Southerly corner of said Lot 62, said point being the point of beginning of the first mentioned curve above; thence along said curve, 45.91 feet to the point of beginning.

Except therefrom all petroleum, oil, gas, naphtha, asphaltum, brea and other hydrocarbons and all other minerals within or underlying that portion of said land lying within the boundaries of the land described as Parcel "D" in deed to Crenshaw-La Brea Company, a corporation, recorded April 22, 1947 as Document No. 1204 in Book 24497 Page 230, Official Records, without, however, any right to re-enter or use the surface of said Parcel "D" or any portion of the subsurface thereof, to a depth of 200 feet from the surface, as reserved by Dextra Baldwin Derx, Baldwin M. Baldwin, and Raymond L. Kinsley, as Trustees under the Trust created by the last will and testament of Anita M. Baldwin, deceased in said deed.

Also except therefrom an undivided one-half interest, as excepted by Charles H. Church, Trustee, under Declaration of Trust dated November 30, 1948 in deed recorded May 19, 1949 in Book 30124 Page 18, Official

CLTA Preliminary Report Form - Modified (11-17-06)

File No: 08011471

Records, of all petroleum, oil, gas naphtha, asphaltum, brea and other minerals within or underlying said land not included within the boundaries of the land described as Parcel "D" in the deed to Crenshaw-La Brea Company, a corporation, recorded April 22, 1947 as Document No. 1204 in Book 24497 Page 230, Official Records, without however, any right to re-enter or use the surface of said Parcel "D" or any portion of the subsurface thereof to a depth of 200 feet from the surface, as reserved by Dextra Baldwin, and Raymond L. Kinsley, as Trustees under Trust created by the last will and testament of Anita M. Baldwin, deceased, in said deed recorded in Book 24497 Page 230, Official Records, but without the right to use the surface or any portion of the subsurface thereof to a depth of 200 feet from the surface of said land, as conveyed by Charles H. Church, as Trustee, to the record owners of said land, by deed recorded February 10, 1950 in Book 32246 Page 212, Official Records.

The right to enter or use the surface or subsurface of said land to a depth of 200 feet was relinquished by Quitclaim Deed from Chas H. Church, Trustee, recorded February 10, 1950, in Book 32246 Page 212, Official Records.

Assessor's Parcel Number: 5026-001-002

CLTA Preliminary Report Form - Modified (11-17-06)
Page 4

EXHIBIT A

PROJECT PLANS
CPC-2015-779-CU-SPR

Sheet List	
Sheet Number	Sheet Name
T-1	TITLE SHEET
SA-1	SITE PLAN
P2	LOWER PARKING LEVEL
P1	UPPER PARKING LEVEL
A1	LEVEL 1 PLAN
A2	LEVEL 2 PLAN
A3	LEVEL 3 PLAN
A4	ROOF PLAN
A5	TYPICAL UNIT PLANS
A6	BUILDING SECTIONS
A6.1	LONG. SECTION
A7	STOCKER ELEVATION
A8	DON FELIPE ELEVATION
A9	RENDERING
A10	RENDERING
A11	RENDERING
LC-1	LANDSCAPE PLAN
LP-1	LANDSCAPE PLAN
LP-2	LANDSCAPE PLAN

PROJECT DIRECTORY

OWNER:
AXIOM REAL ESTATE INVESTMENTS INC.
280 S. BEVERLY DRIVE, SUITE 312
BEVERLY HILLS, CA. 90212
310.288.4300

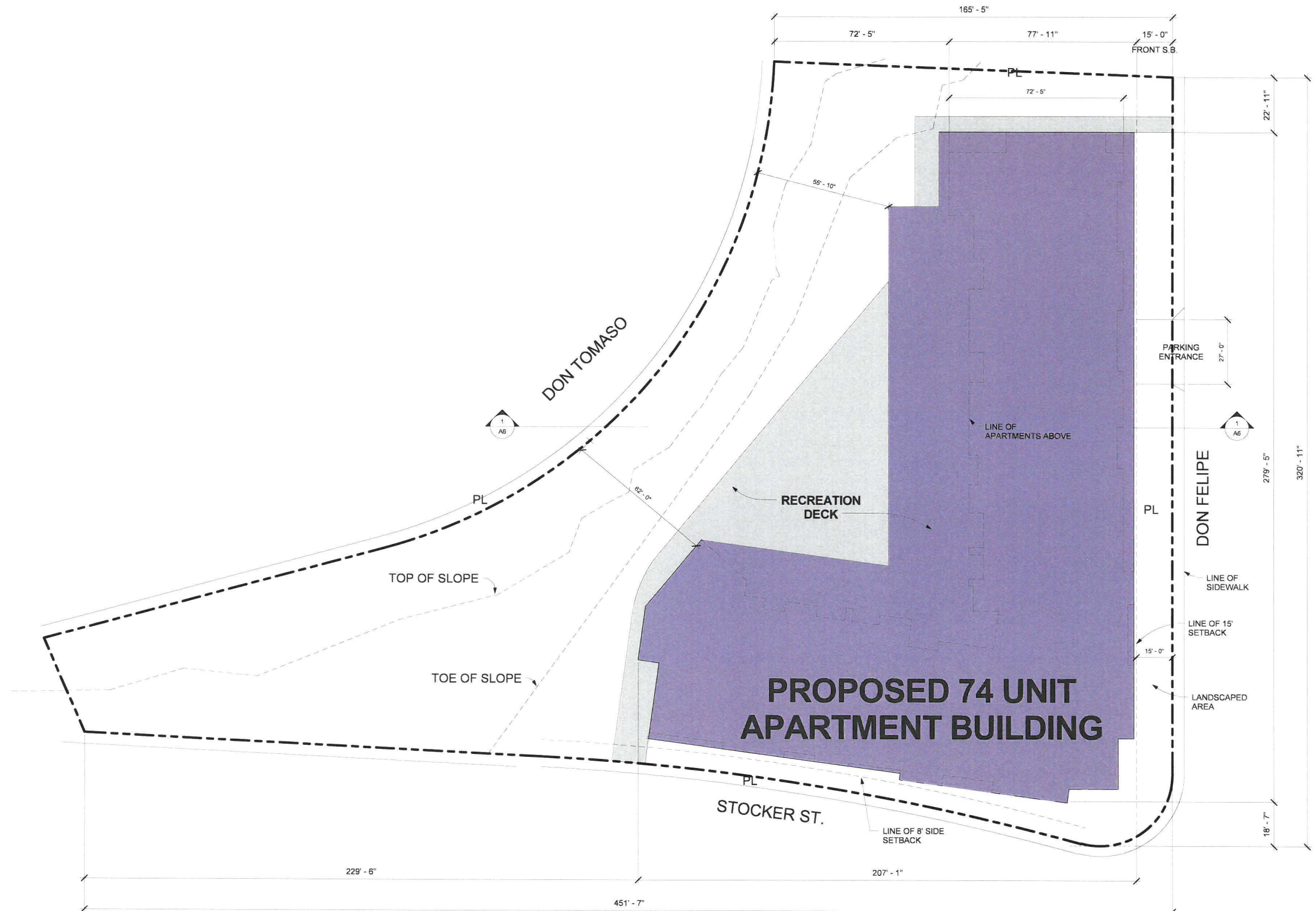
ARCHITECT:
SOUTHERN CALIFORNIA ARCHITECTS
2999 OVERLAND AVE. #100
LOS ANGELES, CA. 90064
JON WALTERS 310.600.6502

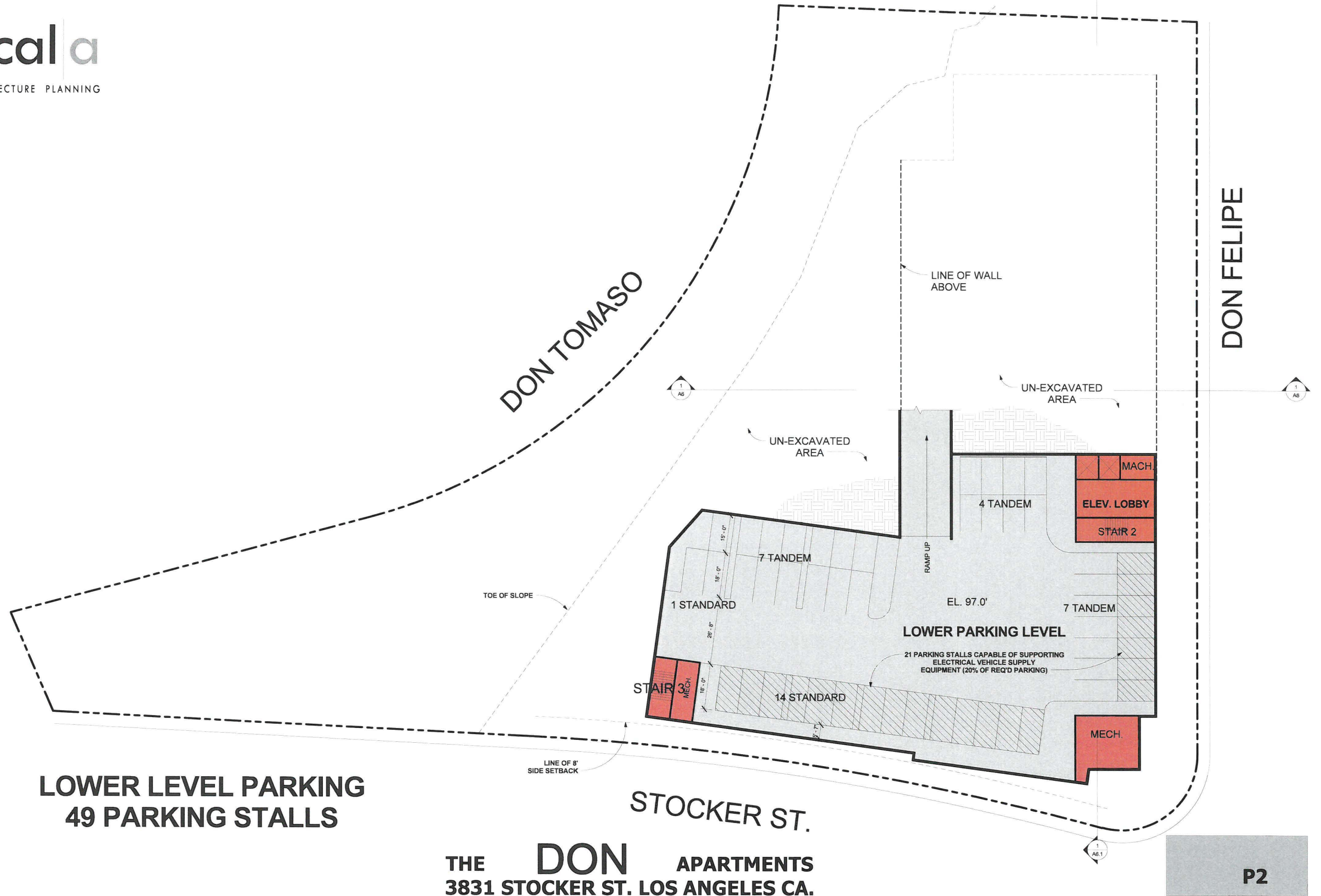
LANDSCAPE ARCHITECT:
SCLA INC.
380 N. PALM ST. SUITE B
BREA CA. 92821
562.905.0800

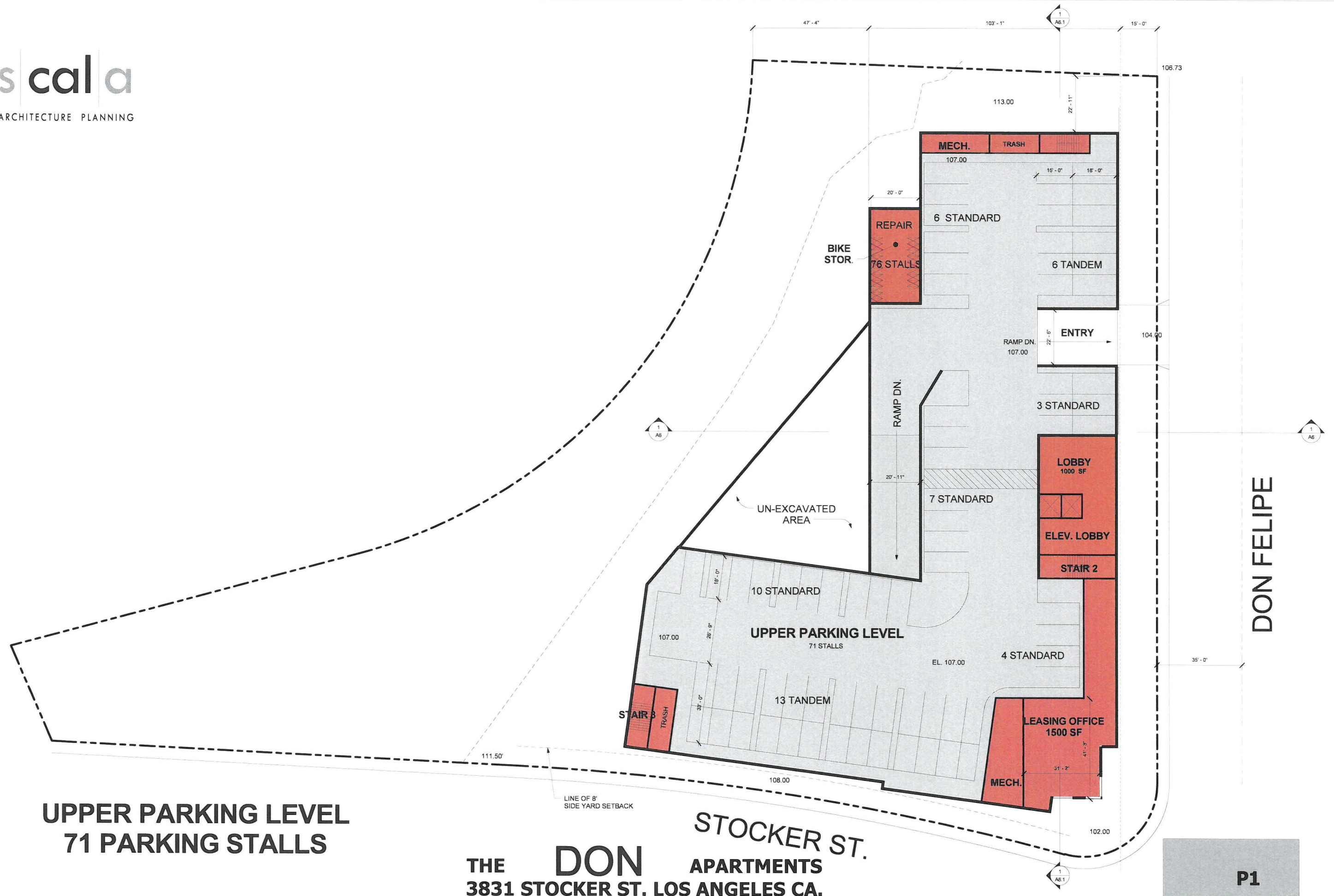
THE DON APARTMENTS
3831 STOCKER ST. LOS ANGELES CA.

08-29-16

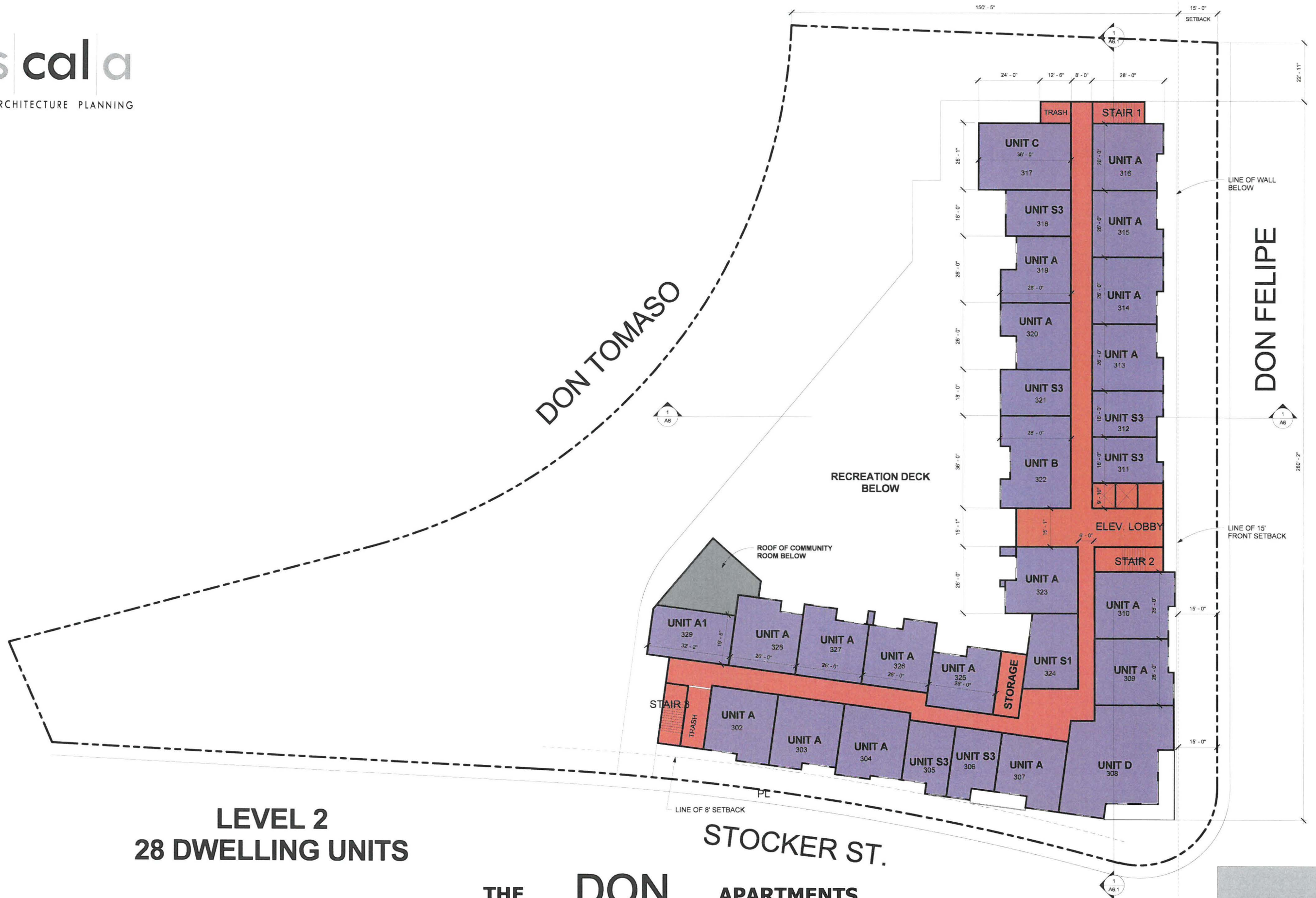
T-1







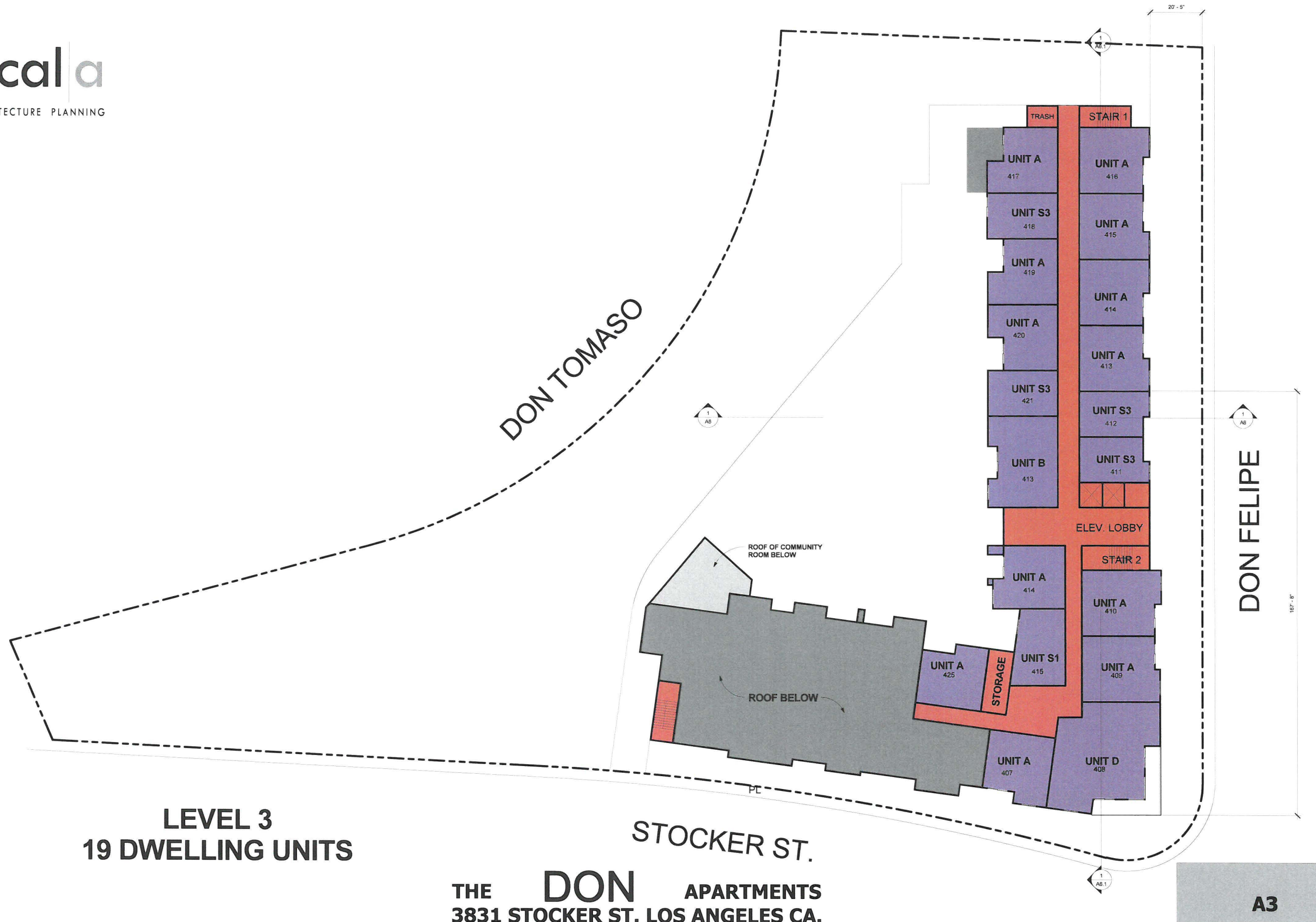


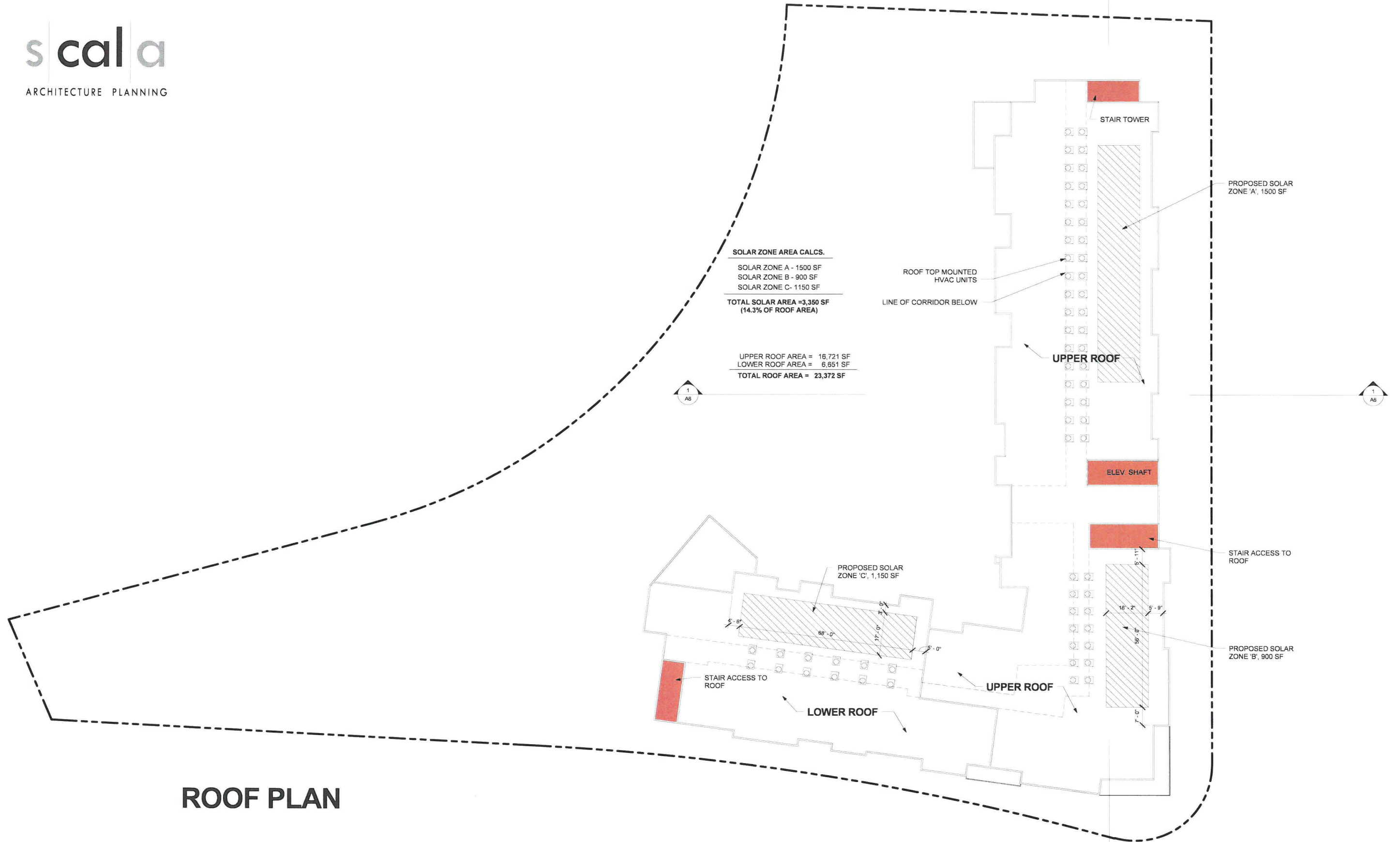


LEVEL 2
28 DWELLING UNITS

THE DON APARTMENTS
3831 STOCKER ST. LOS ANGELES CA.

A2



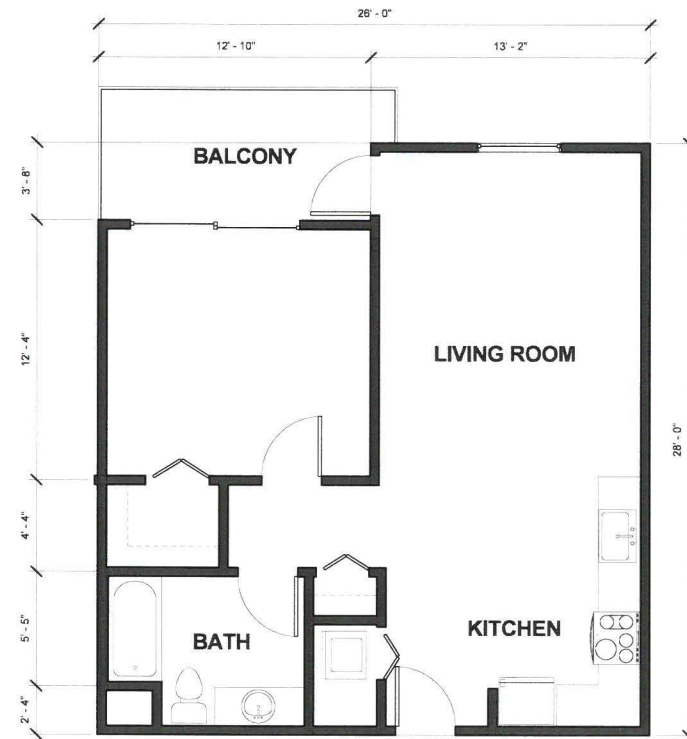


ROOF PLAN

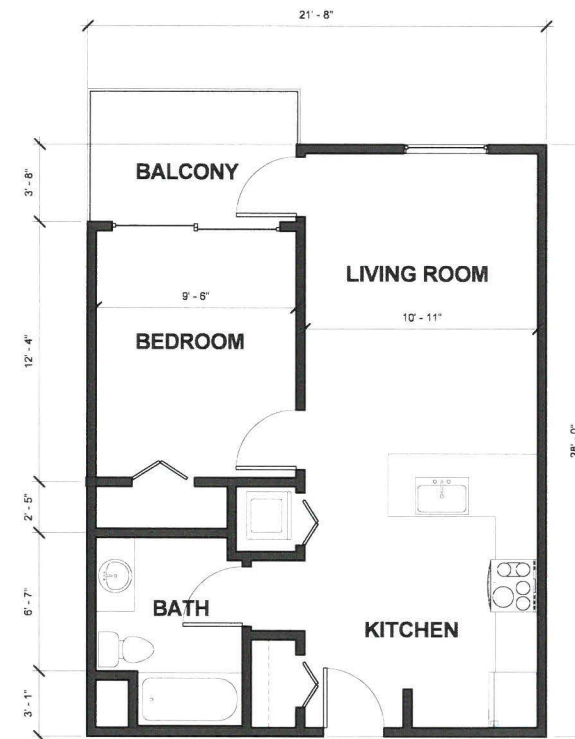
THE DON APARTMENTS
3831 STOCKER ST. LOS ANGELES CA.

08-29-16

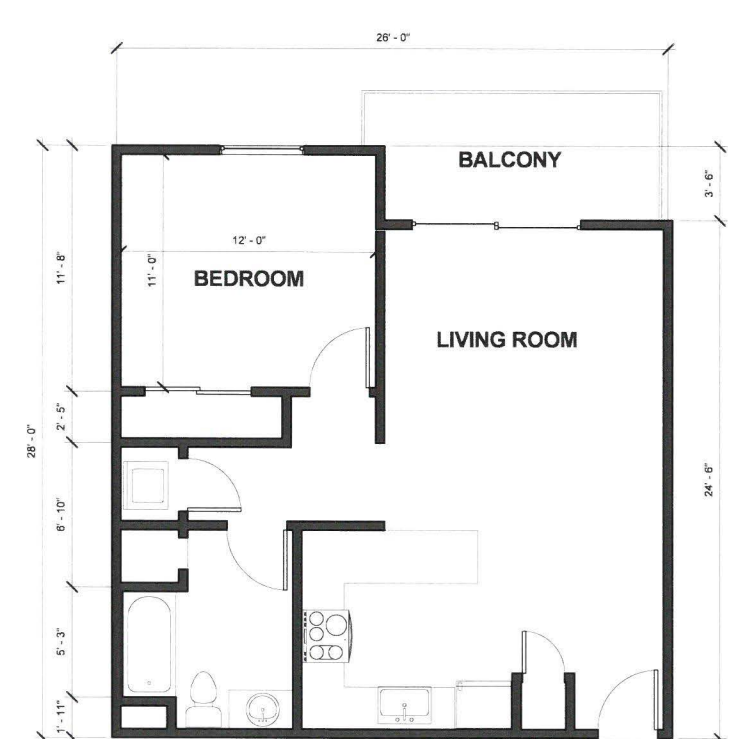
NOTE: SEE OVERALL BUILDING PLANS FOR PRECISE CONDITIONS OF BUILDING PERIMTER



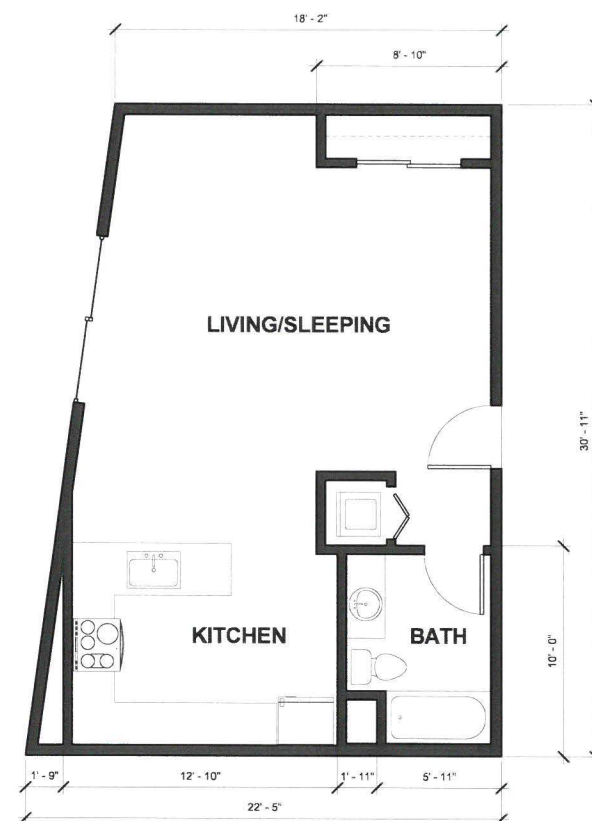
UNIT A-672 SF



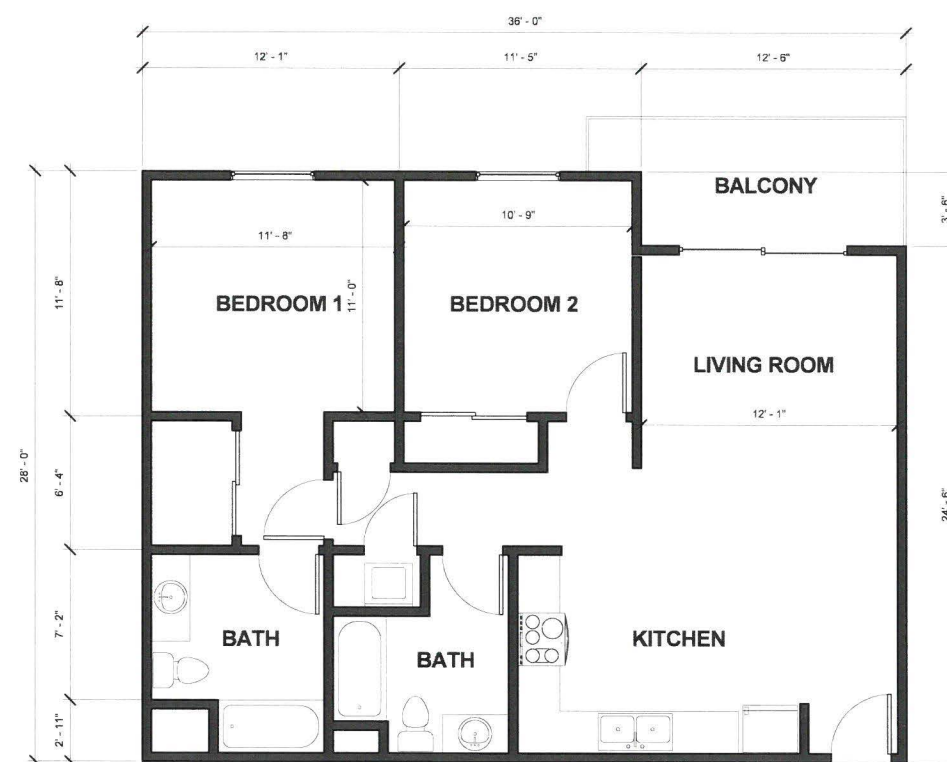
UNIT A1-530 SF



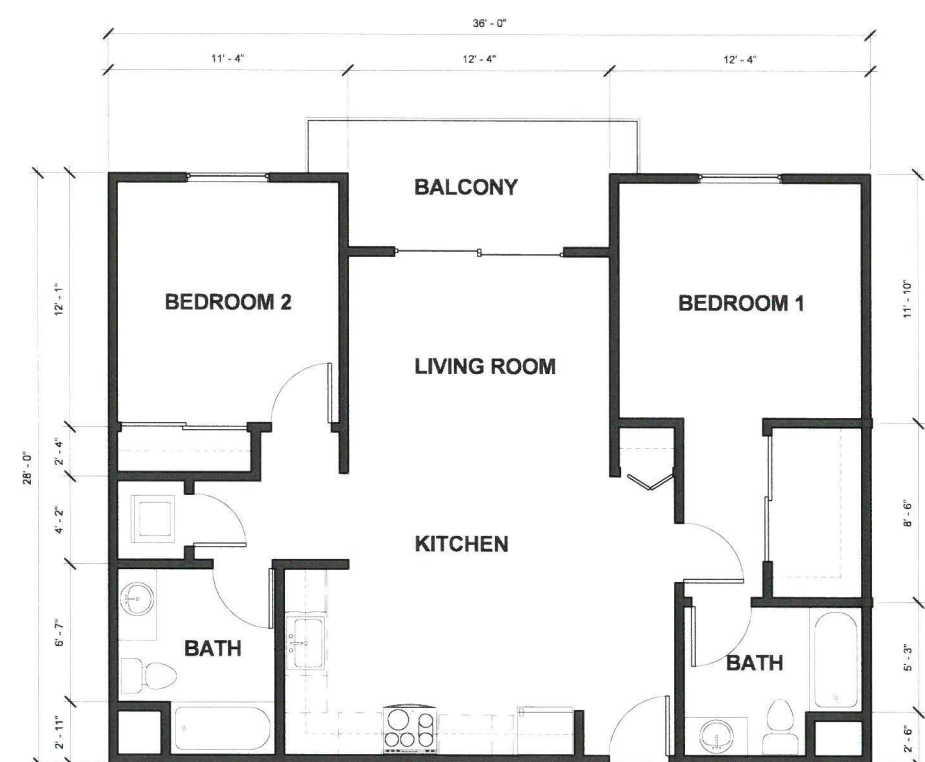
UNIT A2-648 SF



UNIT S1-567 SF



UNIT C-952 SF

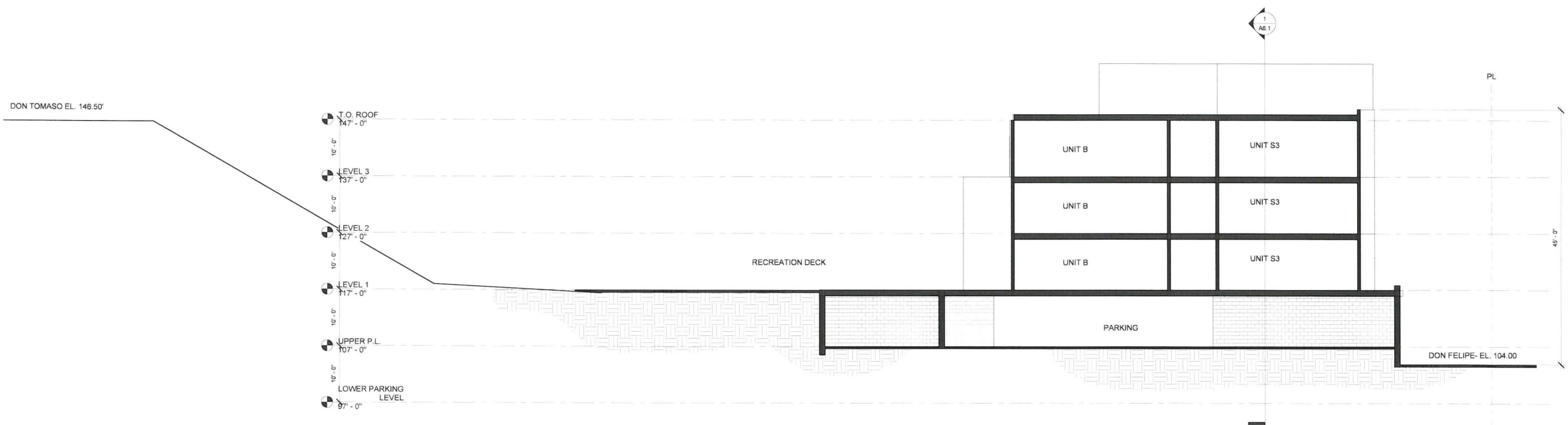


UNIT B-955 SF

THE DON APARTMENTS
3831 STOCKER ST. LOS ANGELES CA.

08-29-16

A5

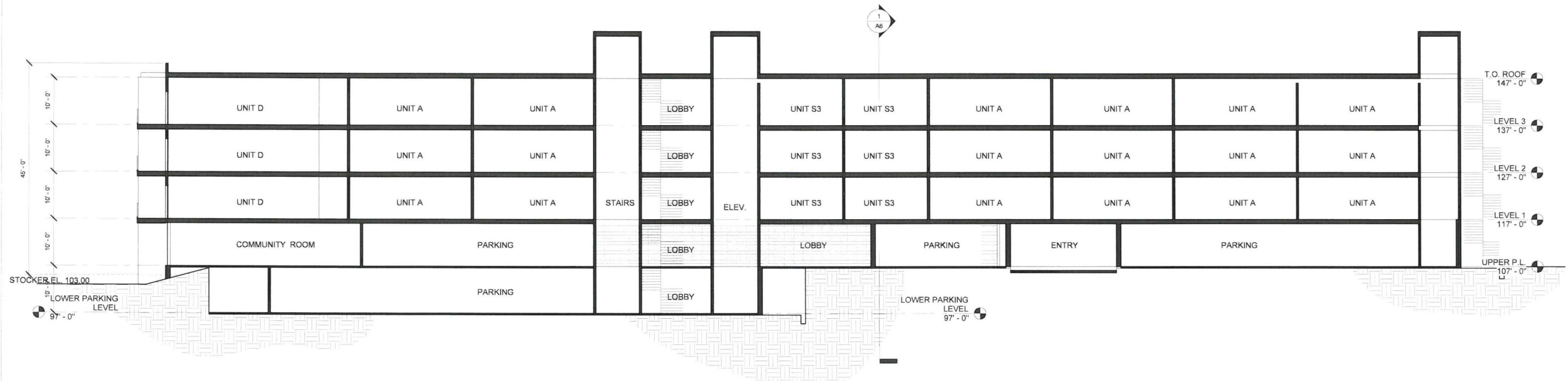


1 CROSS SECTION
1/8" = 1'-0"

THE **DON** APARTMENTS
3831 STOCKER ST. LOS ANGELES CA.

08-29-16

A6



1 LONG SECTION
1" = 10'-0"

THE **DON** APARTMENTS
3831 STOCKER ST. LOS ANGELES CA.

08-29-16

A6.1

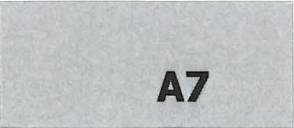
EXTERIOR FINISH SCHEDULE				
	DESCRIPTION	MANUFACTURER	STYLE / CAT. NO.	COLOR/REMARKS
A1	7/8" EXT. CEMENT PLASTER	LA HABRA OR APPROVED EQUAL	SAND FINISH	COLOR- SHERWIN WILLIAMS SW-7005 PURE WHITE
A2	7/8" EXT. CEMENT PLASTER	LA HABRA OR APPROVED EQUAL	SAND FINISH	COLOR- SHERWIN WILLIAMS SW-6129 RESTRAINED GOLD
A3	7/8" EXT. CEMENT PLASTER	LA HABRA OR APPROVED EQUAL	SAND FINISH	COLOR- SHERWIN WILLIAMS SW-7073 NETWORK GRAY
C	METAL RAILING			BRUSHED ALUMINUM
D	DUAL GLAZED VINYL DOORS/WINDOWS	MILGARD (OR APPROVED EQUAL)	TUSCANY SERIES	EXTERIOR FRAME COLOR - BRONZE
E	STOREFRONT GLAZING	KAWNEER (OR APPROVED EQUAL)	EXTRUDED ALUMINUM FRAME	BRONZE POWDER COAT



STOCKER ELEVATION

THE **DON** APARTMENTS
3831 STOCKER ST. LOS ANGELES CA.

08-29-16





DON FELIPE ELEVATION

E

EXTERIOR FINISH SCHEDULE				
	DESCRIPTION	MANUFACTURER	STYLE / CAT. NO.	COLOR/REMARKS
A1	7/8" EXT. CEMENT PLASTER	LA HABRA OR APPROVED EQUAL	SAND FINISH	COLOR- SHERWIN WILLIAMS SW-7005 PURE WHITE
A2	7/8" EXT. CEMENT PLASTER	LA HABRA OR APPROVED EQUAL	SAND FINISH	COLOR- SHERWIN WILLIAMS SW-6129 RESTRAINED GOLD
A3	7/8" EXT. CEMENT PLASTER	LA HABRA OR APPROVED EQUAL	SAND FINISH	COLOR- SHERWIN WILLIAMS SW-7073 NETWORK GRAY
C	METAL RAILING			BRUSHED ALUMINUM
D	DUAL GLAZED VINYL DOORS/WINDOWS	MILGARD (OR APPROVED EQUAL)	TUSCANY SERIES	EXTERIOR FRAME COLOR - BRONZE
E	STOREFRONT GLAZING	KAWNEER (OR APPROVED EQUAL)	EXTRUDED ALUMINUM FRAME	BRONZE POWDER COAT

THE **DON** APARTMENTS
3831 STOCKER ST. LOS ANGELES CA.

A8



VIEW FROM INTERSECTION OF STOCKER & DON FELIPE

THE **DON** APARTMENTS
3831 STOCKER ST. LOS ANGELES CA.

08-29-16

VIEW FROM DON FELIPE



THE **DON** APARTMENTS
3831 STOCKER ST. LOS ANGELES CA.

08-29-16



VIEW FROM STOCKER

THE **DON** APARTMENTS
3831 STOCKER ST. LOS ANGELES CA.

08-29-16



KEYNOTES

- 1. BORCE BALL/ LAWN BOWLING COURT
- 2. LAWN AREA



3. TRELLIS

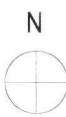


- 4. FIREPIT
- 5. BBQ
- 6. BAR
- 7. BUILT-IN BENCH
- 8. OVER STRUCTURE PLANTER
- 9. RAMP
- 10. COUNTER W/ BBQ UNIT

THE **AMALFI** APARTMENTS
3831 STOCKER ST. LOS ANGELES CA.

10-13-14

1 HARDSCAPE PLAN - COURTYARD
SCALE: 1" = 10'-0"



SOLA INC
Landscape Architects
3831 STOCKER ST. #100
SANTA MONICA, CA 90405
310.318.1111
www.sola-inc.com

#21465
09-28-2016

LC-1

NOTE:
THIS IS NOT A BOUNDARY SURVEY & NO SURVEY MONUMENT WAS SET ON THE GROUND.



DATE PALM



TIPU TREE



MELALEUCA



INDIAN LAUREL FIG



GINKGO BILBOA



PALO ALTO
SWEETGUM



ALEPPO PINE



BRISBANE BOX



PALO VERDE



TREE LEGENDS

- POOL DECK TREE
PHOENIX DACTYLIFERA
DATE PALM
- TERRACE PROMENADE TREE
TIPUANA TIPU
TIPU TREE
OR
TABESBUIA IPE
PINK TRUMPET TREE
- EVERGREEN GROVE TREE
MELALEUCA QUINQUENARIA
MELALEUCA
- POOL ENCLOSURE TREE
FICUS MICROCARPA 'NITIDA'
INDIAN LAUREL FIG
- DECIDUOUS GROVE TREE
GINKGO BILBOA
OR
LIQUIDAMBAR STYRACIFLUA 'PALO ALTO'
PALO ALTO SWEETGUM
- HILLSIDE CONIFEROUS GROVE TREE
PINUS HALEPENSIS
ALEPPO PINE
- BUILDING FACADE GROVE TREE
TRISTANIA CONFERTA
BRISBANE BOX
- CORNER / ENTRANCE ACCENT TREE
CERCIDIUM DESERT MUSEUM
PALO VERDE
- NEW STREET TREE
(STOCKER ST.)
PER CITY OF LA URBAN FORESTRY
- EXISTING STREET TREE
(DON FELIPE)
TO REMAIN
- EXISTING TREE
TO REMAIN
- PLANTING AREA
- LAWN AREA

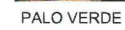
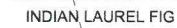
THE **AMALFI** APARTMENTS
3831 STOCKER ST. LOS ANGELES CA.














SOLA INC
Landscape Architects
3831 N. PALM ST. SUITE 100
SANTA ANA, CA 92704
(714) 952-0800
www.sola.com

#21465
09-28-2016

LP-1

s c a l a
ARCHITECTURE PLANNING



- ## TREE LEGENDS
- | | |
|---|---|
|  | POLY DECK TREE
PHOENIX DACTYLIFERA
DATE PALM |
|  | TERRACE PROMENADE TREE
TIPIANA TIPU
TIPU TREE
OR
TABERBERIA WIFE
PINK TRUMPET TREE |
|  | EVERGREEN GROVE TREE
MELALEUCA QUINCUNERVIA
MELALEUCA |
|  | POOL ENCLOSURE TREE
FICUS MICROCARPA NITIDA
INDIAN LAUREL FIG |
|  | DECIDUOUS GROVE TREE
GRINGO BILBOA
OR
LIQUIDAMBAR STYRACIFLUA 'PALO ALTO'
PALO ALTO SWEETGUM |
|  | HILLSIDE CONIFEROUS GROVE TREE
PINUS HALEPENSIS
ALEPPO PINE |
|  | BUILDING FACADE GROVE TREE
TRISTANIA CONFERTA
BRISBANE BOX |
|  | CORNER / ENTRANCE ACCENT TREE
CERODIUM 'DESERT MUSEUM'
PALO VERDE |
|  | NEW STREET TREE
(STOCKER ST)
PER CITY OF LA URBAN FORESTRY |
|  | EXISTING STREET TREE
(DON FELIPE)
TO REMAIN |
|  | EXISTING TREE
TO REMAIN |
|  | PLANTING AREA |
|  | LAWN AREA |

1 PRELIMINARY LANDSCAPE PLAN - STREET FRONTAGE
SCALE: 1/16" = 1'-0"

THE **AMALFI** APARTMENTS
3831 STOCKER ST. LOS ANGELES CA.

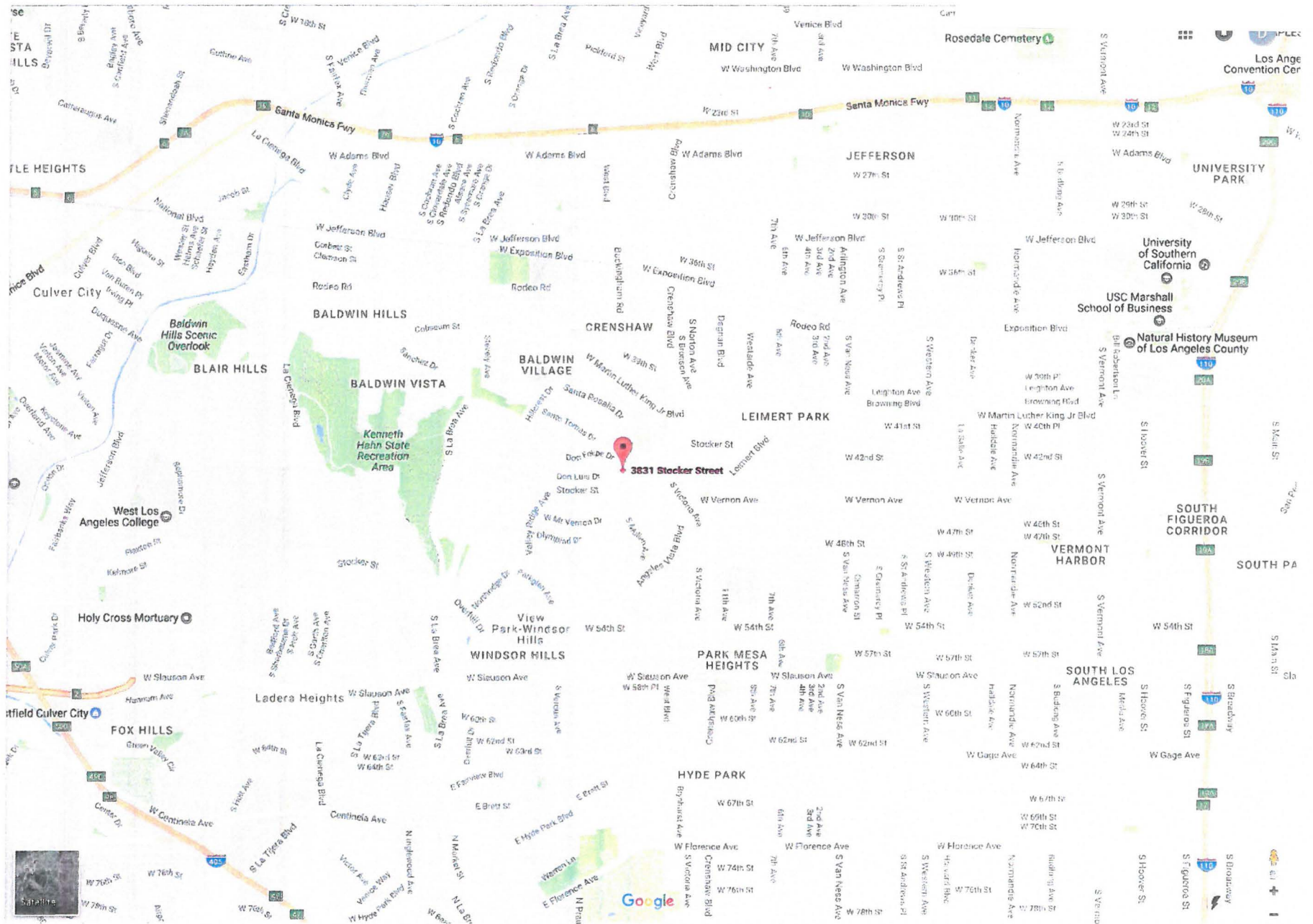
10-13-14

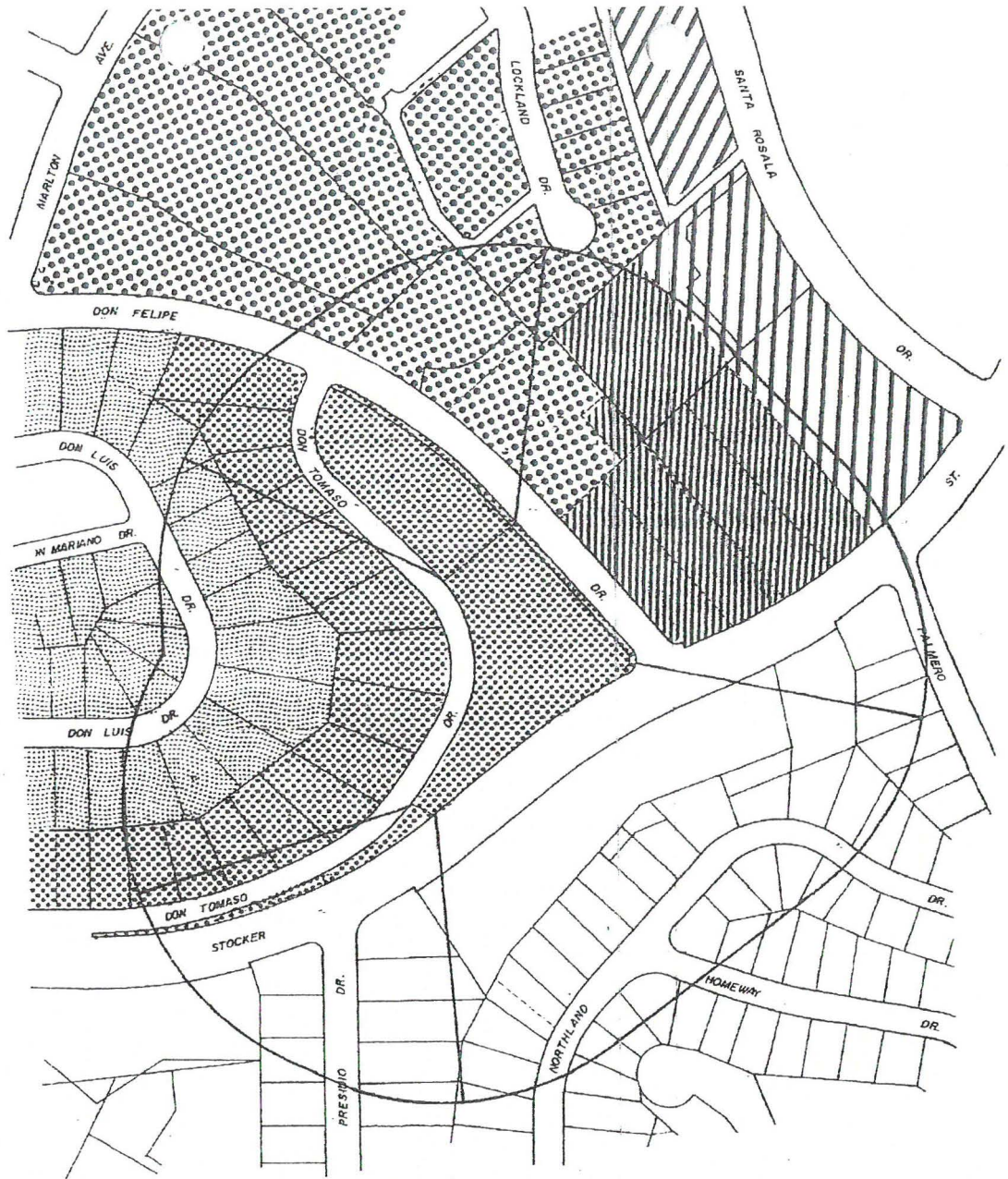
SOLA INC
Landscape Architects
380 N. Alamo St., Suite 800 F. 562.905.0800 (Main)
RCA, CA 92821
info@sola-inc.com F. 562.905.0880
www.sola-inc.com F. 818.283.7461 (Studio)

#21465
09-28-2016

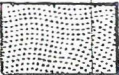

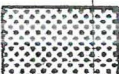

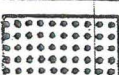
LP-2

EXHIBIT B
MAPS
CPC-2015-779-CU-SPR

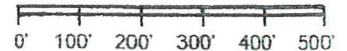




EXISTING WEST ADAMS - BALDWIN HILLS - LEIMERT COMMUNITY PLAN

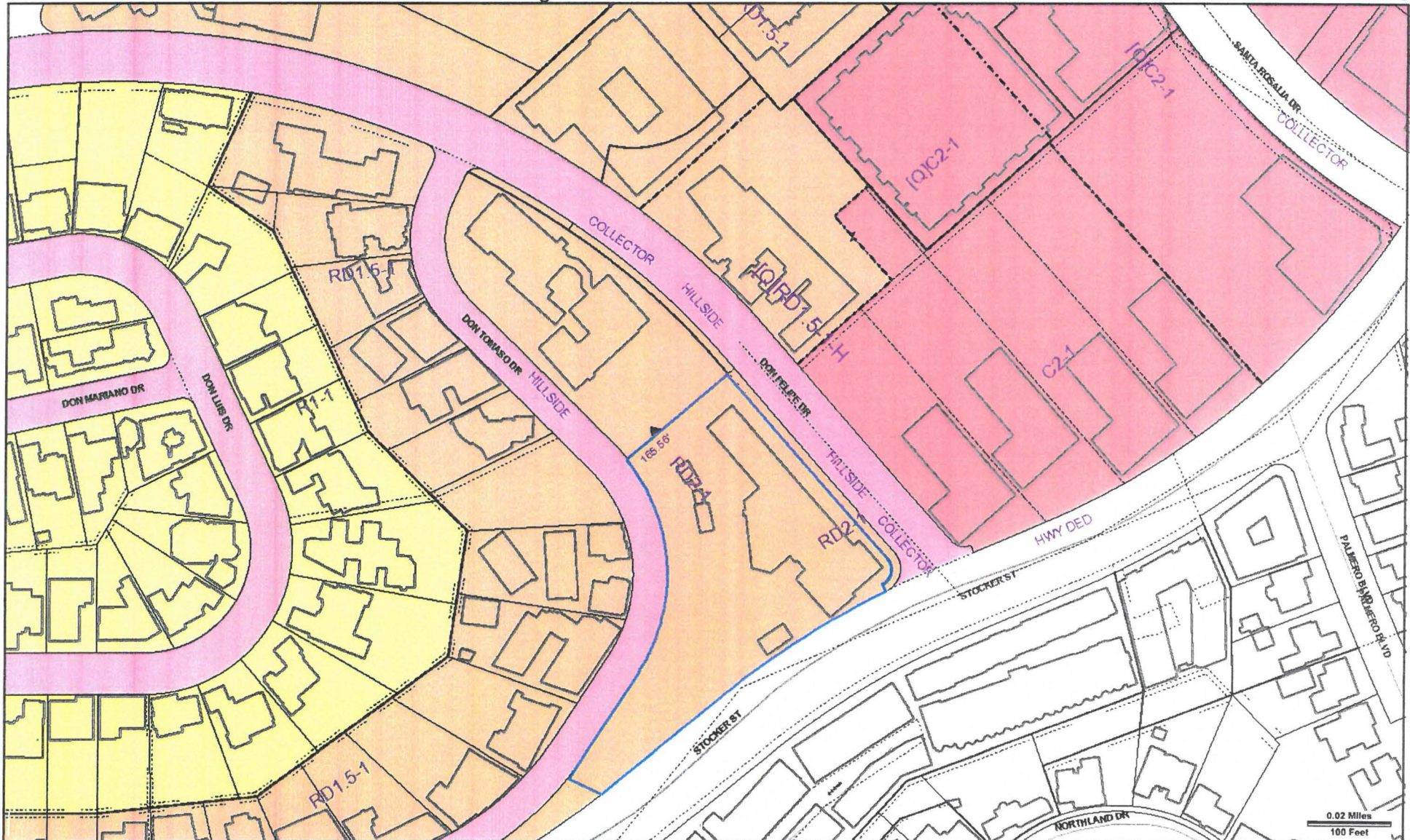
RESIDENTIAL		COMMERCIAL	
	LOW RE9, RS, R1, RU, RD6, RD5		GENERAL C1.5, C2, C4, RAS3, RAS4
	LOW MEDIUM II RD1.5, RD2, RW2, RZ2.5		COMMUNITY CR, C2, C4, RAS3, RAS4
	MEDIUM R3		

CASE NO.
DATE: ~~OGT 1, 2014~~ 12-1-2014
SCALE:



KING WOODS
1142 S. DIAMOND BLVD. #437
DIAMOND BAR, CA 91765
(213) 841 - 1509

CPC 2013-0779



Address: 3831 W STOCKER ST

Tract: RANCHO CIENEGA O'PASO
DE LA TIJERA

Zoning: RD2-1

APN: 5026001002

Block: None

General Plan: Low Medium II Residential

PIN #: 114B181 617

Lot: PT LT 41

Arb: 84



EXHIBIT C

ENVIRONMENTAL CLEARANCE & MMP

ENV-2015-780-MND

CPC-2015-779-CU-SPR

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

LEAD CITY AGENCY

City of Los Angeles

COUNCIL DISTRICT

CD 8 - MARQUEECE HARRIS-DAWSON

PROJECT TITLE

ENV-2015-780-MND

CASE NO.

CPC-2015-779-GPA-ZC-DB-SPR

PROJECT LOCATION

3831 STOCKER STREET

PROJECT DESCRIPTION

The proposed project is the construction of a 117,515-square-foot 56-foot tall residential building with 127 units, 215 vehicle parking spaces in one level of at-grade parking and one level of subterranean parking, and 140 bicycle parking spaces. The project will also include approximately 22,277 square feet of open space. A project Design Feature is included preserve the view of the downtown Los Angeles skyline from the top of the hillside, and mitigate impacts related to views from the hillside. This feature includes a roof top open space located approximately in the center of the building, and measuring 72 feet by 64 feet 9 inches.

The project requests a General Plan Amendment from Low Medium II Residential to Medium Residential; a Zone Change from RD2-1 to R3-1; Site Plan review to allow the construction of 127 dwelling units; and a request for a waiver of development standards not on the menu of Density Bonus incentives, to allow for an 11 foot increase in height to 56 feet in lieu of 45 feet. The project will set aside 9 units for Very Low Income residents. The property is currently occupied by an 18,157-square-foot, 2-story tall medical office building, a small accessory structure, which will be demolished, and surface parking lot. 16,866 cubic yards of soil will be exported from the site, which will require a Haul Route.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY

Abraham Shofet JMDB Holdings

280 S. Beverly Dr. #312

Beverly Hills, CA 90212

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
ALAN COMO	City Planning Associate	(213) 473-9985
ADDRESS	SIGNATURE (Official)	DATE
00 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012		MAY 25, 2016

IV-70. 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 less than significant level by the following measures:
- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division, Bureau of Street Services, Department of Public Works.

XVI-30. Transportation (Haul Route)

-
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- The applicant shall be limited to no more than two trucks at any given time within the site's staging area.
- There shall be no staging of hauling trucks on any streets adjacent to the project, unless specifically approved as a condition of an approved haul route.
- No hauling shall be done before 9 a.m. or after 3 p.m.
- Trucks shall be spaced so as to discourage a convoy effect.
- On substandard hillside streets, only one hauling truck shall be allowed on the street at any time.
- A minimum of two flag persons are required. One flag person is required at the entrance to the project site and one flag person at the next intersection along the haul route.
- Truck crossing signs are required within 300 feet of the exit of the project site in each direction.
- The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind.
- Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.
- Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.
- No person shall perform grading within areas designated "hillside" unless a copy of the permit is in the possession of a responsible person and available at the site for display upon request.
- A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.
- The applicant shall identify a construction manager and provide a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.

XVI-40. Safety Hazards

- Environmental impacts may result from project implementation due to hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses. However, the potential impacts can be mitigated to a less than significant level by the following measure:
- The developer shall install appropriate traffic signs around the site to ensure pedestrian, bicycle, and vehicle safety.
- The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.

XVI-50. Inadequate Emergency Access

- Environmental impacts may result from project implementation due to inadequate emergency access. However, these impacts can be mitigated to a less than significant level by the following measure:
- The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

XVI-60. Inadequate Emergency Access (Hillside Streets – Construction Activities)

-

- No parking shall be permitted on the street during Red Flag Days in compliance with the "Los Angeles Fire Department Red Flag No Parking" program.
- All demolition and construction materials shall be stored on-site and not within the public right-of-way during demolition, hauling, and construction operations.

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)

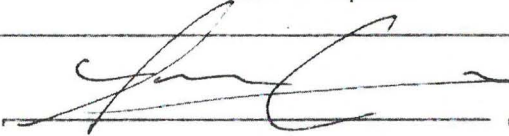
LEAD CITY AGENCY: City of Los Angeles	COUNCIL DISTRICT: CD 8 - MARQUEECE HARRIS-DAWSON	DATE:
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2015-780-MND	RELATED CASES: CPC-2015-779-GPA-ZC-DB-SPR	
PREVIOUS ACTIONS CASE NO.:	<input type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions	
PROJECT DESCRIPTION: DEMOLITION OF EXISTING BUILDINGS AND CONSTRUCTION OF A 4-STORY, 127 UNIT APARTMENT BUILDING.		
ENV PROJECT DESCRIPTION: <p>The proposed project is the construction of a 117,515-square-foot 56-foot tall residential building with 127 units, 215 vehicle parking spaces in one level of at-grade parking and one level of subterranean parking, and 140 bicycle parking spaces. The project will also include approximately 22,277 square feet of open space. A project Design Feature is included preserve the view of the downtown Los Angeles skyline from the top of the hillside, and mitigate impacts related to views from the hillside. This feature includes a roof top open space located approximately in the center of the building, and measuring 72 feet by 64 feet 9 inches.</p> <p>The project requests a General Plan Amendment from Low Medium II Residential to Medium Residential; a Zone Change from RD2-1 to R3-1; Site Plan review to allow the construction of 127 dwelling units; and a request for a waiver of development standards not on the menu of Density Bonus incentives, to allow for an 11 foot increase in height to 56 feet in lieu of 45 feet. The project will set aside 9 units for Very Low Income residents. The property is currently occupied by an 18,157-square-foot, 2-story tall medical office building, a small accessory structure, which will be demolished, and surface parking lot. 16,866 cubic yards of soil will be exported from the site, which will require a Haul Route.</p>		
ENVIRONMENTAL SETTINGS: <p>The property consists of one parcel, approximately 82,933 square feet, which is currently occupied by an 18,157-square-foot, 2-story tall medical office building, a small accessory structure, which will be demolished, and surface parking lot. The property is zoned RD2-1 and is designated Low Medium II Residential by the West Adams-Baldwin Hills-Leimert Community Plan. The project site is located in a Very High Fire Hazard Severity Zone. There are 9 non-protected trees on site, all of which will be removed.</p> <p>The property located to the north of the project, fronting Don Felipe Drive is zoned RD2-1 and improved with one story church building. North of the church are mostly 2-story multi-family residential buildings. Properties to the east, across Don Felipe Drive are zoned C2-1 and are improved with two-story commercial buildings. Properties to the west, on top of the hillside, are zoned RD1.5-1 and improved with two-three story multi-family residential buildings. Properties to the south are 3 to 4-story multi-family residential buildings which are elevated above the grade level of Stocker Street. Most of the buildings in the surrounding area are two-three stories in height.</p> <p>Don Felipe Drive is a Hillside Collector Street and site access is proposed from Don Felipe Drive in two access points, each leading to a different automobile parking garage.</p>		
PROJECT LOCATION: 3831 STOCKER STREET		
COMMUNITY PLAN AREA: WEST ADAMS - BALDWIN HILLS - LEIMERT STATUS:	AREA PLANNING COMMISSION: SOUTH LOS ANGELES	CERTIFIED NEIGHBORHOOD COUNCIL: EMPOWERMENT CONGRESS WEST AREA
<input type="checkbox"/> Does Conform to Plan <input checked="" type="checkbox"/> Does NOT Conform to Plan		

EXISTING ZONING: RD2-1	MAX. DENSITY/INTENSITY ALLOWED BY ZONING: 1 D.U./2000 S.F. 3:1 F.A.R.	
GENERAL PLAN LAND USE: LOW MEDIUM II RESIDENTIAL	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: 1 D.U./1500 S.F. 3:1 F.A.R.	LA River Adjacent:
	PROPOSED PROJECT DENSITY: 1 D.U./800 S.F. 1.46:1	

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.



Signature

City Planning Associate

Title

(213) 473-9985

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 "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may 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 whatever 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 type="checkbox"/> AESTHETICS	<input type="checkbox"/> GREEN HOUSE GAS EMISSIONS	<input type="checkbox"/> POPULATION AND HOUSING
<input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES	<input type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS	<input type="checkbox"/> PUBLIC SERVICES
<input type="checkbox"/> AIR QUALITY	<input type="checkbox"/> HYDROLOGY AND WATER QUALITY	<input type="checkbox"/> RECREATION
<input checked="" type="checkbox"/> BIOLOGICAL RESOURCES	<input type="checkbox"/> LAND USE AND PLANNING	<input checked="" type="checkbox"/> TRANSPORTATION/TRAFFIC
<input type="checkbox"/> CULTURAL RESOURCES	<input type="checkbox"/> MINERAL RESOURCES	<input type="checkbox"/> UTILITIES AND SERVICE SYSTEMS
<input type="checkbox"/> GEOLOGY AND SOILS	<input type="checkbox"/> NOISE	<input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:

Abraham Shofet
JMDB Holdings

PHONE NUMBER:

(310) 288-4300

APPLICANT ADDRESS:

280 S. Beverly Dr. #312
Beverly Hills, CA 90212

AGENCY REQUIRING CHECKLIST:

Department of City Planning

DATE SUBMITTED:

02/24/2015

PROPOSAL NAME (if Applicable):

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
--------------------------------	--	------------------------------	-----------

I. AESTHETICS

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 within a state 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?			✓	

II. AGRICULTURE AND FOREST RESOURCES

a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?				✓
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d.	Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

III. AIR QUALITY

a.	Conflict with or obstruct implementation of the applicable air quality 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 project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			✓	
d.	Expose sensitive receptors to substantial pollutant concentrations?			✓	
e.	Create objectionable odors affecting a substantial number of people?			✓	

IV. BIOLOGICAL RESOURCES

a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		✓		
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife 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?				✓
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
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?				✓

V. CULTURAL RESOURCES

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
--------------------------------	--	------------------------------	-----------

a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?				✓
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 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?			✓	
VI. GEOLOGY AND SOILS					
a.	Expose 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.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?			✓	
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?				✓
d.	Expose 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 potentially 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?				✓
VII. GREEN HOUSE GAS EMISSIONS					
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	
VIII. HAZARDS AND HAZARDOUS MATERIALS					
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?			✓	
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 people residing or working in the project area?				✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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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?			✓	
----	---	--	--	---	--

IX. HYDROLOGY AND WATER QUALITY

a.	Violate any water quality standards or waste discharge requirements?			✓	
b.	Substantially deplete groundwater supplies or interfere substantially 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 preexisting nearby wells would drop to a level which would not support existing land uses or planned 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 a 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 hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h.	Place within a 100-year flood hazard area 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?				✓

X. LAND USE AND PLANNING

a.	Physically divide an established community?				✓
b.	Conflict with any 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, local 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?				✓

XI. MINERAL RESOURCES

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?				✓

XII. NOISE

a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne 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?			✓	

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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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?				✓
XIII. POPULATION AND HOUSING					
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?				✓
XIV. PUBLIC SERVICES					
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?			✓	
b.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?			✓	
c.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?			✓	
d.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?			✓	
e.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities?			✓	
XV. RECREATION					
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?			✓	
XVI. TRANSPORTATION/TRAFFIC					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			✓	

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards 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 due 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.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓

XVII. UTILITIES AND SERVICE SYSTEMS

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 storm water 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 resources, 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 project's projected demand in addition to the provider's existing commitments?		✓	
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?		✓	
g.	Comply with federal, state, and local statutes and regulations related to solid waste?		✓	

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a 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 major periods of California history or prehistory?		✓	
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a 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 will cause substantial adverse effects on human beings, either directly or indirectly?		✓	

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

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-2015-780-MND** and the associated case(s),

CPC-2015-779-GPA-ZC-DB-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/ 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:
ALAN COMO	City Planning Associate	(213) 473-9985	05/02/2016

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

I. AESTHETICS

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. Diminishment of a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected. The project site is located in the southwestern portion of the West Adams-Baldwin Hills-Leimert Community Plan near Baldwin Hills, approximately five and a half miles west of downtown Los Angeles. The immediate vicinity has a pattern of low to low-medium density residential uses, with commercial uses to the east. The project site is at the base of a hillside and is bordered by two designated Hillside Streets: Don Felipe and Don Tomaso. From the top of the hillside on Don Tomaso, the skyline of downtown Los Angeles is visible, and the project would potentially have a substantial adverse impact of a scenic vista; however the upper story steps down approximately 10 feet for a length of approximately 70 feet, to preserve panoramic views of downtown. The articulation of the roof line created by this open space is intended to preserve views of the Los Angeles skyline visible from Don Tomaso Drive and therefore, impacts related to scenic vistas are less than significant.</p>	
b.	NO IMPACT	<p>A significant impact would occur if the proposed project would substantially damage scenic resources within a State Scenic Highway. The City of Los Angeles' General Plan Mobility Element (Citywide General Plan Circulation System Maps) indicates that no City-designated scenic highways are located near the project site. Therefore, no impacts related to scenic highways would occur.</p>	

Impact?	Explanation	Mitigation Measures
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c.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would substantially degrade the existing visual character or quality of the project site and its surroundings. Significant impacts to the visual character of a site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed project detract from the visual character of an area. The City of Los Angeles CEQA Thresholds Guide explains that "Projects that detract from the existing aesthetic quality of an area may include, but are not limited to, major contrasts in building height and bulk (e.g., buildings "too big" for a street)...introduction of high rise structures in low density areas, etc." The project area is developed with mostly residential land uses containing 2 to 3-story buildings, and some commercial land uses containing 2 to 3-story buildings. Immediately west (on top of the hillside) and south (across Stocker Street) of the project site are low-rise multi-family residential buildings. To the east are two-story commercial buildings. The proposed project is for a 56-foot-tall building containing 127 residential units and would include landscaping and street trees along Stocker Street and Don Felipe Drive. The site is located in an area of the West Adams-Baldwin Hills-Leimert Community Plan that is in between lower scale residential development and larger scale regional commercial development. As such, the proposed project would serve as a transition between the two development patterns and the building would not be substantially out of scale with surrounding development. Senate Bill (SB) 743 made changes to the California Environmental Quality Act regarding impacts related to aesthetics in areas served by transit. The project site is located within a transit priority area which is defined in SB 743 as an area within one-half mile of a major transit stop that is existing or planned. The site is within ½ mile of the future fixed rail station to be located at Crenshaw Boulevard and Martin Luther King Jr. Boulevard. Therefore, since the project is within the transit priority area as defined by SB 743, aesthetic impacts are considered to be</p>
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Impact?	Explanation	Mitigation Measures
<p>d. LESS THAN SIGNIFICANT IMPACT</p>	<p>less than significant.</p> <p>A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions. Due to the urbanized nature of the area, a moderate level of ambient nighttime light already exists. Nighttime lighting sources include street lights, vehicle headlights, and interior and exterior building illumination. The proposed project would include nighttime security lighting primarily along the perimeter of the project site. However, the security lighting would be night-friendly and would not substantially change existing ambient nighttime lighting conditions. The proposed project does not include any elements or features that would create substantial new sources of glare. Therefore, light and glare impacts would be less than significant.</p>	
II. AGRICULTURE AND FOREST RESOURCES		
<p>a. NO IMPACT</p>	<p>A significant impact would occur if the proposed project would convert valued farmland to non-agricultural uses. The project site is developed with a medical office building, and no Farmland, agricultural uses, or related operations are present within the project site or surrounding area. Due to its urban setting, the project site and surrounding area are not included in the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the proposed project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to</p>	

Impact?	Explanation	Mitigation Measures
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		non-agricultural use, and no impact would occur.	
b.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing agricultural zoning or agricultural parcels enrolled under the Williamson Act. The project site is not zoned for agricultural use or under a Williamson Contract. The project site is currently zoned RD2-1. As the project site and surrounding area do not contain farmland of any type, the proposed project would not conflict with a Williamson Contract, therefore, no impacts would occur.	
c.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning for, or caused rezoning of forest land or timberland, or result in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. As identified above, the project site is currently zoned RD2-1. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.	
d.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning or caused rezoning of forest land or timberland, or result in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. As identified above, the project site is currently zoned RD2-1. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.	
e.	NO IMPACT	A significant impact would occur if the proposed project caused the conversion of farmland to non-agricultural use. The project site does not contain farmland, forestland, or timberland. Therefore, no impacts would occur.	
III. AIR QUALITY			

Impact?	Explanation	Mitigation Measures
LESS THAN SIGNIFICANT IMPACT	<p>The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project is not expected to conflict with or obstruct the implementation of the AQMP and SCAQMD rules. The proposed project is also subject to the City's Green Building Program Ordinance (Ord. No. 179,890), which was adopted to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional and global ecosystems. Therefore, impacts would be less than significant.</p>	
LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Project construction and operation emissions were estimated using California Emissions Estimator Model (CalEEMod), a statewide land use emissions computer model designed to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from land use projects. According to the CalEEMod model results, as shown in Table 2.1, Overall Construction (Maximum Daily Emission) for the proposed project is estimated to generate less than the SCAQMD threshold of 100 lbs/day for NOx,, 550 lbs/day for CO, 150 lbs per day for SO2, 150 lbs/day for PM10, and 55 lbs/day for PM2.5, but more than the SCAQMD threshold of 75 pounds per day (lbs/day) for ROG. An air quality analysis was prepared by Terry A. Hayes Associates (attached) which shows that the proposed project would have less than significant impacts related to air quality standards.</p>	

Impact?	Explanation	Mitigation Measures
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c.	LESS THAN SIGNIFICANT IMPACT	<p>The project will produce fugitive dust and mobile source emissions as a result of construction activity. The proposed project and the entire Los Angeles metropolitan area are located within the South Coast Air Basin, which is characterized by relatively poor air quality. The Basin is currently classified as a federal and State non-attainment area for Ozone (O3), Respirable Particulate Matter (PM10 and PM2.5), and lead (Pb) and a federal attainment/maintenance area for Carbon Monoxide (CO). It is classified as a State attainment area for CO, and it currently meets the federal and State standards for Nitrogen Dioxide (NO2), Sulfur Oxides (SOX), and lead (Pb). Because the Basin is designated as a State and/or federal nonattainment air basin for O3, PM10, PM2.5, and NO2, there is an on-going regional cumulative impact associated with these pollutants. However, an individual project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of emissions. This magnitude is determined by the project-level significance thresholds established by the SCAQMD. The project would be subject to regulatory compliance measures, which reduce the impacts of operational and construction regional emissions. A project of this size (127 units) would not likely exceed the project-level SCAQMD localized significance thresholds for criteria air pollutants and the impact would be less than significant.</p>	
d.	LESS THAN SIGNIFICANT IMPACT	<p>Based on the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The project site is surrounded by other multiple family residences, commercial uses to the east, and a church to the north. However, construction-related maximum daily localized construction emissions would not exceed the SCAQMD thresholds for Respirable Particulate Matter (PM10 and PM2.5),</p>	

Impact?	Explanation	Mitigation Measures
	<p>Carbon Monoxide (CO), and Nitrogen Oxides (NOx). The site is located in SCAQMD Sensitive Receptor Area (SRA) No. 3, is located on a site that is less than 1 acre, and the project is below the thresholds for construction and operation emissions in pounds per day as a function of receptor distance (25 meters) from the project site boundary. The proposed project would not expose sensitive receptors to substantial pollutant concentrations, particularly localized criteria pollutant emissions, during construction. The California Air Resources Board (CARB) has published guidance for locating new sensitive receptors (e.g., residences) away from nearby sources of air pollution. Relevant recommendations include avoiding siting new sensitive land uses within 500 feet of a freeway or 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). The location of the proposed project would be consistent with the CARB recommendations for locating new sensitive receptors. Therefore, the proposed project would result in a less than significant impact.</p>	
e. LESS THAN SIGNIFICANT IMPACT	<p>Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Construction of the proposed project would not cause an odor nuisance. According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed land uses would not result in activities that create objectionable odors. Therefore, the proposed project would result in a less than significant impact related to objectionable odors.</p>	

IV. BIOLOGICAL RESOURCES

Impact?	Explanation	Mitigation Measures
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a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>A project would have a significant biological impact through the loss or destruction of individuals of a species or through the degradation of sensitive habitat. The project site is located in a highly urbanized area in the West Adams-Baldwin Hills-Leimert Community Plan Area. There are 9 non-protected trees on site, all of which will be removed for the project. 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 less than significant level with the implementation of the referenced mitigation measure. Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10) and Section 3503 of the California Department of Fish and Wildlife Code. The project will implement the referenced mitigation measure and be subject to regulatory compliance measures, which will reduce the impacts to a less than significant level.</p>	IV-70
b.	NO IMPACT	<p>A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The project site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Therefore, the proposed project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS), and no impacts would occur.</p>	
c.	NO IMPACT	<p>A significant impact would occur if federally protected wetlands would be modified or removed by a project. The project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The project site is located in a highly urbanized area and developed/previously developed with residential, office, and commercial uses.</p>	

Impact?	Explanation	Mitigation Measures
	Therefore, the proposed project would not have any 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, and no impacts would occur.	
d. NO IMPACT	A significant impact would occur if the proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Due to the highly urbanized nature of the project site and surrounding area, the lack of a major water body, and the limited number of trees, the project site does not support habitat for native resident or migratory species or contain native nurseries. Therefore, the proposed project would not interfere with wildlife movement or impede the use of native wildlife nursery sites, and no impact would occur.	
e. NO IMPACT	A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. The proposed project would not conflict with any policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance (No. 177,404). The project site does not contain locally-protected biological resources, such as oak trees, Southern California black walnut, western sycamore, and California bay trees. The proposed project would be required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGF). Both the MBTA and CFGF protects migratory birds that may use trees on or adjacent to the project site for nesting, and may be disturbed during construction of the proposed project. Therefore, the proposed project would not 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), and no impacts would occur.	

Impact?	Explanation	Mitigation Measures
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f.	NO IMPACT	The project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan, and no impacts would occur.	
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V. CULTURAL RESOURCES

a.	NO IMPACT	A significant impact would occur if the proposed project would substantially alter the environmental context of, or remove identified historical resources. The project includes the demolition of a medical office building, constructed in 1954 that is not designated as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, and the Los Angeles Historic-Cultural Monuments Register. In addition, the site was not found to be a potential historic resource based on the City's HistoricPlacesLA website, the City's new online information and management system created to inventory Los Angeles' significant historic resources. Therefore, there would be no impact to historic resources.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed development. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories. If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move	

Impact?	Explanation	Mitigation Measures
	<p>any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, the impact would be less than significant.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features. If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, the impact would be less than significant.</p>	
d. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. Human remains could be encountered during excavation and grading activities associated with the proposed project. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to occur within the project area, there is always a possibility that human remains can be encountered during construction. If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. If human remains of</p>	

Impact?	Explanation	Mitigation Measures
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Native American origin are discovered during project construction, compliance with state laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resource Code Section 5097), relating to the disposition of Native American burials will be adhered to. Therefore, the impact would be less than significant.

VI. GEOLOGY AND SOILS

a. NO IMPACT

A significant impact would occur if the proposed project would cause personal injury or death or result in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. According to the California Department of Conservation Special Studies Zone Map, the project site is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area. The proposed project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Therefore, no impacts would occur.

b. LESS THAN SIGNIFICANT IMPACT

A significant impact would occur if the proposed project would cause personal injury or death, or resulted in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Seismic activities associated with a number of nearby faults (e.g., Hollywood, Raymond, Verdugo, Newport-Inglewood, Santa Monica, Sierra Madre, and San Andreas Faults), as well as blind thrust faults (e.g., Elysian Park, Puente Hills, and Compton). Consequently, development of the proposed project could expose people and structures to strong seismic ground shaking. However, the proposed project would be designed and constructed in accordance with State and local Building Codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. The proposed project would be required to comply with

Impact?	Explanation	Mitigation Measures
	the California Department of Conservation, Division of Mines and Geology (CDMG) Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California 2008, which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC) and the LAMC. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, impacts related to strong seismic ground shaking would be less than significant.	
c. NO IMPACT	Based upon the criteria established in the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a proposed project site is located within a liquefaction zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. This site is not located in the California Department of Conservation's Seismic Hazard Zones Map, and the project site is not located within a liquefaction zone. Therefore, no impact related to seismic-related ground failure, including liquefaction, would occur.	
d. NO IMPACT	A significant impact would occur if the proposed project would be implemented on a site that would be located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. According to the California Department of Conservation, Division of Mines and Geology, the Seismic Hazard Zones Map for this area shows the project site is not located within a landslide hazard zone. The project site sits at the base of a hill and the site has a slight slope, however the site is not in a landslide area. Therefore, the proposed project would not expose people or structures to potential effects resulting from landslides, and no impacts would occur.	
e. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. Construction of the proposed project would result in ground surface disturbance during site clearance,	

Impact?	Explanation	Mitigation Measures
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excavation, and grading, which could create the potential for soil erosion to occur. In addition, excavation activities would be necessary to accommodate the proposed project, which would include one subterranean level of parking. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQCBBC) through the City's Stormwater Management Division. In addition, the proposed project would be required to develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. In addition, all onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, and conditions imposed by the City of Los Angeles Department of Building and Safety's Soils Report Approval Letter. Therefore, a less than significant impact would occur with respect to erosion or loss of topsoil.

f. LESS THAN SIGNIFICANT IMPACT

A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. Development of the proposed project would not have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The project site is not identified as being located in an oil field or within an oil drilling area. The proposed project would be required to implement standard construction practices that would ensure that the integrity of the project site and the proposed structures is maintained. Construction will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code (UBC) which is

Impact?	Explanation	Mitigation Measures
	designed to assure safe construction and includes building foundation requirements appropriate to site conditions. With the implementation of the Building Code requirements and the Department of Building and Safety's Soils Report Approval Letter when issued, the potential for landslide lateral spreading, subsidence, liquefaction or collapse would be less than significant.	
g. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Soils on the project site may have the potential to shrink and swell resulting from changes in the moisture content. However, the proposed project would be required to comply with the requirements of the UBC, LAMC, and other applicable building codes. Compliance with such requirements would reduce impacts related to expansive soils, and impacts would be less than significant.	
h. NO IMPACT	A project would cause a significant impact if adequate wastewater disposal is not available. The project site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The proposed project would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.	
VII. GREEN HOUSE GAS EMISSIONS		
a. LESS THAN SIGNIFICANT IMPACT	The City has adopted the LA Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No. 181,480). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. As the LAGBC	

Impact?	Explanation	Mitigation Measures
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		<p>includes applicable provisions of the State's CALGreen Code, a new development project that can demonstrate it complies with the LAGBC is considered consistent with statewide GHG reduction goals and policies including AB32 (California Global Warming Solutions Act of 2006). Through required implementation of the LAGBC, the proposed project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable contribution to emissions and impacts would be less than significant.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>The California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2012-2035 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions and investments that reduce vehicle miles traveled that contribute to GHG emissions, as required by AB 32. The project would provide infill residential development proximate to a major transportation corridor (Crenshaw Boulevard) and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS. The proposed project would provide residential units to meet demand for housing in proximity to urban uses, including transportation/transit and would provide a healthy environment by reducing vehicle trips and corresponding GHG emissions. The proposed project, therefore, would be consistent with</p>	

Impact?	Explanation	Mitigation Measures
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	statewide, regional and local goals and policies aimed at reducing GHG emissions and would result in a less than significant impact related to plans that target the reduction of GHG emissions.	
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VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used in multi-family residential developments, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies, and vehicle fuels, oils, and transmission fluids. No industrial uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. As a residential development, the proposed project would not involve large quantities of hazardous materials that would require routine transport, use, or disposal. With compliance to applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The existing medical office building on the project site was built in 1954 and therefore may contain asbestos-containing materials (ACMs) and lead-based paint (LBP). Demolition of these buildings would have the potential to release asbestos fibers into the atmosphere if such materials exist and</p>	

Impact?	Explanation	Mitigation Measures
	<p>they are not properly stabilized or removed prior to demolition activities. The removal of asbestos is regulated by SCAQMD Rule 1403; therefore, any asbestos found on-site would be required to be removed by a certified asbestos containment contractor in accordance with applicable regulations prior to demolition. Similarly, it is likely that lead-based paint is present in buildings constructed prior to 1979. Compliance with existing State laws regarding removal would be required. With this compliance, the proposed project would result in a less than significant impact related to asbestos and LBP.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>Construction activities have the potential to result in the release, emission, handling, and disposal of hazardous materials within one-quarter mile of an existing school. The Marlon School is located approximately 1,000 feet to the north of the project site. The proposed project would provide for an infill development that consists of residential uses. This type of use would be expected to use and store very small amounts of hazardous materials, such as paints, solvents, cleaners, pesticides, etc. Nevertheless, all hazardous materials within the project site would be acquired, handled, used, stored, transported, and disposed of in accordance with all applicable federal, State, and local requirements. With this compliance, the proposed project would result in a less than significant impact related to hazardous materials.</p>	
d. NO IMPACT	<p>A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. A review of</p>	

Impact?	Explanation	Mitigation Measures
	EnviroStor did not identify any records of hazardous waste facilities on the project site. Therefore, the proposed project would not be located on a site that is included on a list of hazardous materials sites or create a significant hazard to the public or the environment, and no impact would occur.	
e. NO IMPACT	The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.	
f. NO IMPACT	The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.	
g. NO IMPACT	The nearest emergency route is Crenshaw Boulevard, approximately 0.3 miles to the east of the project site (City of Los Angeles, Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit H, November 1996.) The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.	
h. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project exposed people and structures to high risk of wildfire. The project site is located in a highly urbanized area of the City and in a Very High Fire Hazard Severity Zone. The area surrounding the project site is completely developed, with the exception of the hillside on the western edge of the subject site, which contains natural vegetation that may be susceptible to wildfire. However, properties located in Very High Fire Hazard Severity Zones must comply with the Brush Clearance Requirements	

Impact?	Explanation	Mitigation Measures
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of the Fire Code. Division 9 of the Fire Code addresses access, hydrants, and fire flow requirements. Division 9 (Section 57.09.06) establishes fire flow standards. Fire flow is defined as the quantity of water available or needed for fire protection in a given area and is normally measured in gallons per minute ("gpm"), as well as duration of flow. Fire flow adequacy is determined by the type of land use with high-density land uses requiring higher flows from a greater number of hydrants. Division 9 (Section 57.09.06) limits the maximum response distance from a high-density residential development to a fire station to 1.5 miles. Where a response distance is greater than that which is allowable, all structures must be constructed with automatic fire sprinkler systems. The project site and the surrounding area are currently served by one LAFD station: Fire Station 94, located at 4470 Coliseum Street, approximately 1.3 miles northeast of the project site. These regulatory measures will ensure that the project results in a less than significant impact regarding wildland fires.

IX. HYDROLOGY AND WATER QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems, or does not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB). The proposed project is a residential development with 127 units. As is typical of most non-industrial urban development, stormwater runoff from the proposed project has the potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with runoff from landscaped areas (pesticides and fertilizers) and paved surfaces (ordinary household cleaners). Thus, the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) standards and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the project</p>	
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Impact?	Explanation	Mitigation Measures
	<p>site are minimized for downstream receiving waters. The Stormwater and Urban Runoff Pollution Control Ordinances contain requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all developments and redevelopments consistent with the City's landscape ordinance and other related requirements in the City's Development Best Management Practices (BMPs) Handbook. Conformance would be ensured during the City's building plan review and approval process. Therefore, the proposed project would result in less than significant impacts and would not violate water quality standards, waste discharge requirements, or stormwater NPDES permits or otherwise substantially degrade water quality.</p>	
b. NO IMPACT	<p>A significant impact would occur if the proposed project would substantially deplete groundwater or interferes with groundwater recharge. The proposed project would not require the use of groundwater at the project site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. Therefore, the project would not require direct additions or withdrawals of groundwater. Excavation to accommodate subterranean levels is not proposed at a depth that would result in the interception of existing aquifers or penetration of the existing water table. In addition, since the existing project site is mostly impervious, the proposed project would not reduce any existing percolation of surface water into the groundwater table. Therefore, project development would not impact groundwater supplies or groundwater recharge, and no impact would occur.</p>	

Impact?	Explanation	Mitigation Measures
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c.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river so that erosion or siltation would result. There are no streams or rivers located in the project vicinity. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Since the project site is almost entirely impervious, impermeable surfaces resulting from the development of the proposed project would not substantially change the volume or direction of storm water runoff. Accordingly, significant alterations to existing drainage patterns within the project site and surrounding area would not occur. Therefore, the proposed project would result in less than significant impact related to the alteration of drainage patterns and on- or off-site erosion or siltation.</p>	
d.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river such that flooding would result. There are no streams or rivers located in the project vicinity. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Impermeable surfaces resulting from the development of the project would not substantially change the volume of stormwater runoff in a manner that would result in flooding on- or off-site. Accordingly, significant alterations to existing drainage patterns within the site and surrounding area would not occur. Therefore, the proposed project would result in less than significant impacts related to the alteration of drainage patterns and on- or off-site flooding.</p>	

Impact?	Explanation	Mitigation Measures
LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the project site, or if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system.</p> <p>Site-generated surface water runoff would continue to flow to the City's storm drain system. Impermeable surfaces resulting from the development of the project would not significantly change the volume of stormwater runoff. Accordingly, since the volume of runoff from the site would not measurably increase over existing conditions, water runoff after development would not exceed the capacity of existing or planned drainage systems. Any project that creates, adds, or replaces 500 square feet of impervious surface must comply with the Low impact Development (LID) Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan (SUSMP), as an LAMC requirement to address water runoff and storm water pollution. Therefore, the proposed project would result in less than significant impacts related to existing storm drain capacities or water quality.</p>	
NO IMPACT	<p>A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. The proposed project does not include potential sources of contaminants, which could potentially degrade water quality and would comply with all federal, state and local regulations governing stormwater discharge. Therefore, no impact would occur.</p>	
NO IMPACT	<p>A significant impact would occur if the proposed project would be located within a 100-year or 500-year floodplain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit F, the project site is not located within a 100-year or 500-year floodplain. Therefore, the proposed project would not be located in such areas, and no impact related to flood zones would occur.</p>	

Impact?	Explanation	Mitigation Measures
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h.	NO IMPACT	A significant impact would occur if the proposed project would be located within a 100-year or 500-year floodplain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit F, the project site is not located within a 100-year or 500-year floodplain. Therefore, the proposed project would not be located in such areas, and no impact related to flood zones would occur.	
i.	NO IMPACT	A significant impact would occur if the proposed project would be located within an area susceptible to flooding as a result of the failure of a levee or dam. The project site and the surrounding areas are not located within a flood hazard area. Accordingly, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding. Therefore, the proposed project would have no impact related to flooding.	
j.	NO IMPACT	A significant impact would occur if the proposed project would be located within an area susceptible to inundation by seiche, tsunami, or mudflow. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a great sea wave produced by a significant undersea disturbance. Mudflows result from the down slope movement of soil and/or rock under the influence of gravity. The project site and the surrounding areas are not located near a water body to be inundated by seiche. Similarly, the project site and the surrounding areas are located approximately 7.3 miles east of the Pacific Ocean. Therefore, the project would have no impact related to inundation by seiche, tsunami, or mudflow.	

X. LAND USE AND PLANNING

a.	NO IMPACT	A significant impact would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between	
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Impact?	Explanation	Mitigation Measures
	<p>neighborhoods on either side of the freeway, or major street closures. The proposed project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The proposed project, the construction of new residential, infill development in an urbanized area in Los Angeles, would not divide an established community. Therefore, no impact would occur.</p>	
b. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The site is located within the West Adams-Baldwin Hills-Leimert Community Plan Area and is zoned RD2-1 with a General Plan land use designation of Low Medium II Residential. The proposed project includes a request to amend the General Plan Land Use designation for the site from Low Medium II Residential to Medium Residential, and to change the zone for the site from RD2-1 to R3-1 in order to develop a 127-unit residential building. The RD2 zone permits a development density of 2,000 square feet per dwelling unit, a Floor Area Ratio (FAR) of 3:1, and a height of 45 feet, which would permit 41 base dwelling units and a maximum of 56 units with a Density Bonus Incentive. The R3 zone permits a development density of 800 square feet per dwelling unit, a FAR of 3:1, and a height limit of 45 feet, which would permit 103 base dwelling units and a maximum of 140 units with a Density Bonus Incentive. The project request a waiver of development standards not on the menu of Density Bonus Incentives, to increase the height of the building from 45 feet to 56 feet. The project site is located in a Very High Fire Hazard Severity Zone, and therefore not eligible for on-menu Density Bonus Incentives. The project is setting aside 9 units for Very Low Income residents, which qualifies the project for a 23% increase in density. The proposed project is generally consistent with land use policies, and conforms to the regulations of the Density Bonus Ordinance which would permit the additional density based on the</p>	

Impact?	Explanation	Mitigation Measures
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		percentage of affordable units provided. Therefore, the impacts from the proposed project related to land use policies and regulations would be less than significant.	
c.	NO IMPACT	A significant impact would occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan. The project site is not subject to any <u>habitat conservation plan or natural community conservation plan</u> . Therefore, no impact would occur.	

XI. MINERAL RESOURCES

a.	NO IMPACT	A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits. The project site is currently designated for Low Medium II Residential uses and not as a mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.	
b.	NO IMPACT	A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits. The project site is currently designated for Low Medium II Residential uses and not as a mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.	

XII. NOISE

a.	LESS THAN SIGNIFICANT IMPACT	The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. Construction activity would result in temporary	
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Impact?	Explanation	Mitigation Measures
	<p>increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction noise for the project will cause a temporary increase in the ambient noise levels, but will be subject to the LAMC Sections 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) and 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) regarding construction hours (between 7:00 a.m. and 10:00 p. m.) and construction equipment noise thresholds. The project shall comply with the City of Los Angeles General Plan Noise Element and Ordinance No. 161,574, which prohibits the emission of creation of noise beyond certain levels at adjacent uses unless technically infeasible, and therefore, the impacts would be less than significant.</p>	
b. LESS THAN SIGNIFICANT IMPACT	<p>Construction activities can generate varying degrees of vibration, depending on the construction procedures and the type of construction equipment used. High levels of vibration may cause physical personal injury or damage to buildings. However, vibrations rarely affect human health. The operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Unless heavy construction activities are conducted extremely close (within a few feet) to the neighboring structures, vibrations from construction activities rarely reach the levels that damage structures. The building to the east of the existing structure is located approximately 86 feet away, the building to the north is located approximately 136 feet away, and the building to the west is located approximately 145 feet away. By complying with regulations, the project would result in a less than significant impact related to construction vibration.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the project caused a substantial permanent increase in noise levels above existing ambient levels. New stationary sources of noise, such as rooftop mechanical HVAC equipment, would be installed on the</p>	

Impact?	Explanation	Mitigation Measures
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		proposed development. The design of the equipment will be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five dBA. With implementation of the regulations that address rooftop mechanical equipment, a substantial permanent increase for nearby sensitive receptors would be reduced to a less than significant level.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project resulted in substantial temporary or periodic increase in ambient noise levels. As discussed above, impacts are expected to be less than significant for construction and operational noise and vibration.	
e.	NO IMPACT	A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a public airport or public use airport. The proposed project is not located within two miles of a public airport or public use airport. The nearest airport is the Los Angeles International Airport, located approximately 4.7 miles southwest of the project site. The project site is outside of the Los Angeles International Airport Land Use Plan. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a public airport or public use airport. Therefore, no impact would occur.	
f.	NO IMPACT	A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a private airstrip. The proposed project is not within the vicinity of a private airstrip. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a private airstrip. Therefore, no impact would occur.	

XIII. POPULATION AND HOUSING

Impact?	Explanation	Mitigation Measures
LESS THAN SIGNIFICANT IMPACT	A potentially significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The proposed project would result in the development of 127 residential units. The increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth for the West Adams-Baldwin Hills-Leimert Community Plan, and is within the Southern California Association of Governments' (SCAG) 2020 population projections for the City in their 2012-2035 Regional Transportation Plan. The project would meet a growing demand for housing near jobs and transportation centers, consistent with State, regional and local regulations designed to reduce trips and greenhouse gas emissions. Operation of the proposed project would not induce substantial population growth in the project area, either directly or indirectly. Therefore, impacts would be less than significant.	
NO IMPACT	A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The proposed project would not result in the demolition of any existing residential units as the site is occupied by a medical office building. Therefore, no impact would occur.	
NO IMPACT	A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The proposed project would not result in the demolition of any existing residential units as the site is occupied by a medical office building. Therefore, no impact would occur.	
PUBLIC SERVICES		
LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the Los Angeles Fire Department (LAFD) could not adequately serve the proposed project, necessitating a new or physically altered station. The project site and the surrounding area are currently served by one LAFD station: Fire Station 94, located at 4470 Coliseum Street, approximately 1.3 miles northeast of the project site. The proposed project would result in a net	

Impact?	Explanation	Mitigation Measures
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increase of 127 units, which could increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. It is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift resources to meet local demands for fire protection and emergency services. The proposed project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. The project site is located in a highly urbanized area of the City and in a Very High Fire Hazard Severity Zone. The area surrounding the project site is completely developed, with the exception of the hillside on the western edge of the subject site, which contains natural vegetation that may be susceptible to wildfire. However, properties located in Very High Fire Hazard Severity Zones must comply with the Brush Clearance Requirements of the Fire Code. Division 9 of the Fire Code addresses access, hydrants, and fire flow requirements. Division 9 (Section 57.09.06) establishes fire flow standards. Fire flow is defined as the quantity of water available or needed for fire protection in a given area and is normally measured in gallons per minute ("gpm"), as well as duration of flow. Fire flow adequacy is determined by the type of land use with high-density land uses requiring higher flows from a greater number of hydrants. Division 9 (Section 57.09.06) limits the maximum response distance from a high-density residential development to a fire station to 1.5 miles. Where a response distance is greater than that which is allowable, all structures must be constructed with automatic fire

Impact?	Explanation	Mitigation Measures
	sprinkler systems. These regulatory measures will ensure that the proposed project would result in a less than significant impact related to Fire Protection.	
b. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or physically altered station. The proposed project would result in a net increase of 127 units and could increase demand for police service. The project site and the surrounding area are currently served by LAPD's Southwest Community Police Station, located at 1546 W. Martin Luther King Jr. Boulevard, approximately 2.3 miles east of the project site. Prior to the issuance of a building permit, the LAPD would review the project plans to ensure that the design of the project follows the LAPD's Design Out Crime Program, an initiative that introduces the techniques of Crime Prevention Through Environmental Design (CPTED) to all City departments beyond the LAPD. Through the incorporation of these techniques into the project design, in combination with the safety features already incorporated into the proposed project, the project should neither create capacity/service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Therefore, the proposed project would result in a less than significant impact related to police protection services.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The proposed project would add 127 residential units, which could increase enrollment at schools that service the area. However, development of the proposed project would be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from developers of new residential and commercial space.</p>	

Impact?	Explanation	Mitigation Measures
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		Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, the proposed project would result in a less than significant impact to public schools.	
d.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in a net increase of 127 units, which could result in increased demand for parks and recreation facilities. The proposed project would include approximately 22,277 square feet of open space, including a recreation deck, roof deck, private balconies, and community rooms. These project features would reduce the demand for park space created by the proposed project. Pursuant to Section 12.33 of the LAMC, the applicant shall pay the applicable fee for the construction of dwelling units. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision of new or altered parks facilities. Accordingly, the proposed project would result in a less than significant impact on park facilities.</p>	
e.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The proposed project would result in a net increase of 127 units, which could result in increased demand for library services and resources of the Los Angeles Public Library System. However, the proposed project would not create substantial capacity or service level problems that would require the provision of new or physically public facilities in order to maintain an acceptable level of service for</p>	

Impact?	Explanation	Mitigation Measures
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libraries and other public facilities. Therefore, the proposed project would result in a less than significant impact on other public facilities.

XV. RECREATION

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in a net increase of 127 units, which could result in increased demand for parks and recreation facilities. The proposed project would include approximately 22,277 square feet of open space, including a recreation deck, roof deck, private balconies, and community rooms. These project features would reduce the demand for park space created by the proposed project. Pursuant to Section 12.33 of the LAMC, the applicant shall pay the applicable fee for the construction of dwelling units. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities. Accordingly, the proposed project would result in a less than significant impact on park facilities.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in a net increase of 127 units, which could result in increased demand for parks and recreation facilities. The proposed project would include approximately 22,277 square feet of open space, including a recreation deck, roof deck, private balconies, and community rooms. These project features would reduce the demand for park space created by the proposed project. Pursuant to Section 12.33 of the LAMC, the</p>	

Impact?	Explanation	Mitigation Measures
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	applicant shall pay the applicable fee for the construction of dwelling units. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision of new or altered parks facilities. Accordingly, the proposed project would result in a less than significant impact on park facilities.	
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XVI. TRANSPORTATION/TRAFFIC

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if the project conflicts with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The Los Angeles Department of Transportation (LADOT) has reviewed the traffic analysis prepared by Raju Associates, dated February, 2015, for the proposed project. Future traffic has been analyzed for impact at five intersections: Don Felipe Drive & Stocker Street, Santa Rosalia Drive & Marlton Avenue, Santa Rosalia Drive & Stocker Street, Crenshaw Boulevard & Martin Luther King Jr. Boulevard, and Crenshaw Boulevard & Stocker Street. The project is estimated to generate a net increase of 793 daily trips, 58 trips in the a.m. peak hour, and 77 trips in the p.m. peak hour. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, LADOT measured the significance of the impacts in terms of change to the volume-to-capacity (V/C) ratio with the proposed project. Based on LADOT traffic impact criteria, the proposed project is not expected to generate significant traffic impacts at any of the five intersections identified for detailed analysis. Therefore, impacts would be less than significant.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if the proposed project individually or cumulatively exceeded the service standards of the Los Angeles County Metropolitan Transportation Authority (Metro) Congestion Management Program (CMP). This program was created statewide as a result of Proposition 111 and has been implemented locally by Metro. The CMP for Los Angeles County requires that the traffic impacts of individual development projects of potential regional significance be analyzed. Specific arterial roadways</p>	

Impact?	Explanation	Mitigation Measures
	<p>and all State highways comprise the CMP system, and a total of 164 intersections are identified for monitoring throughout Los Angeles County. The local CMP requires that all CMP monitoring intersections be analyzed where a project would likely add more than 50 trips during either the a.m. or p.m. peak hours. LADOT has reviewed the traffic analysis prepared by Raju Associates, dated February, 2015, for the proposed project. The project's future traffic estimate has been analyzed five intersections: Don Felipe Drive & Stocker Street, Santa Rosalia Drive & Marlon Avenue, Santa Rosalia Drive & Stocker Street, Crenshaw Boulevard & Martin Luther King Jr. Boulevard, and Crenshaw Boulevard & Stocker Street. The project is estimated to generate a net increase of 793 daily trips, 58 trips in the a.m. peak hour, and 77 trips in the p.m. peak hour. The traffic assessment letter from LADOT, dated July 1, 2015, determined that despite the increase in trips generated by this project, the impacts related to traffic at the above named intersections is expected to be less than significant.</p>	
c. NO IMPACT	<p>A significant impact would occur if the proposed project would cause a change in air traffic patterns that would result in a substantial safety risk. The proposed project does not include an aviation component or include features that would interfere with air traffic patterns. Therefore, no impact would occur.</p>	
d. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>A significant impact would occur if the proposed project would substantially increase an existing hazardous design feature or introduced incompatible uses to the existing traffic pattern. The proposed project would not include unusual or hazardous design features and the proposed project is compatible with existing uses. However, the project may have potentially significant impacts on pedestrians on the street during construction phases. Additionally, Don Felipe is a Hillside Street, and there may potentially be impacts to the street during construction. With implementation of the referenced mitigation measure, the potential impacts related to hazards would be reduced to less than significant.</p>	XVI-30, XVI-40, XVI-50, XVI-60

Impact?	Explanation	Mitigation Measures
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e.	NO IMPACT	A significant impact may occur if the project design threatened the ability of emergency vehicles to access and serve the project site or adjacent uses. The nearest emergency/disaster route to the project site is Crenshaw Boulevard to the east (City of Los Angeles, General Plan Safety Element Exhibit H, Critical Facilities & Lifeline Systems). The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not result in inadequate emergency access, and no impact would occur.	
f.	NO IMPACT	A significant impact may occur if the proposed project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on- or off-site. The proposed project would not require the disruption of public transportation services or the alteration of public transportation routes. Furthermore, the proposed project would not interfere with any Class I or Class II bikeway systems. Since the proposed project would not modify or conflict with any alternative transportation policies, plans or programs, it would have no impact on such programs.	

XVII. UTILITIES AND SERVICE SYSTEMS

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB). It is important to consider the existing and anticipated wastewater generation of the project in relation to current average daily flows experienced at Hyperion Treatment Plant (HTP), as well as in proportion to remaining capacity of the system. The HTP experiences an average daily flow of 362 million gallons per day (mgd), below a capacity of 450 mgd. As a proportion of total average daily flow experienced by the HTP, the wastewater generation of the proposed project would account for a small percentage of average daily wastewater flow. This increase in wastewater flow would not jeopardize the	
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Impact?	Explanation	Mitigation Measures
	<p>HTP to operate within its established wastewater treatment requirements. Furthermore, all wastewater from the project would be treated according to requirements of the NPDES permit authorized by the LARWQCB. Therefore, the proposed project would result in a less than significant impact related to wastewater treatment requirements.</p>	
<p>b. LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. Accordingly, the increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth. The addition of 127 units as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less than significant impact related to water or wastewater infrastructure.</p>	

Impact?	Explanation	Mitigation Measures
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c.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. Development of the proposed project would maintain existing drainage patterns; site-generated surface water runoff would continue to flow to the City's storm drain system. Since the project site is almost entirely impervious, impermeable surfaces resulting from the development of the project would not significantly change the volume of stormwater runoff. Accordingly, since the volume of runoff from the site would not measurably increase over existing conditions, the proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Therefore, the proposed project would result in a less than significant impact related to existing storm drain capacities.</p>	
d.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. Accordingly, the increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth. The addition of 127 units as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact</p>	

Impact?	Explanation	Mitigation Measures
	<p>wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less than significant impact related to water or wastewater infrastructure.</p>	
e. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. Accordingly, the increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth. The addition of 127 units as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less than significant impact related to water or wastewater infrastructure.</p>	

Impact?	Explanation	Mitigation Measures
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f.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed project is anticipated to be collected by the BOS and private waste haulers, respectively. Solid waste collected from the proposed project is anticipated to be hauled to Sunshine Canyon Landfill. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the Sunshine Canyon Landfill. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less than significant impact related to solid waste.</p>	
g.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed project is anticipated to be collected by the BOS and private waste haulers, respectively. Solid waste collected from the proposed project is anticipated to be hauled to Sunshine Canyon Landfill. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the Sunshine Canyon Landfill. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less than significant impact related to solid waste.</p>	

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

Impact?	Explanation	Mitigation Measures
a.	LESS THAN SIGNIFICANT IMPACT	Based on the analysis in this Initial Study, the proposed project would not 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, or reduce the number or restrict the range of a rare or endangered plant or animal. Implementation of the mitigation measures identified and compliance with existing regulations would reduce impacts to less than significant levels.
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be less than significant. None of these potential impacts are considered cumulatively considerable, and implementation of the mitigation measures identified will ensure that cumulative impacts will be less than significant.
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less than significant levels. Upon implementation of mitigation measures identified and compliance with existing regulations, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.



Memorandum

RECEIVED
CITY OF LOS ANGELES
DEC 02 2015

CITY PLANNING
COMMUNITY PLANNING BUREAU

TO: Abe Shofet
280 S. Beverly Drive, Suite 312
Beverly Hills, CA 90212

FROM: Sam Silverman, Senior Associate
Kieran Bartholow, Assistant Planner
Terry A. Hayes Associates Inc.

DATE: November 9, 2015

RE: 3831 Stocker Street Localized Air Quality Analysis of Construction Emissions

Terry A. Hayes Associates Inc. (TAHA) is pleased to submit this Air Quality Analysis for the 3831 Stocker Street Project (proposed project). TAHA prepared a localized air quality analysis of construction emissions for the proposed project, which involves the construction of a four-story, 127-unit apartment building with a subterranean garage. The project site is bounded by Don Felipe Drive to the northeast, Stocker Street to the south, Don Tomaso Street to the west, and Crenshaw United Methodist Church to the north. To accommodate the construction of the proposed project, the one-story vacant medical building currently occupying the property would be demolished.

The localized analysis of construction emissions was prepared in accordance with guidance established by the South Coast Air Quality Management District (SCAQMD).¹ Localized emissions typically include equipment exhaust, truck exhaust, and fugitive dust. These emissions associated with the proposed project were estimated using the California Emissions Estimator Model (CalEEMod). CalEEMod is a Statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutants emissions for a variety of land use projects. The emissions factors and calculation methodologies contained in the CalEEMod program have been approved for use by SCAQMD.

CalEEMod relies on various inputs to estimate emissions. These include construction phases, phase duration, equipment mix, and truck trips. Detailed project-specific information was not available at the time of this analysis. The emissions relied to CalEEMod default assumptions for the size of the proposed project, and reasonable assumptions based on experience with similar projects. Key assumptions included a 12-month construction period, 18,160 cubic yards of export, and debris generated by a demolition of a 19,500 square foot building. The export constitutes excavation of the parking lot and pool. CalEEMod output files and modeling assumptions are included in the appendix.

The SCAQMD localized significance thresholds (LST) have been developed based on the project location, the size of the project site, and distance from the emissions source to the nearest receptor. The proposed project is located in Source Receptor Area 2. The project site is approximately two acres in size and existing residences are located within 25 meters of the construction zone. Based on the SCAQMD guidance, LSTs were selected for a two acre project site and a 25 meter receptor distance.

¹SCAQMD, Localized Significance Thresholds, <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>, accessed October 19, 2015.

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Mr. Abe Shofet
November 9, 2015
Page 2

LSTs have been developed for nitrogen oxides (NO_x), carbon monoxide (CO), particulate matter 10 microns or less in diameter (PM₁₀), and particulate matter 2.5 microns or less in diameter (PM_{2.5}). These emissions would be generated by heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the project site. Fugitive dust emissions would primarily result from site preparation (e.g., excavation) activities. NO_x emissions would primarily result from the use of construction equipment and truck trips. The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

It is mandatory for all construction projects in the South Coast Air Basin to comply with SCAQMD Rule 403 for Fugitive Dust. Rule 403 control requirements include measures to prevent the generation of visible dust plumes. Measures include, but are not limited to, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional PM_{2.5} and PM₁₀ emissions associated with construction activities by approximately 61 percent.

Table 1 shows localized construction emissions associated with the proposed project. Emissions would be less than the applicable LSTs established by the SCAQMD. Therefore, the proposed project would result in a less-than-significant impact related to localized construction emissions.

TABLE 1: LOCALIZED DAILY CONSTRUCTION EMISSIONS				
Construction Phase	Pound Per Day			
	NOX	CO	PM ₁₀	PM _{2.5}
Demolition	28	21	2	2
Site Preparation	26	17	4	2
Excavation	24	16	3	2
Building Construction	21	15	1	1
Architectural Coatings	2	2	<1	<1
Maximum Localized Total	28	21	3	2
Localized Significance Threshold	147	827	6	4
Exceed Threshold?	No	No	No	No

SOURCE: TAHA, 2015.

Amalfi Apartments (3831 Stocker Street)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	215.00	Space	0.00	37,443.00	0
Health Club	2.00	1000sqft	0.00	2,000.00	0
Recreational Swimming Pool	0.00	1000sqft	0.00	1,100.00	0
Apartments Mid Rise	127.00	Dwelling Unit	1.90	80,972.00	363

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2017

Utility Company Los Angeles Department of Water & Power

CO2 Intensity (lb/MWhr)	1227.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - project

Construction Phase - project

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - project

Off-road Equipment - no graders

Off-road Equipment - no graders

Trips and VMT - project

On-road Fugitive Dust -

Demolition -

Grading -

Architectural Coating -

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - project

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	15.00
tblConstructionPhase	NumDays	4.00	30.00
tblConstructionPhase	NumDays	2.00	5.00
tblConstructionPhase	PhaseEndDate	9/25/2017	10/9/2017
tblConstructionPhase	PhaseEndDate	9/12/2017	9/11/2017
tblConstructionPhase	PhaseStartDate	9/12/2017	9/26/2017
tblConstructionPhase	PhaseStartDate	12/7/2016	12/6/2016
tblFireplaces	NumberWood	6.35	0.00
tblGrading	MaterialExported	0.00	18,160.00
tblLandUse	LandUseSquareFeet	86,000.00	37,443.00
tblLandUse	LandUseSquareFeet	0.00	1,100.00
tblLandUse	LandUseSquareFeet	127,000.00	80,972.00
tblLandUse	LotAcreage	1.93	0.00
tblLandUse	LotAcreage	0.05	0.00
tblLandUse	LotAcreage	3.34	1.90
tblProjectCharacteristics	OperationalYear	2014	2017
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	75.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	8.2321	75.0908	63.8454	0.1345	8.2118	3.1263	11.3381	3.4151	2.9373	6.3524	0.0000	13,159.88 16	13,159.88 6	1.1520	0.0000	13,184.073 1
2017	157.7126	21.2519	23.0081	0.0420	1.3320	1.2610	2.5929	0.3557	1.2148	1.5705	0.0000	3,745.363 6	3,745.3636	0.4968	0.0000	3,755.7954
Total	165.9447	96.3427	86.8534	0.1765	9.5438	4.3873	13.9310	3.7708	4.1521	7.9229	0.0000	16,905.24 52	16,905.245 2	1.6487	0.0000	16,939.865 5

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	8.2321	75.0908	63.8454	0.1345	5.1724	3.1263	8.2987	1.8682	2.9373	4.8055	0.0000	13,159.88 16	13,159.88 6	1.1520	0.0000	13,184.073 1
2017	157.7126	21.2519	23.0081	0.0420	1.3320	1.2610	2.5929	0.3557	1.2148	1.5705	0.0000	3,745.363 6	3,745.3636	0.4968	0.0000	3,755.7954
Total	165.9447	96.3427	86.8534	0.1766	6.5043	4.3873	10.8916	2.2238	4.1521	6.3759	0.0000	16,905.24 52	16,905.245 2	1.6487	0.0000	16,939.865 5

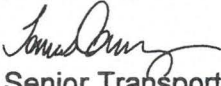
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	31.85	0.00	21.82	41.02	0.00	19.53	0.00	0.00	0.00	0.00	0.00	0.00

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

3831 W. Stocker St
DOT Case No. CEN 14-42695

Date: July 1, 2015

To: Karen Hoo, City Planner
Department of City Planning

From: 
Tomas Carranza, Senior Transportation Engineer
Department of Transportation

Subject: **TRAFFIC ASSESSMENT FOR THE PROPOSED DEVELOPMENT
PROJECT LOCATED AT 3831 WEST STOCKER STREET**

The Department of Transportation (DOT) has reviewed the traffic analysis prepared by Raju Associates, dated February 2015, for the proposed residential development project located on the northwest corner of Don Felipe Drive and Stocker Street. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to established threshold standards to assess the project-related traffic impacts. Based on DOT's traffic impact criteria¹, the proposed development is not expected to result in any significant traffic impacts at the five study intersections identified for detailed analysis. The results of the traffic impact analysis, which adequately evaluated the project's traffic impacts on the surrounding community, are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct 127 apartment units on a site that is currently occupied by a medical office building that will be removed. The study indicated that 215 parking spaces would be provided on-site with vehicular access accommodated via a two-way driveway on Don Felipe Drive and on a private drive aisle located along the northern boundary of the project that connects to Don Felipe Drive. The project is expected to be completed by 2017.

B. Trip Generation

The project is estimated to generate a net increase of 793 daily trips, 58 trips in the a.m. peak hour, and 77 trips in the p.m. peak hour. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. A copy of the trip generation table can be found in **Attachment 2**.

¹ Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

PROJECT REQUIREMENTS

A. Construction Impacts

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

B. Highway Dedication And Street Widening Requirements

The Mobility Element of the General Plan is currently being updated. A key feature of the updated plan is the revision of street standards to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. The updated Mobility Element, which is currently progressing through the City's approval process, recommends that **Stocker Street** be redesignated to a Boulevard II (Major Highway Class II) which would require a 40-foot half-width roadway within a 55-foot half-width right-of-way. **Don Felipe Drive** would continue to be designated a Collector Street which would require a 22-foot half-width roadway within a 32-foot half-width right-of-way. **Don Tomaso Drive** would continue to be designated a Local Street which would require a 20-foot half-width roadway within a 30-foot half-width right-of-way.

The new designations and dimensions identified in the updated Mobility Element, which were approved by the City Planning Commission on May 28, 2015, have gone through extensive public review and internal City review by DOT, City Planning, BOE and the Bureau of Street Services. Although not yet adopted by the City Council, DOT recommends that the applicant be subject to the roadway dimensions listed above for Stocker Street. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The traffic study stated that 215 parking spaces would be provided by the project. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation

The proposed site plan (see **Attachment 3**) is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. This requires separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024). In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All new driveways should be Case 2 driveways and any security gates should be a minimum 20 feet

from the property line. All truck loading and unloading should take place on site with no vehicles backing into the project via any of the project driveways.

E. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Wes Pringle of my staff at (213) 972-8472.

Attachments

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c: Council District No. 8
Gregg Vandergriff, BOE
Crystal Killian, Southern District, DOT
Taimour Tanavoli, Case Management, DOT
Chris Munoz, Raju Associates

**TABLE 5
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS**

No.	Intersection	Peak Hour	Existing (2015) Conditions		Existing (2015) Plus Project Conditions		Project Increase in V/C	Significant Project Impact	Cumulative (2017) Base Conditions		Cumulative (2017) Plus Project Conditions		Project Increase in V/C	Significant Project Impact
			V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
1.	Don Felipe Drive & Stocker Street	AM	0.309	A	0.325	A	0.016	No	0.363	A	0.379	A	0.016	No
		PM	0.276	A	0.297	A	0.021	No	0.348	A	0.368	A	0.020	No
2.	Santa Rosalia Drive & Marlton Avenue	AM	0.407	A	0.417	A	0.010	No	0.524	A	0.534	A	0.010	No
		PM	0.437	A	0.443	A	0.006	No	0.553	A	0.559	A	0.006	No
3.	Santa Rosalia Drive-Angeles Vista Bl & Stocker Street	AM	0.487	A	0.488	A	0.001	No	0.579	A	0.581	A	0.002	No
		PM	0.554	A	0.558	A	0.004	No	0.669	B	0.677	B	0.008	No
4.	Crenshaw Boulevard & Martin Luther King Jr. Boulevard	AM	0.720	C	0.723	C	0.003	No	0.849	D	0.850	D	0.001	No
		PM	0.867	D	0.874	D	0.007	No	1.047	F	1.053	F	0.006	No
5.	Crenshaw Boulevard & Stocker Street	AM	0.718	C	0.718	C	0.000	No	0.801	D	0.801	D	0.000	No
		PM	0.877	D	0.883	D	0.006	No	1.001	F	1.007	F	0.006	No

V/C - Volume to Capacity Ratio
LOS - Level of Service

**TABLE 3
ESTIMATED PROJECT TRIP GENERATION**

	Size	Daily	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project Apartments	127 d.u.	893	13	53	66	57	31	88
Project Trip Generation Total - Less (5%) Transit Trips		848	12	50	62	54	29	83
Existing Use (to be removed) Medical Office	(1,600) s.f.	(58)	(3)	(1)	(4)	(2)	(4)	(6)
Existing Trip Generation Total - Less (5%) Transit Trips		(55)	(3)	(1)	(4)	(2)	(4)	(6)
Project Net Trip Generation Total		793	9	49	58	52	25	77
Trip Rates [1]								
Apartment (ITE Land Use 220)	Trips per d.u.	[2]	20%	80%	[2]	65%	35%	[2]
Medical Office (ITE Land Use 720)	Trips per 1,000 s.f.	36.13	79%	21%	2.39	28%	73%	3.57

[1] Trip Generation Manual, 9th Edition, ITE 2012

[2] Trip generation rates for apartment was calculated using the following equations:

$$\begin{aligned}
 \text{Daily:} & \quad T = 6.06 (X) + 123.56 \\
 \text{AM Peak Hour:} & \quad T = 0.49 (X) + 3.73 \\
 \text{PM Peak Hour:} & \quad T = 0.55 (X) + 17.65
 \end{aligned}$$

Where:

T = Two-way volume of traffic (total trip-ends)
X = Number of dwelling units

MITIGATION MONITORING PROGRAM

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment” (Mitigation Monitoring Program, Section 15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting). This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. The City of Los Angeles is the Lead Agency for this project.

A Mitigated Negative Declaration (MND) has been prepared to address the potential environmental impacts of the Project. Where appropriate, this environmental document identified Project design features, regulatory compliance measures, or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts of the Proposed Project. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of the mitigation measures identified for the Project.

The MMP is subject to review and approval by the City of Los Angeles as the Lead Agency as part of the approval process of the project, and adoption of project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the MND.

The Project Applicant shall be responsible for implementing all mitigation measures, unless otherwise noted, and shall be obligated to provide documentation concerning implementation of the listed mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency as provided for herein. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted. As shown on the following pages, each required mitigation measure for the proposed Project is listed and categorized by impact area, with accompanying discussion of:

Enforcement Agency – the agency with the power to enforce the Mitigation Measure.

Monitoring Agency – the agency to which reports involving feasibility, compliance, implementation and development are made, or whom physically monitors the project for compliance with mitigation measures.

Monitoring Phase – the phase of the Project during which the Mitigation Measure shall be monitored.

- Pre-Construction, including the design phase
- Construction
- Pre-Operation
- Operation (Post-construction)

Monitoring Frequency – the frequency of which the Mitigation Measure shall be monitored.

Action Indicating Compliance – the action of which the Enforcement or Monitoring Agency indicates that compliance with the required Mitigation Measure has been implemented.

The MMP performance shall be monitored annually to determine the effectiveness of the measures implemented in any given year and reevaluate the mitigation needs for the upcoming year.

It is the intent of this MMP to:

- Verify compliance of the required mitigation measures of the MND;
- Provide a methodology to document implementation of required mitigation;
- Provide a record and status of mitigation requirements;
- Identify monitoring and enforcement agencies;
- Establish and clarify administrative procedures for the clearance of mitigation measures;
- Establish the frequency and duration of monitoring and reporting; and
- Utilize the existing agency review processes' wherever feasible.

This MMP shall be in place throughout all phases of the proposed Project. The entity responsible for implementing each mitigation measure is set forth within the text of the mitigation measure. The entity responsible for implementing the mitigation shall also be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented.

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the Applicant or its successor subject to the approval by the City of Los Angeles through a public hearing. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the proto-typical nature of the MMP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

MITIGATION MONITORING PROGRAM

Biology

IV-70 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 less than significant level by the following measures:

- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

Enforcement Agency: Board of Public Works Urban Forestry Division

Monitoring Agency: Board of Public Works Urban Forestry Division

Monitoring Phase: pre-construction

Monitoring Frequency: Once, at plan check, and once at field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy

Transportation and Traffic

XVI-30 Transportation (Haul Route)

- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- The applicant shall be limited to no more than two trucks at any given time within the site's staging area.
- There shall be no staging of hauling trucks on any streets adjacent to the project, unless specifically approved as a condition of an approved haul route.

- No hauling shall be done before 9 a.m. or after 3 p.m.
- Trucks shall be spaced so as to discourage a convoy effect.
On substandard hillside streets, only one hauling truck shall be allowed on the street at any time.
- A minimum of two flag persons are required. One flag person is required at the entrance to the project site and one flag person at the next intersection along the haul route.
- Truck crossing signs are required within 300 feet of the exit of the project site in each direction.
- The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind.
- Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.
- Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.
- No person shall perform grading within areas designated "hillside" unless a copy of the permit is in the possession of a responsible person and available at the site for display upon request.
- A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.
- The applicant shall identify a construction manager and provide a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.

Enforcement Agency: Los Angeles Department of Building and Safety, Los Angeles
Department of Transportation

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Issuance of Certificate of Occupancy or Land Use Permit

XVI-40 Safety Hazards

Environmental impacts may result from project implementation due to hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses. However, the potential impacts can be mitigated to a less than significant level by the following measure:

- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.

Enforcement Agency: Los Angeles Department of Building and Safety, Los Angeles Bureau of Engineering, Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permit.

XVI-50 Inadequate Emergency Access

Environmental impacts may result from project implementation due to inadequate emergency access. However, these impacts can be mitigated to a less than significant level by the following measure:

- The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

Enforcement Agency: Los Angeles Department of Building and Safety, Los Angeles Department of Engineering, Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permit.

XVI-60 Inadequate Emergency Access (Hillside Streets – Construction Activities)

- No parking shall be permitted on the street during Red Flag Days in compliance with the "Los Angeles Fire Department Red Flag No Parking" program.
- All demolition and construction materials shall be stored on-site and not within the public right-of-way during demolition, hauling, and construction operations.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Operational

Monitoring Frequency: Ongoing

Action Indicating Compliance: None – Ongoing compliance required.

Regulatory Compliance Measures

In addition to the Mitigation Measures required of the project, and any proposed Project Design Features, the applicant shall also adhere to any applicable Regulatory Compliance Measures required by law. Listed below is a list of often required Regulatory Compliance Measures. Please note that requirements are determined on a case by case basis, and these are an example of the most often required Regulatory Compliance Measures.

AESTHETICS

- **Regulatory Compliance Measure RC-AE-1 (Hillside): Compliance with Baseline Hillside Ordinance.** To ensure consistency with the Baseline Hillside Ordinance, the project shall comply with the City's Hillside Development Guidelines, including but not limited to setback requirements, residential floor area maximums, height limits, lot coverage and grading restrictions.
- **Regulatory Compliance Measure RC-AE-2 (LA River): Compliance with provisions of the Los Angeles River Improvement Overlay District.** The project shall comply with development regulations set forth in Section 13.17.F of the Los Angeles Municipal Code as applicable, including but not necessarily limited to, landscaping, screening/fencing, and exterior site lighting.
- **Regulatory Compliance Measure RC-AE-3 (Vandalism): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with all applicable building code requirements, including the following:
 - Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
 - The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.
- **Regulatory Compliance Measure RC-AE-4 (Signage): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including on-site signage maximums and multiple temporary sign restrictions, as applicable.
- **Regulatory Compliance Measure RC-AE-5 (Signage on Construction Barriers): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including but not limited to the following provisions:
 - The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS".

- Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
- The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

AIR QUALITY

- **Regulatory Compliance Measure RC-AQ-1(Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
 - 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 construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
 - All clearing, 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.
 - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
 - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
 - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
 - Trucks having no current hauling activity shall not idle but be turned off.
- **Regulatory Compliance Measure RC-AQ-2:** In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
- **Regulatory Compliance Measure RC-AQ-3:** In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.
- **Regulatory Compliance Measure RC-AQ-4:** The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.
- **Regulatory Compliance Measure RC-AQ-5:** The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District

Rule 1138.

- **Regulatory Compliance Measure RC-AQ-6:** New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.
- **Regulatory Compliance Measure RC-AQ-7 (Spray Painting): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable rules of the Southern California Air Quality Management District, including the following:
 - All spray painting shall be conducted within an SCAQMD-approved spray paint booth featuring approved ventilation and air filtration system.
 - Prior to the issuance of a building permit, use of land, or change of use to permit spray painting, certification of compliance with SCAQMD air pollution regulations shall be submitted to the Department of Building and Safety.

BIOLOGY

- **(Duplicate of WQ Measure) Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
 - *United States Army Corps of Engineers.* The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.
 - *State Water Resources Control Board.* The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
 - *California Department of Fish and Wildlife.* The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.

CULTURAL RESOURCES

- **Regulatory Compliance Measure RC-CR-1 (Designated Historic-Cultural Resource):** Compliance with United States Department of the Interior – National Park Service – Secretary of the Interior’s Standards for the Treatment of Historic Properties. The project shall comply with the Secretary of the Interior’s Standards for Historical Resources, including but not limited to the following measures:
 - Prior to the issuance of any permit, the project shall obtain clearance from the Department of Cultural Affairs for the proposed work.
 - A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
 - The historic character of a property shall be retained and preserved. The removal of historic material or alteration of features and spaces shall be avoided.
 - Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other buildings, shall not be undertaken.
 - Most properties change over time; those changes that have acquired significance in their own right shall be retained and preserved.
- **Regulatory Compliance Measure RC-CR-2 (Archaeological):** If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
 - Distinctive features, finishes and construction techniques or examples of skilled craftsmanship which characterize an historic property shall be preserved.
 - Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive historic feature, the new feature shall match the old in design, color, texture, and other visual qualities, and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
 - Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
 - Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

- New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
- New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.
- **Regulatory Compliance Measure RC-CR-3 (Paleontological):** If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
- **Regulatory Compliance Measure CR-4 (Human Remains):** If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
 - Stop immediately and contact the County Coroner:

1104 N. Mission Road
Los Angeles, CA 90033

323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or

323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).

- The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
- The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

GEOLOGY AND SOILS

- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
- **Regulatory Compliance Measure RC-GEO-2 (Hillside Grading Area):** The grading plan shall 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. 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.
- **Regulatory Compliance Measure RC-GEO-3 (Landslide Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any landslide and soil displacement, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:
 - ground stabilization
 - selection of appropriate foundation type and depths
 - selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measuresThe project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.
- **Regulatory Compliance Measure RC-GEO-4 (Liquefaction Area):** The project shall comply with the Uniform Building Code Chapter 18. Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:
 - ground stabilization
 - selection of appropriate foundation type and depths
 - selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.

The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-5 (Subsidence Area):** Prior to the issuance of building or grading permits, the applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety. The geotechnical report shall assess potential consequences of any subsidence and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.
- **Regulatory Compliance Measure RC-GEO-6 (Expansive Soils Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil expansion and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.
- **Regulatory Compliance Measure RC-GHG-1 (Green Building Code):** In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the 2013 Los Angeles Green Code and as it may be subsequently amended or modified.

HAZARDS AND HAZARDOUS MATERIALS

- **Regulatory Compliance Measure RC-HAZ-1: Explosion/Release (Existing Toxic/Hazardous Construction Materials)**
 - **(Asbestos)** Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement

consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.

- **(Lead Paint)** Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.
 - **(Polychlorinated Biphenyl – Commercial and Industrial Buildings)** Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.
- **Regulatory Compliance Measure RC-HAZ-2: Explosion/Release (Methane Zone):** As the Project Site is within a methane zone, prior to the issuance of a building permit, the Site shall be independently analyzed by a qualified engineer, as defined in Ordinance No. 175,790 and Section 91.7102 of the LAMC, hired by the Project Applicant. The engineer shall investigate and design a methane mitigation system in compliance with the LADBS Methane Mitigation Standards for the appropriate Site Design Level which will prevent or retard potential methane gas seepage into the building. The Applicant shall implement the engineer's design recommendations subject to DOGGR, LADBS and LAFD plan review and approval.
- **Regulatory Compliance Measure RC-HAZ-3: Explosion/Release (Soil Gases):** During subsurface excavation activities, including borings, trenching and grading, OSHA worker safety measures shall be implemented as required to preclude any exposure of workers to unsafe levels of soil-gases, including, but not limited to, methane.
- **Regulatory Compliance Measure RC-HAZ-4 Listed Sites (Removal of Underground Storage Tanks):** Underground Storage Tanks shall be decommissioned or removed as determined by the Los Angeles City Fire Department Underground Storage Tank Division. If any contamination is found, further remediation measures shall be developed with the assistance of the Los Angeles City Fire Department and other appropriate State agencies. Prior to issuance of a use of land or building permit, a letter certifying that remediation is complete from the appropriate agency (Department of Toxic Substance Control or the Regional Water Quality Control Board) shall be submitted to the decision maker.
- **Regulatory Compliance Measure RC-HAZ-5 (Hazardous Materials Site):** Prior to the issuance of any use of land, grading, or building permit, the applicant shall obtain a sign-off from the Fire Department indicating that all on-site hazardous materials, including contamination of the soil and groundwater, have been suitably remediated,

or that the proposed project will not impede proposed or on-going remediation measures.

HYDROLOGY AND WATER QUALITY

- **Regulatory Compliance Measure RC-WQ-1: National Pollutant Discharge Elimination System General Permit.** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for Phase 1 of the proposed Modified Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the proposed Modified Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.
- **Regulatory Compliance Measure RC-WQ-2: Dewatering.** If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.
- **Regulatory Compliance Measure RC-WQ-3: Low Impact Development Plan.** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.
- **Regulatory Compliance Measure RC-WQ-4: Development Best Management Practices.** The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.

- **Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
 - *United States Army Corps of Engineers.* The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.
 - *State Water Resources Control Board.* The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
 - *California Department of Fish and Wildlife.* The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.
- **Regulatory Compliance Measure RC-WQ-6 (Flooding/Tidal Waves):** The project shall comply with the requirements of the Flood Hazard Management Specific Plan, Ordinance No. 172081 effective 7/3/98.

LAND USE AND PLANNING

- **Regulatory Compliance Measure RC-LU-1 (Slope Density):** The project shall not exceed the maximum density permitted in Hillside Areas, as calculated by the formula set forth in Los Angeles Municipal Code Section 17.05-C (for tracts) or 17.50-E (for parcel maps).

NOISE

- **Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities):** 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.

POPULATION AND HOUSING

- **New Regulatory Compliance Measure RC-PH-1 (Tenant Displacement):**
 - **Apartment Converted to Condominium** - Prior to final map recordation, and pursuant to the provisions of Section 12.95.2-G and 47.06 of the Los Angeles Municipal Code (LAMC), a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
 - **Apartment Demolition** - Prior to the issuance of a demolition permit, and pursuant to the provisions of Section 47.07 of the Los Angeles Municipal Code, a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
 - **Mobile Home Park Closure or Conversion to Different Use** Prior to the issuance of any permit or recordation, and pursuant to the provisions of Section 47.08 and 47.09 of the Los Angeles Municipal Code, a tenant relocation plan and mobile home park closure impact report shall be submitted to the Los Angeles Housing Department for review and approval.

PUBLIC SERVICES

Schools

- **Regulatory Compliance Measure RC-PS-1 (Payment of School Development Fee)** Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.

Parks

- **Regulatory Compliance Measure RC-PS-2 (Increased Demand For Parks Or Recreational Facilities):**
 - (*Subdivision*) Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of dwelling units.
 - (*Apartments*) Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.
- **Regulatory Compliance Measure RC-PS-3 (Increase Demand For Parks Or Recreational Facilities – Zone Change)** Pursuant to Section 12.33 of the Los Angeles Municipal Code, the applicant shall pay the applicable fees for the construction of dwelling units.

RECREATION

See RC measures above under Parks.

TRANSPORTATION AND TRAFFIC

- **Regulatory Compliance Measure RC-TT-1 (Increased Vehicle Trips/Congestion - West Side Traffic Fee)** Prior to issuance of a Building Permit, the applicant shall pay a traffic impact fee to the City, based on the requirements of the West Los Angeles Traffic Improvement and Mitigation Specific Plan (WLA TIMP).

PUBLIC UTILITIES AND SERVICE SYSTEMS

Water Supply

- **Regulatory Compliance Measure RC-WS-1 (Fire Water Flow)** The Project Applicant shall consult with the LADBS and LAFD to determine fire flow requirements for the Proposed Project, and will contact a Water Service Representative at the LADWP to order a SAR. This system hydraulic analysis will determine if existing LADWP water supply facilities can provide the proposed fire flow requirements of the Project. If water main or infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the Applicant or LADWP.
- **Regulatory Compliance Measure RC-WS-2 (Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's water use.
- **Regulatory Compliance Measure RC-WS-3 (New Carwash):** The applicant shall incorporate a water recycling system to the satisfaction of the Department of Building and Safety.
- **Regulatory Compliance Measure RC-WS-4 (Landscape)** The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

Energy

- **Regulatory Compliance Measure RC-EN-1(Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's energy use.

Solid Waste

- **Regulatory Compliance Measure RC-SW-1 (Designated Recycling Area)** In compliance with Los Angeles Municipal Code, the proposed Modified Project shall

provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.

- **Regulatory Compliance Measure RC-SW-2 (Construction Waste Recycling)** In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70 percent by 2013, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished through the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent. In compliance with the Los Angeles Municipal Code, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation.
- **Regulatory Compliance Measure RC-SW-3 (Commercial/Multifamily Mandatory Recycling)** In compliance with AB341, 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 Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB341.