

DEPARTMENT OF CITY PLANNING APPEAL RECOMMENDATION REPORT

City Pla	anning C	commission	Case No.:	DIR-2017-298-DB-SPR- SPP-1A
Date: Time: Place:	7901 S. V		CEQA No.: Incidental Cases: Related Cases: Council No.: Plan Area:	ENV-2017-299-ND None 8 – Marqueece Harris- Dawson West Adams-Baldwin Hills-
Public Hearing: Appeal Status:		Required DB, SPR, SPP not appealable after City Planning Commission Action; ND appealable to City Council.	Specific Plan: Certified NC: GPLU:	Leimert Subarea F – Crenshaw Corridor; South Los Angeles Alcohol Sales Park Mesa Heights Community Commercial
Expiratio	on Date:	July 1, 2017	Zone:	C2-2D-SP
Multiple	Approval:	Yes	Appellants:	1. Larry Isom 2. Kar Lee Young
			Applicant/Owner:	Grant Power West Angeles Community Development Corp.

PROJECT 5414 – 5420 S. Crenshaw Boulevard. **LOCATION:**

- **PROPOSED** Density Bonus, Site Plan Review, Project Permit Compliance involving construction of a 5-story (56-feet) mixed-use development totaling 52,777 square feet. The project includes 70 affordable senior dwelling units, 2,000 square feet of retail space, and 7,229 square feet of open space. The project will reserve 20 percent, or 12 dwelling units, of the 58 total base dwelling units permitted for Low Income Senior households. The project will utilize Assembly Bill 744 (California Government Code Section 65915 (p)(2)) to allow for the provision of reduced parking at 37 residential parking spaces. Commercial parking spaces are provided consistent with LAMC Section 12.21.A.4. A total of 41 parking spaces are proposed.
- APPEAL
 Appeal of the entire decision of the Director of Planning of Density Bonus Compliance
 Review pursuant to Los Angeles Municipal Code (LAMC) Section 12.22 A.25, Site Plan
 Review pursuant to LAMC Section 16.05, Project Permit Compliance Review pursuant
 to LAMC Section 11.5.7, and Negative Declaration as follows:

Approval of a **Density Bonus Compliance Review** utilizing two on-menu Density Bonus Affordable Housing Incentives for Floor Area Ratio and Yard/Setback pursuant to Los Angeles Municipal Code (LAMC) Section 12.22 A.25 for a project totaling 70 dwelling units, reserving at least 20 percent, or 12 dwelling units of the 58 base dwelling units permitted on the site, for Low Income Senior households. The project will utilize Assembly Bill 744 to allow for the provision of 37 residential parking spaces;

Floor Area Ratio. An allowance for a 3:1 Floor Area Ratio in lieu of the normally required 2:1 Floor Area Ratio.

Yard/Setback. A 20 percent decrease in the required width of the southern side yard setback, allowing 6-feet, 5-inches in lieu of the otherwise required 8 feet.

Approval of a **Site Plan Review** for a development project which creates or results in an increase of 50 or more dwelling units; and

Approval of a **Project Permit Compliance Review** for the construction, use and maintenance of a five-story, 56-foot tall mixed-use Affordable Senior Housing building that contains approximately 50,777 square feet of residential area and 2,000 square feet of commercial floor area, with 70 dwelling units, and 41 parking spaces located at-grade in the C2-2D-SP Zone in the Crenshaw Corridor Specific Plan.

Pursuant to CEQA Guidelines Section 15074(b), consideration of the whole of the administrative record, including the **Negative Declaration**, No. ENV- 2017-299-ND, and all comments received, that there is no substantial evidence that the project will have a significant effect on the environment; FIND the Negative Declaration reflects the independent judgment and analysis of the City; and ADOPT Negative Declaration.

RECOMMENDED ACTIONS:

- DENY the appeal and FIND, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Negative Declaration, No. ENV-2017-299-ND, and all comments received, there is no substantial evidence that the project will have a significant effect on the environment; FIND the Negative Declaration reflects the independent judgment and analysis of the City; and ADOPT Negative Declaration;
- 2. DENY the appeal and SUSTAIN the decision of the Director of Planning for Density Bonus Compliance Review utilizing two on-menu Density Bonus Affordable Housing Incentives for Floor Area Ratio and Yard/Setback pursuant to Los Angeles Municipal Code (LAMC) Section 12.22 A.25 for a project totaling 70 dwelling units, reserving at least 20 percent, or 12 dwelling units of the 58 base dwelling units permitted on the site, for Low Income Senior household occupancy for a period of 55 years. The project will utilize Assembly Bill 744 (California Government Code Section 65915 (p)(2)) to allow for the provision of 37 residential parking spaces. Commercial parking spaces are provided consistent with LAMC Section 12.21.A.4. A total of 41 parking spaces are proposed;
- 3. **DENY** the appeal and **SUSTAIN** the decision of the Director of Planning for Site Plan Review pursuant to LAMC Section 16.05 for the development project which creates or results in an increase of 50 or more dwelling units;
- 4. **DENY** the appeal and **SUSTAIN** the decision of the Director of Planning for a Project Permit Compliance Review pursuant to LAMC Section 11.5.7 for the construction, use and maintenance of a five-story, 56-foot tall Affordable Senior Housing building that contains approximately 50,777 square feet of residential area and 2,000 square feet of commercial floor area, with 70 dwelling

units, and 41 parking spaces located at-grade in the C2-2D-SP Zone in the Crenshaw Corridor Specific Plan.

VINCENT P. BERTONI, AICP Director of Planning

Approved by: Faisal Roble, Principal Planner

Reviewed by:

Debbie Lawrence, AICP, Senior City Planner

Reviewed by:

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Exhibits:

Exhibit A: Appeal # 1 of DIR-2017-298-DB-SPR-SPP
Exhibit B: Appeal # 2 of DIR-2017-298-DB-SPR-SPP
Exhibit C: Director's Determination, DIR-2017-298-DB-SPR-SPP, May 17, 2017
Exhibit D: Negative Declaration, ENV-2017-299-ND
Exhibit E: Project Plans (Exhibit A of Director's Determination)
Exhibit F: Renderings
Exhibit G: LADOT Referral Form, February 28, 2017
Exhibit H: Parking Lot Photographs
Exhibit I: Radius Map
Exhibit J: Vicinity Map

ADVICE TO PUBLIC: * The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 532, City Hall, 200 North Spring Street, Los Angeles, CA 90012 (Phone No. 213-978-1300).* While all written communications are given to the Commission for consideration, the initial packets are sent to the Commission's Office a week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to the agency at or prior to the public hearing. As a covered entity under Title II of the American Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request no later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

PROJECT ANALYSIS

APPELLATE DECISION BODY

Two appeals have been filed regarding the original determination. Pursuant to Sections 12.22.A.25 of the Los Angeles Municipal Code (LAMC), appeals of Density Bonus Affordable Housing Incentives are made to the City Planning Commission. One Appellant is an abutting (adjacent) neighbor, an therefore is eligible to appeal the Density Bonus entitlement. Pursuant to Section 11.5.7 and 16.05, appeals of Project Permit Compliance Review and Site Plan Review are made to the Area Planning Commission. Appeals of multiple entitlement actions are made to the highest level appeal body of the involved entitlement actions, per LAMC Section 12.36.C.4. Therefore, the subject appeals are made to the City Planning Commission. The appellate decision of the City Planning Commission is final and effective as provided in Charter Section 245. Further appeals of the Negative Declaration are made to City Council.

PROJECT SUMMARY

The proposed project is for the construction of a mixed-use building with 70 residential dwelling units. A one-story commercial building is proposed to be demolished. The 70 units consist of 69 senior housing units for low and very low income households and one market-rate manager's unit, with a total residential floor area of 50,777 square feet in a 56 foot tall building. The subject site abuts properties zoned R1-1 to the east and the proposed structure adheres to the transitional height requirements per the Crenshaw Corridor Specific Plan. As proposed, the building includes a 45 feet 3 inches step back on the 4th and 5th floor to the eastern property line. The project will provide 2,000 square feet of ground floor commercial area for neighborhood serving amenities.

The applicant requests the following On-Menu incentives: 1) an increase of the Floor Area Ratio (FAR) to 3:1 in lieu of the maximum permitted 2:1 FAR as required; 2) a reduction of the southern side yard to six-foot five inches (6'-5") in lieu of the eight feet as required per underlying zone. Pursuant to LAMC Section 11.5.7, the Applicant requests the approval of Project Permit Compliance Review as required in the Crenshaw Corridor Specific Plan. Pursuant to LAMC Section 16.05, the applicant requests the approval of Site Plan Review for the proposed project. The applicant requests to utilize AB 744 (as adopted in California Government Code Section 65915 (p)(2)) to allow for the provision of reduced parking at 37 residential parking spaces.

The project was approved on May 17, 2017 by the Director of Planning for Multiple Approvals comprised of a Density Bonus Affordable Housing Incentive ("Density Bonus"), Site Plan Review and Project Permit Compliance Review. The approval involved two on-menu Density Bonus Incentives, per LAMC Section 12.22 A.25, in exchange for restricting twelve (12) of 58 base units for Low Income Senior Households within a new 5-story (56-foot tall) mixed-use development totaling 52,777 square feet including a total of 70 dwelling units, 2,000 square feet of retail space, and 7,229 square feet of open space.

PROJECT BACKGROUND

The project site is located near the intersection of Crenshaw Boulevard and 54th Street in the West Adams – Baldwin Hills – Leimert Community Plan area. The updated West Adams – Baldwin Hills – Leimert Community Plan was adopted by the City Council on March 7, 2017. The Community Plan Map designates the subject property for Community Commercial use with a corresponding zone of C2. The property is zoned C2-2D-SP and is located in Subarea F of the Crenshaw Corridor Specific Plan (Specific Plan). The property is also located within the Park Mesa Pedestrian Oriented District

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and the South Los Angeles Alcohol Sales Specific Plan Area. Lastly, the Property is within a designated Los Angeles State Enterprise Zone and Fast Food Establishments Zone.

The project site consists of two contiguous parcels, totaling approximately 22,841 square feet. The site is currently developed with a surface parking lot and a one-story commercial building built in 1966. Existing structure and one palm tree are proposed to be demolished. The subject property is located approximately 400 feet from View Park Preparatory Accelerated Charter Middle School on Crenshaw Boulevard to the north.

The proposed project is a 70-unit mixed-use affordable senior apartment building that is 56 feet in height and encompasses approximately 52,777 square feet of floor area. The project provides 41 automobile and 77 bicycle parking spaces at grade, with vehicular and pedestrian access off Crenshaw Boulevard to the west. The Project includes 2,000 square feet of ground floor commercial area reserved for neighborhood serving uses.

In accordance with California State Law (including Senate Bill 1818, and Assembly Bills 2280 and 2222), the applicant is proposing to utilize Section 12.22 A.25 (Density Bonus) of the Los Angeles Municipal Code (LAMC), which permits a density bonus of 35 percent based on setting aside 20% of 58 base units for low income senior households. This allows for 79 total dwelling units in lieu of the otherwise maximum density limit of 58 dwelling units on the property. A density bonus is automatically granted in exchange for the applicant setting aside a portion of dwelling units, in this case 12 units, for habitation by Low Income Senior Households for a period of 55 years. Consistent with the Density Bonus Ordinance, the Applicant is also automatically granted a reduction in required parking spaces. The Applicant is providing automobile parking pursuant to AB 744 (California Government Code Sections 65915 (p)(2)), for a total of 41 parking spaces located at grade. The proposed mixed income project consists of a minimum of 12 units (20%) set aside for Low Income Senior Households, situated on a site that is located within one-half mile of a major transit stop.

Based on the affordable percentage the Applicant is entitled to request two "on-menu" incentives in order to facilitate the provision of affordable senior housing at the site. Per the underlying zone, a maximum FAR of 2:1 is permitted with a required eight (8) foot side yard setback. The applicant is requesting an increase in the allowable FAR to 2.31:1, and a 20 percent decrease in the required width of the southern side yard to allow for 6-feet, 5 inches.

THE APPEAL

Two appeals were filed in response to the Director's Approval of DIR-2017-298-DB-SPR-SPP within the appeal period ending on June 1, 2017.

Appellant: Larry Isom – Appeal of the Entire Decision

Reasons for Appeal:

A-1: <u>Parking</u>. The appellant contents that there are insufficient parking spaces for existing properties along Crenshaw Boulevard.

STAFF RESPONSE

Assembly Bill 744 (AB 744) amended sections of the State Density Bonus Law (Government Code Section 65915 (p)(2)) which went into effect on January 1, 2016. AB 744 prohibits local jurisdictions from imposing vehicular parking ratios in excess of 0.5 spaces per bedroom on a development that includes the maximum percentage of low- or very low income units and is within ½ mile of, and has unobstructed access to, a Major Transit Stop as defined of PRC Section 21155.

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Case No. DIR-2017-298-DB-SPR-SPP was filed on January 25, 2017 for an approval of two onmenu incentives in conjunction with a 20 percent set aside for Low Income Senior Households. The application included a request to provide 0.5 parking spaces per bedroom pursuant to AB 744.

The project site is located less than 100 feet from the intersection of Crenshaw Boulevard and 54th street. The subject site is approximately 0.24 miles from the Hyde Park station that is currently under construction and will serve the Crenshaw/LAX light rail. The Hyde Park station is considered to be a major transit stop pursuant to Section 21155 of the State Public Resources Code. As the proposed project complies with the requirements of AB 744, the City is prohibited from imposing a parking ratio in excess of 0.5 parking spaces per bedroom, as requested by the applicant.

The project proposes to provide 71 bedrooms, requiring a total of 36 residential parking spaces pursuant to AB 744. Although the applicant has requested a reduction in the required parking ratio, the applicant proposes to provide a total of 37 residential parking spaces. The applicant will provide 4 parking spaces for the commercial component of the project, as required by LAMC Section 12.21-A.4. A total of 41 parking spaces will be provided at-grade. As such, the project will provide adequate parking to serve the needs of future residents and customers of the commercial component.

The appellant have listed a number of commercial properties along Crenshaw Boulevard and states no sufficient parking spaces are provided by these establishments. The appellant also provided a Letter of Determination for Case No. ZA-93-1045 (ZV) which was approved on January 6, 1994. The zone variance permitted a waiver of the required off-street parking for the existing gymnasium facility that is owned by the appellant ("Black Diamond Health and Fitness), located at 5436 Crenshaw Boulevard. The variance did not grant explicit rights to the appellant to park at the project site owned by the applicant.

The applicant submitted photographs to show that existing surface parking lot for the project site is reserved for private parking only for the commercial structure on site, and does not provide public parking for adjacent businesses. The surface parking lot for the subject site is gated and reserved for parking by permits only. There are metered and unmetered parking spaces available along Crenshaw Boulevard immediately adjacent to the subject site within the public right-of-way. Visitors to nearby commercial establishments are able to park on the street along each side of Crenshaw Boulevard. Furthermore, the applicant is not required to provide additional public parking to accommodate existing conditions.

A-2: <u>LAX Metro Light Rail</u>. The appellant asserts that the LAX Metro Light Rail project will eliminate street parking and move pedestrian traffic closer to sidewalks, thus putting people in harm's way.

STAFF RESPONSE

The Metro Crenshaw/LAX Transit Project will extend from the existing Metro Expo Line at Crenshaw and Exposition Boulevards and merge with the Metro Green Line at the Aviation/LAX station. The Line will travel 8.5-miles serving the cities of Los Angeles, Inglewood, and El Segundo. Construction for the stations and rail line is currently underway with anticipated completion in 2019. The Federal Transit Administration (FTA) on Dec. 30, 2011 issued a Record of Decision (ROD) for the Crenshaw/LAX Transit Corridor project based on Metro's Final Environmental Impact Statement/Report (FEIS/FEIR) in compliance with the National Environmental Policy Act (NEPA). The potential environmental impacts of the Crenshaw Transit Corridor project were adequately addressed in the Final Environmental Impact Report (SCH# 2007091148), and the Mitigation Monitoring and Reporting Program. Due to the construction activities for the transit rail project, the Los Angeles Metropolitan Transportation Authority is providing temporary construction parking lots along Crenshaw Boulevard until the completion of construction. The Los Angeles Department of

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Transportation is currently preparing a feasibility study to identify long term parking solutions in the area. A number of on-street parking spaces will be removed due to the removal of the frontage road medians along Crenshaw Boulevard. However, public street parking will continue to be available along both sides of Crenshaw Boulevard.

The proposed affordable senior housing project represents an infill development that supports the development of increased population density outside of existing neighborhood and enhanced retail services to serve nearby residents. 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, meanwhile also helping the City to meet its housing obligation under the SCAG Regional Housing Needs Assessment ("RHNA") allocation. In addition, a Negative Declaration, ENV-2017-299-ND, was prepared by the Department of City Planning and circulated for public review on March 16, 2017 for a period of 20 days. The review period for the ND ended on April 5, 2017. No comments were received during the public comment period. As conditioned, the proposed project is not anticipated to cause significant impacts on vehicular and pedestrian traffic.

A-3: <u>Increased Activities</u>. The appellant argues that proposed project will bring increased activities and traffic, thus affecting the health of the community.

STAFF RESPONSE

The appellant contended that the proposed project will result in increased pedestrian and vehicular traffic along Crenshaw Boulevard. Crenshaw Boulevard is a designated Modified Avenue I with an 180-feet right-of-way. The proposed 70-unit project would replace the existing commercial building and surface parking lot. The Negative Declaration, ENV-2017-299-ND, adequately addresses the impacts of the proposed project. As analyzed in Section XVI Transportation/Traffic of ENV-2017-299-ND, the 70-unit project does not meet or exceed thresholds and levels that would have significant impact on surrounding intersections, per the City's Department of Transportation (LADOT) standards. Per LADOT Referral Form dated February 28, 2017, no traffic study was required. While the increase in dwelling units may increase the number of vehicles accessing the site, this would not constitute a significant increase in vehicle trips and would not result in a substantial increase in traffic for Crenshaw Boulevard. The proposed project will not cause traffic congestion at a level of significant impact on the existing load and capacity of the street system.

Appellant: Kar Lee Young – Appeal of the Entire Decision

Reasons for Appeal:

B-1: <u>Parking</u>. The appellant contents that the proposed project reduces the number of public parking spaces.

STAFF RESPONSE

As discussed under Appeal Point A-1, the project site currently does not provide any public parking on the privately owned parking lot. Public parking for nearby commercial establishments is available along both sides of Crenshaw Boulevard. The applicant has submitted photographs that show the secure and gated surface parking lot, is privately owned by the applicant and reserved for permit parking only. On June 9, 2017, staff conducted a field investigation to the project site at 10:30 a.m. and verified that there are two temporary public parking lots and one city-owned public parking lot located within a 500-foot radius of the subject site. The two temporary public parking lots adjoins the project site to the north with egress and ingress of 54th street. The public parking lot (LADOT Lot 633) abuts the subject site to the east and provides 32 parking spaces with egress and ingress off 11th Avenue. One other city-owned public parking lot (LADOT Lot 634) is located approximately 740

feet from the project site at the corner of 11th Avenue and 57th Street, and provides 34 parking spaces. There are approximately 18 public parking spaces along one side of Crenshaw Boulevard between 54th Street and 57th Street. Photographs of the public parking lots and street-parking spaces are provided in Exhibit H of this staff report. As the project site currently does not support public parking, the proposed 70-unit affordable senior development would not reduce existing number of public parking spaces.

B-2: <u>Street Capacity</u>. The appellant asserts that the proposed project taxes street capacity on Crenshaw Boulevard.

STAFF RESPONSE

In accordance with Site Plan Review and ND procedures, the Los Angeles Department of Transportation ("DOT") completed a Referral Form dated February 28, 2017 for the review and analysis of traffic, access, and circulation for the proposed project. The DOT Referral Form concluded that the project does not meet the threshold for a traffic study and therefore identified no significant impacts regarding transportation or traffic. As discussed in the appeal points above, the project would be required to comply with existing regulations which were established with the intention to reduce the impacts and disruption of the project on surrounding areas. The DOT Referral Form is available in Exhibit G for review.

B-3: <u>Open Space</u>. The appellant states that the proposed project reduces usable open space.

STAFF RESPONSE

The project site consists of two contiguous parcels, totaling approximately 22,841 square feet. The General Plan designates the subject site as Community Commercial land use and the corresponding zone allows for office, business, professional, and multiple dwelling residential uses. The project site is currently developed with a commercial building (church) and surface parking lot. The surface parking lot extends across lot lines on Lot 344, 304, and portions of Lot 305, all of which are owned by the applicant. Lot 304 and 305 are zoned C2-2D-SP and Lot 344 is zoned R1-1. The proposed project is situated on Lot 304 and 305 only, with no development proposed for Lot 344.

The existing surface parking lot is securely gated and does not serve as usable recreation or open space for the general public. Per photographs provided by the applicant, the private parking lot is restricted to permit parking only. The applicant currently proposes to provide approximately 7,229 square of open space, consisting of 4,879 square feet of private communal open space and 2,350 square feet of private open space. Therefore, the appellant's statement is inaccurate.

B-4: <u>Spacing</u>. The appellant argues that the proposed project reduces spacing between the project site and his/her property.

STAFF RESPONSE

Pursuant to LAMC Section 12.22.A.25, the project qualifies for a 20 percent reduction in the required side yard setback as one of the On-Menu incentives. By setting aside 20 percent of the 58 base dwelling units for Low Income Senior Households, the applicant is requesting a reduction in one side yard setback to permit 6 feet 5 inches in lieu of the otherwise required 8 feet. The permitted exceptions to zoning requirements would result in building design or construction efficiencies that provide for affordable housing costs. The requested reduction in the southerly side yard setback would allow the developer to expand the building envelope so the additional units can be constructed and the overall space dedicated to residential uses is increased.

Sections 10.B. of the Crenshaw Corridor Specific Plan pertains to Mixed-Use projects located in Pedestrian-Oriented Areas within Subareas D, F, and G. The subject property is located in Subarea F and the Park Mesa Pedestrian Oriented Area. Per the provisions in this section, Mixed-Use projects shall provide up to a five foot setback if no pedestrian amenities are provided along the building frontage. The project does provide pedestrian amenities along Crenshaw Boulevard and the front yard setback varies from zero to five feet along the street facade. The proposed project maintains a minimum of 15-foot rear yard setback. The northern side yard setback will be a minimum of 8 feet, and the southern side yard setback will be a minimum of 6 feet 5 inches. In addition, the proposed project also complies with the Transitional Height Requirement, with the building stepping back approximately 45 feet on the fourth and fifth floor to the eastern property line abutting the R1 zone. All required setbacks are provided per the C2 zone for the residential component, with the exception of the southerly side yard setback reduction based on the affordable housing density bonus incentive.

B-5: <u>Concrete</u>. The appellant states that proposed project increases concrete bulk and use.

STAFF RESPONSE

Pursuant to LAMC Section 12.21-G, the project is required to provide 7,025 square feet of open space. The applicant proposes to provide approximately 7,229 square of open space, consisting of 4,879 square feet of common open space and 2,350 square feet of private open space. The project proposes an indoor community room totaling 1,059 square feet, a 3,036 square feet central courtyard on the second floor, and 784 square feet of roof deck on the fourth floor. Additionally, approximately 2,574 square feet of open space will be landscaped. Various types of vegetation and trees are incorporated into the design of the project to minimize the visual impact of the building. The applicant is not requesting any reduction of open space, and will provide the landscaping that is required by the Zoning Code and will exceed the minimum landscaped area required by code.

B-6: <u>Privacy</u>. The appellant asserts that the proposed project reduces aerial access and privacy for his/her property.

STAFF RESPONSE

The City does not directly regulate or protect privacy; however, existing regulations such as requiring that structures observe front, side, and rear yard setbacks helps to address the issue of privacy and access to light and air. In the C2 Zone, portions of buildings which are utilized for residential purposes are required to comply with the side and rear yard requirements of the R4 Zone. A front yard setback is not required, pursuant to LAMC Section 12.14-C,1. The proposed mixed-use structure includes variable front yard setback ranging from zero to five feet along Crenshaw Boulevard, and maintains a minimum of 15-foot rear yard setback. The northern side yard setback will be a minimum of 8 feet and is consistent with the code requirement. Pursuant to LAMC Section 12.22.A.25, the applicant is requesting a 20 percent reduction in the southern side yard setback. The southern side yard is reduced to 6 feet 5 inches because the developer is entitled to request this deviation from the side yard development standard through state density bonus law based on the amount of affordable units being proposed.

Section 10.D. of the Crenshaw Corridor Specific Plan pertains to Transitional Height Requirements in all Subareas on land zoned commercial or industrial that directly abuts land zoned residential. The subject property is zoned C2 and directly abuts parcels zoned R1-1 to the east. As depicted in project plans (Exhibit E), proposed mixed-use structure is partially three stories and partially five stories, rather than five stories throughout. The building is stepped back approximately 45 feet on the fourth and fifth floor to the eastern property line abutting the R1 zone. As proposed, the project is designed with adequate separations per zoning code between the building and adjacent properties to provide

light and air. Therefore, the project is in compliance of Section 10.D. of the Specific Plan and meets the Los Angeles Municipal Code requirements pertaining to yard setbacks.

CONCLUSION

Staff recommends denial of the appeal and approval of the Determination Letter of the Director of Planning approving two on-menu Density Bonus Affordable Housing Incentives, Site Plan Review, Project Permit Compliance Review, and Negative Declaration for the proposed 5-story (56-foot tall) mixed-use development including 70 dwelling units, 50,777 square feet of residential uses, 2,000 square feet of commercial space, and 7,229 square feet of open space. The project will reserve 20 percent, or 12 dwelling units, of the 58 total base dwelling units permitted on the site for Low Income Senior household occupancy of 55 years. The project will utilize Assembly Bill 744 (Government Code Section 65915 (p)(2)) to allow for the provision of 37 residential parking spaces. Commercial parking spaces are provided consistent with LAMC Section 12.21.A.4. A total of 41 parking spaces are proposed.

With Senate Bill 1818 (2004), state law created a requirement that local jurisdictions approve a Density Bonus and up to three "concessions or incentives" for projects that include defined levels of affordable housing in their projects. In response to this requirement, the City created an ordinance that includes a menu of incentives (referred to as "on-menu" incentives) comprised of eight zoning adjustments that meet the definition of concessions or incentives in state law (California Government Code Section 65915). The eight on-menu incentives allow for: 1) reducing setbacks; 2) reducing lot coverage; 3) reducing lot width, 4) increasing floor area ratio (FAR); 5) increasing height; 6) reducing required open space; 7) allowing for an alternative density calculation that includes streets/alley dedications; and 8) allowing for "averaging" of FAR, density, parking or open space. In order to grant approval of an on-menu incentive, the City utilizes the same findings contained in state law for the approval of incentives or concessions.

Further, under Density Bonus Legislation, the standard for denial is statutorily limited: Section 65915(e) and LAMC 12.11.A.25(g)(2)(i), density bonus project incentives can only be denied for two reasons: 1) the incentive does not contribute to the long-term affordability of the housing set-asides; 2) the incentive(s) would have an adverse impact upon public health, safety, physical environment, or real property listed on the California Register of Historical Resources. The subject property is not listed as a federal, state or local Historical Monument, nor is it located near any historical resources, nor is it within an HPOZ Overlay Zone.

Upon in-depth review and analysis of the issues raised by the appellants for the proposed project at 5414-5420 Crenshaw Boulevard, no errors or abuse of discretion by the Director of Planning or his/her designees were found in regards to the appeal points raised. The appeal of the Director's approval of two on-menu Density Bonus Affordable Housing Incentive, Site Plan Review, Project Permit Compliance Review, and Negative Declaration cannot be substantiated and therefore should be denied.

EXHIBIT A APPEAL 1 Appellant: Larry Isom

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A	ORIGINAL CONS
А	PPEAL APPLICATION
This actio	application is to be used for any appeals authorized by the Los Angeles Municipal Code (LAMC) for discretionary ons administered by the Department of City Planning.
1.	APPELLANT BODY/CASE INFORMATION
	Appellant Body:
	Area Planning Commission Director of Planning Commission City Council Director of Planning
	Regarding Case Number: Dir - 2017 - 298 - DB - SPR - SPP
	Project Address: 5414 - 5420 S. Lronshav L.A. Cu, 9000
	Final Date to Appeal:
	Type of Appeal: Appeal by Applicant/Owner Appeal by a person, other than the Applicant/Owner, claiming to be aggrieved Appeal from a determination made by the Department of Building and Safety
2.	APPELLANT INFORMATION
	Appellant's name (print): Larry Isom
	company: Black Dramond ENT Health and Fitnes,
	Mailing Address: 5436 Crenshaw bl
	City: A, State: Zip: Q 0 0 4 3
	Telephone: 3323-291-0294 E-mail:
	 Is the appeal being filed on your behalf or on behalf of another party, organization or company?
	Self Other:
	 Is the appeal being filed to support the original applicant's position?
3.	REPRESENTATIVE/AGENT INFORMATION
	Representative/Agent name (if applicable):
	Company:
	Mailing Address:
	City: State: Zip:
	Telephone: E-mail:

4. JUSTIFICATION/REASON FOR APPEAL

Is the entire decision, or only parts of it being appealed?

Are specific conditions of approval being appealed?

If Yes, list the condition number(s) here: _

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision

Part

2 No

Specifically the points at issue
 Why you believe the decision-maker erred or abused their discretion

5. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature:	m	home	\mathcal{O}	Date:	5-31-17
			\mathcal{F}		

6. FILING REQUIREMENTS/ADDITIONAL INFORMATION

- Eight (8) sets of the following documents are required for each appeal filed (1 original and 7 duplicates):
 - Appeal Application (form CP-7769)
 - o Justification/Reason for Appeal
 - Copies of Original Determination Letter
- A Filing Fee must be paid at the time of filing the appeal per LAMC Section 19.01 B.
 - Original applicants must provide a copy of the original application receipt(s) (required to calculate their 85% appeal filing fee).
- All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of the receipt.
- Appellants filing an appeal from a determination made by the Department of Building and Safety per LAMC 12.26 K are considered Original Applicants and must provide noticing per LAMC 12.26 K.7, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt.
- A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may <u>not</u> file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an <u>individual on behalf of self</u>.
- Appeals of Density Bonus cases can only be filed by adjacent owners or tenants (must have documentation).
- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the <u>date of the written determination</u> of said Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (ZA, APC, CPC, etc.) makes a determination for a project that is not further appealable. [CA Public Resources Code ' 21151 (c)].

변 소 사람은 전 것을 맞추고 있었다면 것을	This Section for City Planning Staff Use Only			
Base Fee: \$89.00	Reviewed & Accepted by (DSC Planner):	Date: 53017		
Receipt No: 0104742046	Deemed Complete by (Project elanner):	Date:		
L Determination authority notified	Original receipt and BTC re	Original receipt and BTC receipt (if original applicant)		

arry Isom Black Diamond ENT. 5436 Cronshaw b1. 2. A., Cai90043 323-291-0294 Los Angles Planning Department APPeal Case No, Dir-2011-298-DB-SPR-SPP To Whom it Concern, all Projects Should Put Safety frist before any Projectisz is given permission to Proceed. This Project mentioned in this letter Put Profits before Safety. The Partisi of Crenspow bl. between Syth and Syth Street and also the areas that are closest to Syth and 57th Street on Grenshow bl. are like no other Parts of Crenshaw bl. The areass on crenshar b) between 54th and 57th Street Provide many Servives for many people in this area and other areas in South Los Angles. Some of there Services are the followings:

(1). Schools on the North and South of the project School trids mostly use the Side of Side Walk Where the Project is 10cated. All adults troow that when School trid. go to and from their School they are involved in a lot of Play and not Paying enough attension to their Surroundings. With the increased in activities that the project Will bring to the area would put school tids ingreater harms way From my Property and businessiss located at 5432-36 crenshaw 31, I are school tids playing on the side wal Playing in the street, not using the side walk and cross walk to get to the other side of even show bl, running after each other etc, etc ... (2). The only Post office in this area. The Post office is located on the same block and same side of the side walk where the Project is located. People using the Post offices from near b- and other areas whether Walking Using cars, buses, etc., etc. all use the side of side walk where the Project is located for

their frist Choice to get to and from the Post office, people using wheel chairs Walkers, cones, etc., etc. mostly use the side of the side where the Project is located. This Seventy Units and Commercial space Project Will have a big negative impactors on all the above. The Post office itself has a major Problemiss, it has not one Parking Spaces for it customers and it has put the Public in harms way for years, and the above would Only increase of this Project go forward. Refer to case number 394166, NUND-323-789-276 (3), There is only one bank (Bank of America located between 54th and 57th Street on Crenshow bl, and it has out grown its ability us to Provide Parking for its Customers many years ago. and (4). Unemployment office located between 54th and 57th Street on crenshow bl, is the Only Upemployment office in this area Perrod. It also has out grown it's ability is to Provide Parting for its customers,

-3

This Project Should not go forward because of the followings: U). The Post office located at 5472 Crenshaw) Provide not one Parking Spaces For its Customers. Refer to case number 394160 323-78' (2), The Church I. DEDIOS Pentecostal MI located at 5460. Crenshaw bl. has no required Parking, un Permitted use, and no change of Occupancy. Refer to case number 390-054 Call Numbers 213-252-3900 and 213-482-7432. (3) Mohammad M. Rehaman's Tai Mahal Imports located at 5454 Crenshaw bl. Provides no required Parting for his business, and other businesses operative inside his Property, Care Milling (4). The Massid Balil I bo Rabah (or Church located at 5450 Cienshaw b], has no required parking un primitted use, and no change of occupancy. (5) Jim Mcbeth, Property located at 544:

~ 5

Crenshaw b1, have businesses within his Property Operating without required Parking UnPermitted use and change of Occupancy.

S

(6) The Yoga and Dance businesses located at 5424-30 crenshaw Bl, has no reautred Parking un Permitted use and no change of Occupancy. Refer to case number 388-476-Morales - 323-789-2786

(D), ADFF Plumbing and Heating Operating its business of without required Parking. and (8), ADFF's rentals are all operating their businesses without required Parking. The one located at 5449 crenshaw bl. 5447 crenshaw bl. 5445 crenshaw bl. 5443 crenshew, and 5441 crenshaw bl.

The Project Should not go forward because of the following is: The Metro L. A.X. light rail Project. The L. A.X. Project plan to climinate over half of all Parking On Street between 418th and 59th on Crenshow bl. As a result of the above all Crenshow bl. in these areas, traffic Will be

Moved much Closer to the Side Walt on both sides of Crenshow b), Resulting in putting School trids, adults, homeless, businesses, Person Using Walthers, Wheel Chains, Canses and other People who use crenshaw b) every day out of the weet in harms way. This Project Should not go forward becanse of the following: All the cars, tructis, buses, and foot traffic that would be brought to this area would greatly affect the health of a Population that has many health related Problems already. This Project Should not go forward because of the followings! (1) All Los Angles's agencies and Departments has not addressed tunneling related issues from U8th to 60th street in relationships to the L.A.X', Project, (a), Addressed Construction impacts or Potential Mitigations; (b) Addressed issues related to the loss of Parking on streets due to the Construction of the Crensharble

L.A.X. light rail Project. and (C). Issues affecting the 20ning or Place design regulation on adjacent Private Properties in the area All the above mentioned in this letter and Other thirds not mentioned in this letter would with out any debates would cause alone with all the existing necretives and the new Project would no doubt Put the Safet 1 of this community in a greater harms way. The city of Los Angles has already Prodicted that 25000 persons Will be moving to Los Angles to Stay Per year. Ani most of this new population will be staying in South Los Angles, Safety hazard to Day Cares, Schools, Senior Centers, Residents, Senjors and Students at rish of being trilled. Increased traffic Congestion (Buses, Autos and Brker, Dividing the Crensher Community Devastating the quality of life and economic development.

Putting a Seventy Units and 2000 Feet Commercial Space Near Syth Street and Crenshow b], Would be like Putting a large community inside an existing large community with Problems With Partsive, health, Crimes Schools, Police, businesses, a growing population, and many other negatives that Presently exist in this community would not be putting the interest of this community frist. With all the untrowns mentioned in this letter and those not mentioned in this letter the city of Los Angles just like those who want this Project to move forward would be putting Profits. before the well being of this Community. All developements and activities that take Place on crenshaw b) between 54th and 57th Street and those areas near the above affect my ability to maintain my property and businessis, the time and Place for this Project is not now. There are many Unknowns that Los Angles has not addressed. Mr. Just

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Appeal to Case No. Dir-2017-298-DB-SPR-SPR All ducuments Presented are to Show how this Seventy Units and 2000 feet commercial space Should not be built in this area because of all the negative impacts that are revealed in all ducuments presented. And the Many Unknowns that the City of Los Angles has not addressed yet. And many of these untroowns the city of Los Angles woll not be able to address

HALIDIDOLC

ROBERT JANOVICI

ASSOCIATE ZONING ADMINISTRATORS JAMES J. CRISP DANIEL GREEN ALBERT LANDINI WILLIAM LILLENBERG JOHN J. PARKER, JR. JON PERICA

HORACE E. TRAMEL, JR.

January 6, 1994

Larry Isom (A) 5436 South Crenshaw Boulevard Los Angeles, CA 90043

Robert Hanoman (O) 5436 South Crenshaw Boulevard Los Angeles, CA 90043

Gary Bedrossian (R) Hollywood Mapping Service 1840 Deloz Avenue Hollywood, CA 90027

Department of Building and Safety

RICHARD J. RIORDAN MAYOR

CALIFORNIA

OF LOS ANGELES

DEPARTMENT OF CITY PLANNING CON HOWE DIRECTOR

FRANKLIN P. EBERHARD DEPUTY DIRECTOR

OFFICE OF ZONING ADMINISTRATION

ROOM 600, CITY HALL LOS ANGELES, CA 90012-4801 (213) 485-3851

Re: CASE NO. ZA 93-1045(ZV) ZONE VARIANCE 5436 South Crenshaw Boulevard West Adams-Leimert-Baldwin Hills Planning Area Zone: C2 D. M.: 108B185 C. D.: 6 CEQA: CE 93-1040-ZV Fish & Game: Exempt Legal Description: Lot No. 302, Tract No. 668

Pursuant to Los Angeles Municipal Code Section 12.27-B,1 and Charter Section 98, I hereby <u>APPROVE</u>:

a variance to permit the use and maintenance of an existing gymnasium to permit the waiver of the required 69 off-street parking spaces as not permitted under Section 12.21-A,4(c)(2) of the Los Angeles Municipal Code.

upon the following additional terms and conditions:

1. That all other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.

That the use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A", except as may be revised as a result of this action.

3. That 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 Zoning Administrator to impose additional corrective conditions, if, in the Administrator's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

CASE NO. ZA 93-1045(Z∨)



PAGE 2

TIME LIMIT - LAPSE OF PRIVILEGES - TIME EXTENSION - OBSERVANCE OF

The variance hereby allowed is conditional upon the privileges' being utilized (i.e., in the case of a use variance, the use approved being lawfully conducted on the site) within one year after the effective date hereof, and if they are not utilized or construction work (i.e., actual substantial physical improvements installed) is not begun within said time and carried on diligently to completion, this authorization shall become void unless a Zoning Administrator has granted an extension of the time limit (the request for the extension having been submitted on the appropriate forms prior to the expiration of the grant and accompanied by the appropriate fee) after sufficient evidence has been submitted indicating that there was unavoidable delay in taking advantage of the variance. (Note: By law only two (2) one year time extensions may be granted.) Once any portion of the variance privilege is utilized, the other conditions thereof become immediately operative and must be strictly observed.

TRANSFERABILITY

This authorization runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant.

APPEAL PERIOD - EFFECTIVE DATE

The applicant's attention is called to the fact that this variance is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or not complied with, then this variance shall be subject to revocation as provided in Section 12.27 of the Municipal Code. THE ZONING ADMINISTRATOR'S DETERMINATION IN THIS MATTER WILL BECOME EFFECTIVE AFTER JANUARY 21, 1994, UNLESS AN APPEAL THEREFROM IS FILED WITH THE BOARD OF ZONING APPEALS. IT IS STRONGLY ADVISED THAT APPEALS BE FILED EARLY DURING THE APPEAL PERIOD AND IN PERSON SO THAT IMPERFECTIONS/INCOMPLETENESS MAY BE CORRECTED BEFORE THE APPEAL PERIOD EXPIRES. ANY APPEAL MUST BE FILED ON THE PRESCRIBED FORMS, ACCOMPANIED BY THE REQUIRED FEE AND RECEIVED AND RECEIPTED AT A PUBLIC OFFICE OF THE DEPARTMENT OF CITY PLANNING ON OR BEFORE THE ABOVE DATE OR THE APPEAL WILL NOT BE ACCEPTED. SUCH OFFICES ARE LOCATED AT:

Los Angeles City Hall 200 North Spring Street Room 460, Counter S Los Angeles, CA 90012 (213) 485-7826

6251 Van Nuys Boulevard First Floor Van Nuys, CA 91401 (818) 989-8596

NOTICE

THE APPLICANT IS FURTHER ADVISED THAT ALL SUBSEQUENT CONTACT WITH THIS OFFICE REGARDING THIS DETERMINATION MUST BE WITH THE ZONING ADMINISTRATOR WHO ACTED ON THE CASE. THIS WOULD INCLUDE CLARIFICATION, VERIFICATION OF CONDITION COMPLIANCE AND PLANS OR BUILDING PERMIT APPLICATIONS, ETC., AND SHALL BE ACCOMPLISHED BY APPOINTMENT ONLY, IN ORDER TO ASSURE THAT YOU RECEIVE SERVICE WITH A MINIMUM AMOUNT OF WAITING. YOU SHOULD ADVISE ANY CONSULTANT REPRESENTING YOU OF THIS REQUIREMENT AS WELL.

FINDINGS OF FACT

After thorough consideration of the statements contained in the application, the plans submitted therewith, and the report of the Zoning Analyst thereon, all of which are by reference made a part hereof, as well as knowledge of the property and surrounding district, I find that practical difficulties, unnecessary hardships or results inconsistent with the general purpose of the zoning regulations would result from a strict enforcement thereof, and that the five requirements and prerequisites for granting a variance as enumerated in Section 98 of the City Charter and Section 12.27-B,1 of the Municipal Code have been established by the following facts:

BACKGROUND

The subject property is a flat, rectangular lot with a depth of 152.19 feet and a width of 75 feet fronting on Crenshaw Boulevard. The property is presently improved with a large existing gymnasium with a square footage of 6,674 square feet. The interior of the building is packed with heavy work on equipment with machines being squeezed in side by side. There is one area near the rear of the gym which is a sales area for equipment and services which is not part of the gymnasium itself.

The zoning northerly of the subject property on both sides of Crenshaw Boulevard, is C2-1. The abutting property is occupied by a boutique and an art gallery, a hair salon and a hair products store as well as a fitness store. These are all on one property and the adjacent property to the north is a parking lot with a huge training center on the adjacent City property with a vacant building on the corner. There are City owned lots at the rear of the youth training center and a parking lot fronting on Crenshaw Boulevard which has been constructed for ingress off 11th Avenue as well.

The structure adjacent to the subject property is a large vacant building of the same size, with an Islamic Temple farther to the south as well as an antique and furniture businesses, a swap meet, an employee association and a Federal Post Office at the end of the block.

Easterly of the subject property, the six immediately adjacent properties are all developed with single-family residences and the zoning for the entire block is R1. There are four parking lots in the R1 adjacent to the C2 which fronts on Crenshaw Boulevard, there are 123 parking spaces in the four lots. A direct count by staff revealed that six of the parking spaces were occupied at noon.

CASE NO. ZA 93-1045(Z∨)

Westerly of the subject property, across Crenshaw Boulevard, are a number of businesses including the Bank of America, ADEE Plumbing, a cleaner, beauty salon, carpet and drapery store, a sign company, a fashion company and a notary. It should be noted that the northernmost three properties on the block have three vacant premises, each being the approximate size of the subject property. In the center of the block, there is a vacant lot with no structures or paving for off-street parking. The lot on the southeast corner of the intersection of Crenshaw Boulevard and 57th Street is also vacant and unimproved.

<u>Crenshaw Boulevard</u> is a 180-foot wide dedicated Principal Major Highway. The street has two frontage roads as part of its improvement, one on each side of the Boulevard. Each frontage road is approximately 30 feet in width including the island barrier which separates it from the main portion of the Boulevard, with openings at its cross street. The object of the frontage was to separate the businesses from the main traffic flow for safety and also to provide double lanes of parking on each side of the street. The main portion of the roadway is 100 feet wide with six lanes of moving traffic, three north and three south.

<u>Fifty-fourth Street</u> at the northerly end of the subject block is a Secondary Highway with a varying width from 80 to 83 feet. Fifty-fourth Street is completely improved.

<u>Fifty-seventh Street</u> at the south end of the block is a 60-foot wide local street with all improvements.

<u>Eleventh Avenue</u> is the block easterly of the subject property, running parallel to Crenshaw Boulevard and being a collector street with a width of 70 feet. The off-street parking mentioned above is located with ingress and egress from Eleventh Avenue and is owned by the City of Los Angeles. The parking, because of infrequent use, is unmetered.

Previous zoning related actions on the site/in the area include:

The subject property has no Zoning Administration cases but there is one CPC on the subject property.

<u>City Plan Case No. 86-821 GPC</u> was adopted January 16, 1990 and effective March 6, 1990. This case was for General Plan Consistency and three subareas relevant to the subject property are noted below:

<u>Subarea</u> 6265 involved the C2-1 frontage along Crenshaw Boulevard wherein the subject property is located, and simply reduced the Height District from 2 to HD1.

Subareas 6260 and 6262 specifically covers all of the area now zoned R1-1 along 11th Avenue from just below 54th Street to 57th Street and northerly of 54th Street. It limits the properties from any use other than R1-1 and reduced it from the R1-P-1 that had formally been on the properties. This has effectively moved the public parking along 11th Avenue, owned by the City of Los Angeles, into a nonconforming status and would prohibit automatically required administrative functions to utilize a use of the residentially occupied properties for public



parking. This is in spite of the fact that it is within a Vehicle Parking District approved in 1962.

The West Adams-Leimert-Baldwin Hills District Plan indicates the subject property to be located in a Highway Oriented Commercial Zone with corresponding zones of C1, C2, CR, and P.

There are no relevant ZA or CPC cases in the immediate neighborhood although a Zoning Administrative case was approved for a non C2 use on the property adjacent and northerly of the subject property but it has not been utilized.

The applicant has converted an empty structure into a gymnasium and fitness health club. This was done in a structure which covers 90 percent of the property and has no rear access. There is no parking on the subject property and off-site parking in unmetered public lots is available for 128 cars within the 500-foot radius of influence surrounding the subject These lots exist inside an assessment district for acquisition of property. publicly owned automobile parking lots to be paid from income made available by the Crenshaw frontage commercial businesses. This is specifically the Crenshaw-Slauson Vehicle Parking District (VPDO No. 105). Those spaces were constructed in a zone which was formerly R1-1 and P-1. CPC No. 86-821 for General Plan Consistency, eradicated the parking on those spaces to make them legal nonconforming even though owned by the City. The adoption of the General Plan case for the Plan Consistency in fact removed the parking availability for future spaces by eliminating the parking from the approved plan.

As noted in the text above, only six spaces on the three different area parking lots were actually being utilized at noon hour on a work day when it would be expected that all the spaces might be taken. This left 122 spaces in existence and unused within 500 feet of the subject property, in addition to those spaces which were unused along the frontage road on the easterly side of Crenshaw Boulevard adjacent to the subject property. The high level of activity that normally takes place on weekdays is in the evenings with a greater number of persons using the gymnasium facility. This is true in the instant case. The parking utilized by all of the adjacent businesses along Crenshaw Boulevard would normally be vacant due to the gymnasium prime time usage being in the evenings when the other shops and stores are An evening visit by staff to the location at 7:30 p.m. revealed in closed. fact that all of the other stores adjacent were closed and that the street parking spaces are nearly filled with people, apparently from the gymnasium. It should be noted however that none of the City owned spaces fronting on 11th Avenue were occupied.

FINDINGS

In order for a variance to be granted, all five of the mandated findings delineated in City Charter Section 98 must be made in the affirmative. Following (highlighted) is a delineation of the findings and the application of the relevant facts of the case to same:

1. The strict application of the provisions of the Zoning Ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the zoning regulations.

The applicant faces a serious hardship because the business has no current on-site parking available. Historically, the commercial area along Crenshaw Boulevard was developed at a time when traffic parking demands were less than they are today. The City applies the current parking standards to a new business where it is established and regardless of whether adequate on-site parking is available. Sixty-nine parking spaces are required for a gym/health club use and without flexibility is applying the current City: parking requirements, this business could not operate at this site.

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There are special circumstances applicable to the subject property such as size, topography, location or surroundings that do not apply generally to other property in the same zone and vicinity.

The lot in question is different from other commercial parcels because there is no on-site parking available and the main parking demand for the business is at night when most businesses adjacent to the site are closed. Therefore, the unique operation of the gym/health club as typically an evening operation makes it special compared to other typical business uses.

3. Such variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity but which, because of such special circumstances and practical difficulties or unnecessary hardships, is denied the property in question.

The request to reduce parking in this case is not unusual or different from other variance cases for the same consideration which have been approved for other commercial uses in other commercial areas of the City such as Melrose, Fairfax or Brooklyn Avenue were all developed by the 1920's with limited or no available on-site parking. For businesses in these other commercial areas, the City has granted specific case by case reduction in parking when no other on-site parking was available.

4. The granting of such variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the property is located.

This request can be justified because there will not be an adverse impact on the surrounding business or residential areas nearby for two reasons. First, there is an existing parking district which has been formed to provide off-site nearby parking on 11th Street to be east and four lots with 126 spaces are presently available here. A field investigation during both the middle of the day and at early evening show that less than 5 spaces in the nearby parking area were in use which means there is adequate existing parking to justify waving the 69 parking spaces for the gym/health club without causing spillover parking onto adjacent streets. Secondly, the main time of use for the gym/health club is at night when all other local businesses are closed

CASE NO. ZA 93-1045(ZV) APril 15,2016

so adequate existing parking will be available. Finally, all the adjacent property owners have signed the request in support of this variance.

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5. The granting of the variance will not adversely affect any element of the General Plan.

There is no direct language in the West Adams District Plan which relates directly to this request. Adequate parking from the parking assessment lot on 11th Street is available.

ADDITIONAL MANDATORY FINDINGS

- 6. The National Flood Insurance Program flood insurance rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 154,405, have been reviewed and it has been determined that this project is located in Zone C. (No shading)
- 7. On November 18, 1993, the subject project was issued a <u>Notice of Exemption</u> (Article III, Section 3, City CEQA Guidelines), log reference CE 93-1040-ZV, for a Categorical Exemption, Class 1, Category 22, City <u>CEQA</u> Guidelines, Article VII, Section 1, State EIR Guidelines, Section 15100. I hereby certify that action.

NOTICE

Congestion Management Program (CMP): The CMP is a program enacted by the State Legislature with the passage of Assembly Bill 471 (July 10, 1989), as amended by Assembly Bill 1791 (February 11, 1990). The CMP's intent is to coordinate land use, transportation and air quality decisions on the regional highway and roadway system as defined by the Congestion Management Agency (CMA). The owner of any project or structure which contributes to the degradation of this system, based on standards adopted by the CMA, due to unmitigated trips, may be subject to additional trip mitigation measures to be imposed by the CMA (LACTC).

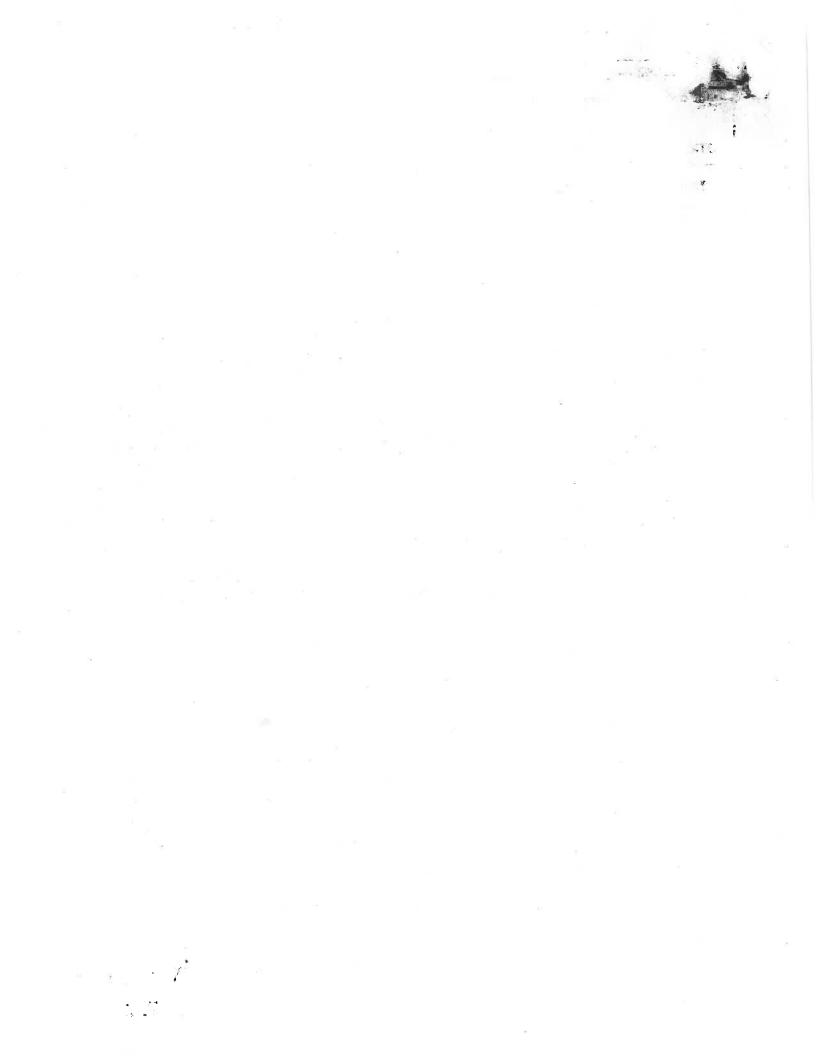
JON PERICA Associate Zoning Administrator

JP:mif

cc: Councilmember Ruth Galanter Sixth District Adjoining Property Owners County Assessor

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To Public Utilities Commission,

July 22, 2013

On behalf of the Park Mesa Heights Community this letter will encompass an updated status report on the Crenshaw/LAX Transit Corridor project, and relay the concerns expressed by our residential and business Stakeholders.

Currently, the Los Angeles Metropolitan Transit Authority (MTA) has proposed the Crenshaw/LAX Transit Corridor project to include the installation of an operating MTA rail-line to continue south on Crenshaw Blvd., between 48th Street and 59th Street. The Final Environmental Impact Statement/Final Environmental Impact Report, Section 4.0 references the construction as an operating "At Grade Level" rail-line. Although the rail-line described in the report is at street level, the report fails to address safety or environmental health concerns for the community affected immediately during and after construction. Additionally, in the same report, Appendix G – Traffic Analysis, Table G-1, No Build vs. Existing Analysis (Pg. G-1), also fails to fully address the Mitigation Measures and/or alternatives as required in the California Environmental Quality Act (CEQA), Section 15074.

The Park Mesa Heights Community and Stakeholders are respectfully requesting a thorough and formal investigation of the Crenshaw/LAX Transit Corridor project to ensure its members that the safety and health components of this project has been thoroughly studied and made publicly available for the "At Grade Level" and "Below Grade Level" construction.

The Park Mesa Heights Community and Stakeholders are aware that the Federal Transit Administration gave MTA approval to release the Final Environmental Impact Statement Report for the Crenshaw/LAX Transit Corridor project and to begin construction. However, as vital members of the community affected, we strongly *"oppose"* the approval for an "At Grade Level" rail-line construction on Crenshaw Blvd., between 48th Street and 59th Street. It is our belief that a street level operating rail-line will create stagnation and destruction for economic development and revitalization for one of the last African American business and historical districts in the City of Los Angeles. It is foreseen that a street level rail-line will impede parking and safe pedestrian access for local residents and impact revenue to business owners.

On April 22, 2010, a 30/10 Initiative was announced at a press conference, which concluded with a Federal loan of \$540 million in added funds to accelerate this project. It is our belief that these same funds could have been reallocated to construct the operating rail-line at an "Elevated Grade Level" similar to the projects constructed in the

Park Mesa Heights Community Council Crenshaw/LAX Transit Corridor Project Page 2

Western Districts of Los Angeles, i.e., National Blvd. and La Cienega Blvd. projects. We are aware that Walsh Shea was named as the awarded Construction Company for this project by MTA. We are also aware that three other construction companies submitted bids that included underground work specifications at the Leimert Park Station that continued with an option for "Below Grade Level" construction on Crenshaw Blvd between 48th Street and 59th Street in their bids that were within the proposed MTA Crenshaw/LAX Transit Corridor Rail Line's budget.

Although Park Mesa Heights Community support aspects of the aforementioned project i.e., the Project Labor Agreements, we have implemented an Accountability Process (AP) to hold those responsible for any "adverse effects" due to the intended "At Grade Level" rail-line construction. As a preventative effort, we are requesting "willing partners" to collaborate with us to serve the interest and concerns of the constituents who reside and conduct business in this community.

In summary, we are disappointed with the elected officials who were supported based on unrealized fabricated promises of intent to support our communities. We have financial impact statements, cost analysis and other rail project documents to support our concerns. In addition, we have initiated legal advice to address our concerns on the current construction plan and to support our appeals to the Environmental and California Public Utilities Commission Courts. Park Mesa Heights Community Council requests the release of documents pertaining to the process in which MTA was given "approval" to move forward with the Environmental Impact Study done by the MTA that should have included an "Elevated or Below Grade Level Option."

Resolution: Park Mesa Heights Community Council and the Crenshaw Subway Coalition request that the operating rail-line remain "Below Grade Level" (underground) or "Elevated" on Crenshaw Blvd between 48th Street and 59th Street.

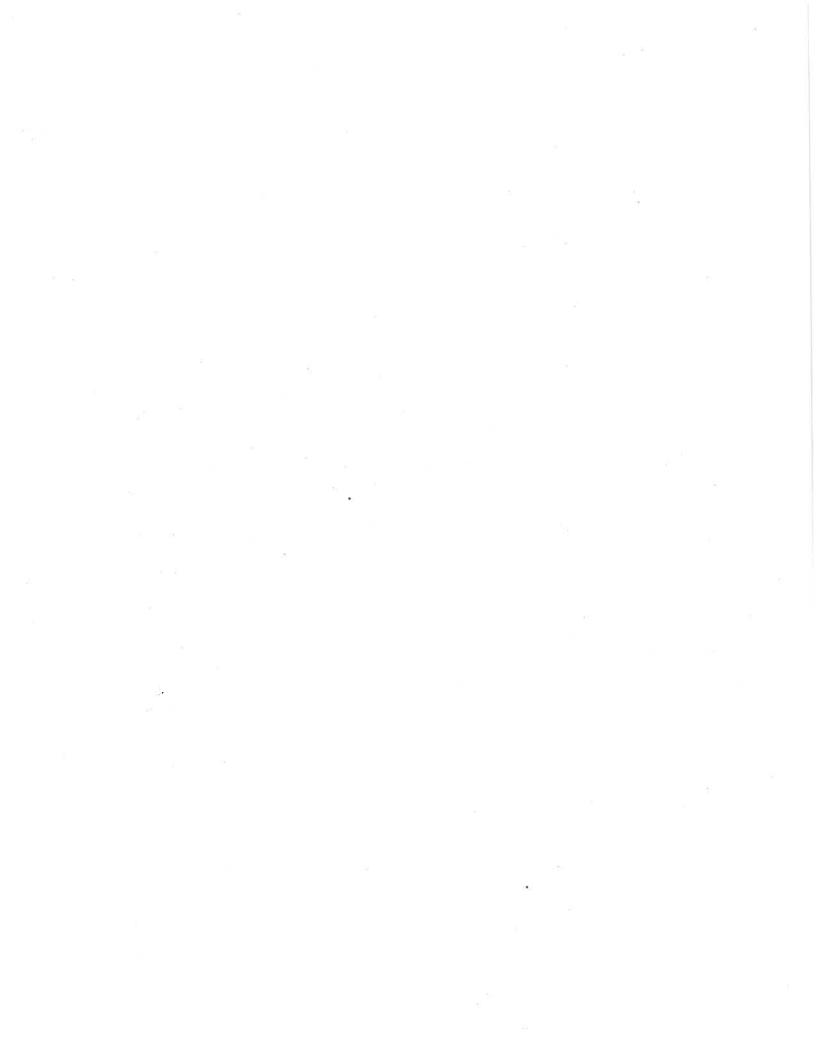
We Respectfully request your response that acknowledges receipt of this letter in addition to a valid resolution to our concerns that include but are not limited to: 1) an investigation into the "negative impacts" of the current project design, 2) the final Cost Analysis/Financial Impact Statements reported by the MTA for this project, and 3) a revisit to the violation incurred by Park Mesa Heights Community Council of its Civil Rights to be heard and recorded of its concerns regarding this project when instead, MTA decided to conduct a "closed session" to vote during the community's response period. The Park Mesa Heights Community Council and Stakeholders would like to thank you in advance for your prompt attention and response to this very important matter.

Park Mesa Heights Community Council Crenshaw/LAX Transit Corridor Project Page 3

Sincerely,

Theodore Thomas President Park Mesa Heights Community Council

cc: The President of the United States of America, Barack H. Obama, cc: The Honorable Maxine Waters, Congress, 35th District of California cc: The Honorable Karen Bass, Congress, 39th District of California cc: The Honorable Barbra Boxer, United States Senate cc: The Honorable Eric Garcetti, City of Los Angeles, Mayor cc: The Honorable Bernard Parks, 8th Council District, City of Los Angeles cc: The Honorable Mark Ridley-Thomas, Los Angeles County Supervisor



SASAKI TRANSPORTATION SERVICES, INC.

October 10, 2011 NS 2013

Mr. Theodore Thomas & Mr. Damien Goodmon

Park Mesa Heights Community Council & Joint Committee of South Los Angeles Neighborhood Councils on Rail Transit

5349 Crenshaw Boulevard, Suite 107

Los Angeles, California 90043

SUBJECT: Professional Traffic/Transportation Review of the Crenshaw/LAX Corridor Project FEIS/FEIR and Associated Issues

Dear Mr. Thomas and Mr. Goodmon,

This letter provides a professional Traffic/Transportation Engineering review of the "Crenshaw/LAX Transit Corridor, Final Environmental Impact Statement/Final Environmental Impact Report" ("FEIR") dated August 2011, on behalf of the Park Mesa Heights Community Council & Joint Committee of South Los Angeles Neighborhood Councils on Rail Transit ("PMH Councils"). Given the volumes of materials generated for this proposed "Crenshaw/LAX Transit Corridor" project ("Project") and constrained time frames, these comments should be considered as representative, but not likely a complete and total summary of all FEIR defects and issues of concern. It is also possible some responses to our comments may already be contained within the existing FEIR, as we were unable to review "every page." This, however, should not detract from our review; the point is there are deficiencies within the existing documents, we have identified in this letter.

Our comments serve to highlight significant traffic/transportation technical concerns/issues/defects and/or related CEQA issues, found during our review of the FEIR. In addition, we focused more closely on issues related to the proposed "at grade" portions (i.e., Crenshaw Boulevard between 48th Street and 60th Street) of the proposed Project. For some issues we also referenced the "Crenshaw Transit Corridor Project, Draft Environmental Impact Statement/Draft Environmental Impact Report" ("DEW) dated September 2009, as well as other associated materials.

Overall, we believe there are significant errors and undisclosed Project impacts related to the traffic/transportation sections of the FEIR. There are also more general environmental/CEQA

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problems with the current FE1R. The various outstanding issues serve to challenge the adequacy of the FEIR and associated environmental documents. Our comments to date are listed below:

1. Failure to provide "Existing + Project" analyses as required under CEQA.

o It is our understanding "Existing + Project" analyses are required to satisfy CEQA analyses, including traffic/transportation impact evaluations.

o In the court case, Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council (December 2010) (Sunnyvale), the California Court of Appeal, Sixth District invalidated the use of a baseline consisting of future, post-project approval conditions to analyze a project's impacts in an environmental impact report (EIR).

o In Sunnyvale, the court found that the failure to assess traffic impacts against the existing conditions resulted in the failure to proceed in the manner required by law. The Crenshaw/LAX Transit Corridor FEW succumbs to the same analytical error.

o In our review of the FEW "Chapter 3, Transportation Impacts of the Alignment and Stations," "Chapter 9, Responses to Comments Received," and "Appendix G, Traffic Analysis," there is an absence of the required "Existing + Project" analyses.

o Lack of Existing + Project, traffic intersection analysis published in the FEW and DEW is one example of an "Existing + Project" analysis deficiency, but please note the CEQA problems are not limited to this one example.

o On Page 3-1, of Chapter 3 of the FEW, the first sentence states the "California Environmental Quality Act (CEQA) requires that the effects of the proposed project be compared with the existing conditions..." but then the FEIR and previously published DEW, fails to provide these evaluations. (The DEW was reviewed and "Existing + Project" intersection analyses were absent from that document as well.)

2. The "Existing + Project" intersection analyses are certain to show significant traffic impacts, which currently remain undisclosed.

o When the intersection analyses for conditions "with Project," prior to mitigation, are provided (particularly for the "at-grade" sections of Crenshaw Boulevard between 48th Street and 60th Street,) those analyses will certainly show substantial Project impacts not presently disclosed.

o The Crenshaw/LAX trains will not only occupy significant roadway and intersection capacity, they will require time from the hourly capacity as the trains use the corridor.

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USe This is why we are certain the Project impacts will be significant when compared to existing conditions. o Given the substantial Project impacts expected to be shown through the "Existing + Project" intersection analyses (in particular for the at-grade portion of the Project on Crenshaw Boulevard between 48t11 Street and 60th Street) all intersections through this section need to be analyzed. The analyses cannot be limited to only the current three study locations in this section. Unless the study area/intersections are expanded, significant traffic impacts will likely remain undisclosed.

o While our focus was on the intersection analyses for Crenshaw Boulevard between 48th Street and 60th Street, it must be emphasized there are other traffic/transportation issues in the study areas (addressed in this comment letter) and other environmental factors, certain to show new impacts not presently disclosed.

3. The "Existing + Project" intersection analyses will also serve to assist the public, decision makers, etc. to understand the true impacts associated with the at-grade Crenshaw Boulevard section of the Project.

o These analyses will certainly, highlight the requested below-ground option (for the section of the Project on Crenshaw Boulevard, between 48th Street and 60th Street) to be the clearly environmentally superior alternative. The current FEIR analyses skew the conclusions by comparing diverse conditions.

o The current FEIIR and DEIR analyses could be likened to comparing a neighborhood park to a high-rise building developed on the neighborhood park site, while concurrently doubling the size of the adjacent roadway. It is over simplification to conclude the high-rise actually has less traffic impacts since the roadway size is being doubled.

o Upon providing the required Existing + Project, CEQA analyses, the decision makers, public, Agencies, etc. will be informed of the substantial difference in traffic impact, when comparing the at-grade and underground options (for Crenshaw Boulevard between 48h and 60'h). Similar to the above example, the public will first be able to see the dramatic traffic impacts of converting a park to a high-rise. Then secondarily, they will also be informed of the massive road improvements required to support the proposed high-rise. Some may think the example is inaccurate, but we believe it truly serves to illustrate the heart of the issue, in comparing an at-grade rail option, to a below ground option.

o As shown in our park/high-rise example, the Existing + Project analyses will serve to highlight the dramatic differences (at-grade versus below ground) in both Project traffic impacts and required mitigation measures, separately, so an informed decision is possible.

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o The current DEIR and FEW essentially show the proposed at-grade Project (on Crenshaw Boulevard) to require such a substantial level of mitigation, the construction measures themselves may create added impacts which have not been addressed in the current documents. For example, parking impacts are evaluated on a demand/supply basis, but does not address "which spaces" may be crucial to certain businesses - this could result in "taking of properties." This is only one example, where the proposed Project mitigations could cause added impacts which have not been fully disclosed.

o Another example of proposed mitigations causing added impacts, we were informed a private school utilizes the Crenshaw Boulevard frontage road for critical dropoff/pick-up activity. When the current atgrade option "mitigation" eliminates the frontage road, the pick-up/drop-off activities will need to relocate, likely causing traffic impacts at the new location(s). The relocation of drop-off/pick-up activities has not been addressed in the FEW or DEW.

o It's likely when the costs of the required "follow-on" mitigation caused by the currently proposed mitigations are documented, the cost differences between the at- grade and underground options, will narrow.

o The environmental documents must disclose all impacts, even those caused by the proposed mitigation measures.

4. The proposed mitigations measures are flawed, and there is failure to fully investigate their feasibility.

o As indicated above, there needs to be analysis of the feasibility of the proposed mitigations, required to offset the "Existing + Project" intersection impacts. Since the currently proposed mitigations have not been fully analyzed beyond their initial assumption (i.e., need to consider potential impacts of the mitigations themselves as mentioned above) it is not possible to know if they are truly feasible.

o The following is a detailed discussion of additional mitigation deficiencies and their relationships to environmental laws:

As indicated in the FEIR, numerous mitigation measures have been identified by the Lead Agency and whose implementation and efficacy is required to reduce otherwise significant environmental effects to a less-than-significant level. As indicated in Metro's "Findings of Fact and Statement of Overriding Considerations" (September 2011) (Findings), certain "environmental impacts [have been] found less than significant with implementation of mitigation measures" (Findings, p. 5). A number of those "environmental impacts" and "mitigation measures" are discussed below.

• Case Significant construction effects would occur if changes to the physical environment are particularly disruptive or have specific health and safety

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considerations (Findings, p. 6). Identified mitigation measures include: (1) Ti - Metro shall coordinate with the local jurisdictions to designate and identify haul routes for trucks and to establish hours of operation. The selected routes should minimize noise, vibration, and other impacts." (2) T2 - Metro shall prepare a traffic management plan to facilitate the flow of traffic in and around the construction zone. The traffic management plan shall identify a community liaison and include the following measures: [a] Schedule as much of construction-related travel as possible during the off-peak hours; [b] Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through traffic in adjacent residential areas; [c] Where feasible, temporarily re-stripe roadway to maximize the vehicle capacity at those locations affected by construction "closures" (emphasis added); [d] Where feasible, temporarily remove on-street parking to maximize the vehicle capacity at those locations affected by construction closure; [e] Where feasible, traffic control officers should be at major intersections during peak hours to minimize delays related to construction activities; [f] Develop and implement a program with business owners to minimize impacts to businesses during construction activity, including but not limited to signage programs. (3) T3 - Metro shall include in the traffic management plan measures that minimize any potential adverse effects to pedestrian movement in the corridor and to maximize safety to the extent feasible. (4) T4 - Metro shall coordinate with local school districts to disclose potential impacts to school bus routes. (5) T5 - Project contractors shall provide alternative off-street parking for their employees during the construction period, in order to minimize the loss of parking to adjacent commercial districts. (6) T6 - Project contractors shall prohibit parking for their employees in adjacent residential neighborhoods, in order to minimize the impacts to nearby residents (emphasis added) (Findings, pp. 6-7). Metro asserts that "[i]mplementation of these mitigation measures would provide a comprehensive array of construction management and abatement measures, that would reduce the significant impacts of construction activities for adjacent commercial districts and residential neighborhoods to less than significant" (Findings, p. 7).

Pursuant to Section 21081.6(b) of CEQA and Section 15126.4(a)(2) of the State CEQA Guidelines, "[m]itigation measures must be fully enforceable." Despite that regulatory requirement, in reality, little, if any, enforceable mitigation is actually being provided. Under CEQA, the term "should" indicates guidance and not an enforceable requirement (14 CCR 15005[a]). As such, there exists no assurance that any of the mitigation measures whose action word includes the term "should," will actually be implemented and, if implemented, will produce the effects desired. Similarly, with regards to mitigation measures, the term "feasible" is not defined. Since the accompanying September 14, 2011 Planning and Program Committee report

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(Action: Approve Final Environmental Impact Statement/Final Environmental Impact Report) (Report) notes that "[t]h estimated project cost is approximately \$48.8 to \$100 million over the budget" and "the project will not move forward unless the project costs are in alignment with the \$1.175 billion allocated" (Report, p. 5), any activity that were to exceed the specified budget (even by \$1) would be deemed infeasible, no assurances exist that many of the above measures will be implemented and, if implemented, to what degree? With regards to "minimize" and "maximize," no measurable performance criteria, standards, or other yardsticks (e.g., hours of haul traffic operation) are presented

against which each measures efficacy can be judged.

With regards to the proposed mitigation, the stated measures are (1) not fully enforceable; (2) there exists no substantial evidence that the stated measures are feasible or effective; (3) impacts associated with the implementation of the measures themselves were not analyzed in the EIR; and (4) the measures improperly defer the formulation of specific mitigation strategies until after project approval. The courts have stated that "[d]eferral of the specifics of mitigation is permissible where the local entity, commits itself to mitigation and lists the alternatives to be considered, analyzed and possibly incorporated in the mitigation plan [Citation.]" (Defend the Bay v. City of Irvine [2004]); however, no

The only remaining mitigation measure is "74" (Metro shall coordinate with local school districts to disclose potential impacts to school bus routes). As required under Section 15020 of the State CEQA Guidelines: "A public agency must meet its own responsibilities under CEQA." Additionally, the courts have stated that "the listed mitigation alternatives must be able to remedy the environmental problem" (Sheryl Gray v. County of Madera, Fifth Appellate District, 2008). Measure T-4 merely stipulates disclosure of potential impacts, not the actual mitigation of those impacts (e.g., no corrective or remedial actions are stipulated). Once potential hazards have been disclosed, the affected "local school districts" are left to take action in order to reduce any resulting liability. "Local school districts" are neither identified as "responsible agencies" in the Crenshaw/LAX FEIS/R nor is evidence provided that those districts received notice of the proposed project. As such, it is uncertain whether consultation has occurred and/or whether those districts can or have formulated actions to adequately protect children safety in response to "the significant impacts of construction activities" (Findings, p. 7).

With regards to specificity, enforceability, and/or efficacy, see also Mitigation Measures V2, V3, V4, V5, GEO 4, WQ1, WQ4, CON1, CON2, CON14, CON16, CON17, CON19, CON22, CON25, CON26, CON27, CON32, SS1, SS6, S-DR2, S-GEO3, S-WQ1, S-WQ4, S-CON3, S-CON15, S-CON17, SCON18, S-CON24, S-CON25, S-CON27, and S-00N28. With regards to

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deferral, see also Mitigation Measures N2, GE03, CON30, CON33, SS2, SS7, S-GE04, S-CON2, and S-CON3.

Displacement and relocation impacts would be considered significant if the Crenshaw/LAX Transit Corridor Project would: [a] Displace substantial numbers of existing housing, necessitate the construction of replacement housing; and/or [b] Displace substantial number of people, necessitating the construction of replacement housing elsewhere (Findings, p. 8). Only a single mitigation measure is identified (i.e., DR1 - Metro shall provide relocation assistance and compensation, per the Uniform Relocation Assistance and Real Property Acquisition Policies Act and the California Relocation Act, to those who are displaced or whose property is acquired as a result of the Crenshaw/LAX Transit Corridor Project," Findings, p. 8). Since compliance with the referenced statutes is an existing obligation, which exists in the absence of the proposed mitigation measure, no actual mitigation is proposed by the Lead Agency (e.g., "Where acquisition and relocation are unavoidable, owners of private property have federal constitutional guarantees that their property would not be taken or damaged for public use unless they first receive just compensation," p. 4-25).

See also Mitigation Measures GE02, WQ3, CON7, CON8, CON10, CON1 1, CON12, CON13, CON14, TON15, S-DR1, S-GE01, S-CON8, S-CON9, 5CON10, S-CON11, S-CON12, S-CON13, S-CON14, S-CON16, S-00N22, SCON23, and S_CON26.

There appear inconsistencies between the information presented in the Crenshaw/LAX FEIS/R and the proposed Findings. As indicated in the Crenshaw/LAX FEIS/R: "Under the LPA, three residential properties would be affected" (p. 4-57). However, the Findings state that "two residential properties would not constitute displacement of a substantial number of housing" (Findings, p. 8). Although these differences may not appear substantial, they certainly are to the affected property owners and their tenants. Confusion and inconsistencies only serve to thwart public participation and understanding and suggest the presence of an inconsistent project description.

The courts have affirmed that "an accurate, stable and finite project description is the sine qua non of an informative and legally sufficient ErR. The defined project and not some different project must be the EIR's bona fide subject" (County of Jnyo V. City of Los Angeles [1977]). "A curtailed, enigmatic or unstable project description draws a red herring across the path of public input" (Id., [holding that although the "ill-conceived, initial project description" did not carry over into impacts section of E1R, the shifting description did "vitiate the city's EIR process as a vehicle for intelligent public participation"]). "[O]nly through an accurate view of the project may the

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analyses of three other intersections (Florence Avenue/Redondo Boulevard, Florence Avenue/Centinela Avenue, and Florence Avenue/Aviation Boulevard/Manchester Avenue)

o The only text mention in Section 3.2.3 of any of the actual "Appendix H intersections" is Centinela Avenue/Florence Avenue, which is mentioned under the "Design Options" heading. There is significant discussion of the three Crenshaw Boulevard intersections, leading up to the Appendix H reference, even though they are not are not a part of the Appendix H analyses.

o It is noted, when the three Crenshaw Boulevard intersections are analyzed for Existing + Project conditions, the evaluations should not be limited to those three locations. Given the substantial intersection impacts associated with the proposed at-grade portion of the Project on Crenshaw Boulevard; all intersections through this section need to be analyzed, not just the three original locations.

6. The FEIR fails as an informational document.

o Number 5 above is a clear example of how the FEIR fails as an informational document. Based on the statements in Section 3.2.3.5 one would believe the required "Existing + Project" (intersection) are contained somewhere within the volumes of environmental documents. We (a transportation professional) required hours to trace through the various documents to verify if the stated analyses were provided (which we ultimately discovered, were not included). We do not believe it is not possible for the general public to access the traffic analysis information they require, to make informed decisions.

o As another example, FEIR "Appendix G, Traffic Analysis" does not provide a summary of information contained within this section. It begins with Tables and Figures numbered "G-1, G-2, etc." but then there are two additional reports within Appendix G, the first which also contains its own separate "Appendix A and Appendix B." These reports are also formatted in the same numbering as the FEW text, so (when) going back and forth, it is difficult to recall if one is reading "Chapter 3" of the FEW text, or "Chapter 3" of Appendix G - they both look similar and are formatted alike.

o As indicated in Section 15003 of the Guidelines: "The purpose of CEQA is not to generate paper, but to compel government at all levels to make decisions with environmental consequences in mind." The California Supreme Court, in Laurel Heights Improvement Association v. Regents of the Univ. of California (1988), ruled that "[a] fundamental purpose of an EIR is to provide decision-makers with information they can use in deciding whether to approve a proposed project. We question whether the current FEW serves this mandated purpose.

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7. The proposed at-grade section of the Project, on Crenshaw Boulevard is in opposition to the "Crenshaw Corridor Specific Plan" ("Specific Plan")

o The City Council established the Specific Plan, and the at-grade rail Project violates some stated "Purposes" of the Specific Plan, i.e., "(C) To promote a compatible and harmonious relationship between residential and commercial development..."

o "Purposes" (D) "To preserve and enhance community aesthetics by establishing coordinated and comprehensive standards for signs, buffering, setbacks, building and wall height..." In addition to trains proposed to run down the middle of the "Crenshaw Corridor Specific Plan" area, a mitigation to install the Crenshaw-LAX Project is to eliminate the frontage roads and push higher speed vehicle traffic significantly closer to the storefronts, and desired "sidewalk eating areas," etc. This violates the Specific Plan.

O Another of the "Purposes" is to "promote an attractive pedestrian environment in the areas designated as Pedestrian Oriented..." including the areas of Crenshaw Boulevard from Slauson Avenue to 52nd Street, and Slauson Avenue from Crenshaw Boulevard to West of Hillcrest Drive. We do not believe construction an at-grade rail line through these sensitive pedestrian designated areas is consistent with this "Purpose" especially when there is an underground construction option.

o Technically, the at-grade rail Project appears in violation of Section 6, "Uses," since under section "C" all projects in Subareas D and E, require inclusion of ground floor, neighborhood retail. It would appear "ground floor retail" is required to be made a part of the Project, as a "mitigation" measure.

o Added signalization could result in added Project impacts on the school situation. This in addition to previously identified concerns related to a finding of "no significant impact" based on analyses of a nearby intersection (that has much greater capacity) is completely separate and different from analyses and evaluations related to impacts on a school situation. The City of Gardena stated concerns regarding this issue have yet to be technically addressed. The potential impacts would be further intensified, if the Trip Generation assumptions are corrected and this added signalization is provided.

8. The conclusions in the DEIR (Chapter 3.0, Section 3.2.4.4) and FEIR (Chapter 3.0, Section 3.2.5.2) of no significant parking impacts due to the loss of parking spaces on Crenshaw Boulevard (including throughout the frontage road sections) is based on an over-simplified conclusion. The elimination of "storefront" parking is more complex than a simple supply versus demand comparison.

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The conclusion of "no significant Project impacts" seems to be based on parking demand counts during relatively brief time periods, compared to future anticipated supply. While this is a typical methodology utilized to evaluate freestanding sites, with single (or multiple users), we believe it is only the beginning point for evaluating the potential parking impacts of this relatively unique area. We believe the parking impact evaluations are incomplete and must be further supplemented in the FEIR. o These are on-street parking spaces are collectively used ("shared parking") by the adjacent buildings, but not controlled by any one entity which adds to the complexity of this setting. Therefore, even if the totals remain below an overall "supply threshold" there may still be sections of Crenshaw Boulevard, impacted by the parking removals.

o Potential "pockets of parking impacts" may also shift from one area to another, by time of day. For example, near schools during drop-off/pick-up times, near restaurants during lunch and on Friday/Saturday nights, near retail uses during weekend days, etc. The potential parking impacts, related to these types of issues have not been provided in the FEIR.

o By eliminating the frontage road, the remaining parking spaces become more difficult to access, and therefore further impacted. It is more difficult to parallel park along a busy arterial versus a frontage road.

o By eliminating excess on-street parking for storefront type uses, the potential for redevelopment and intensification is severely impacted. Without available parking it will be difficult to attract higher profile and more intensive parking users (i.e., restaurants).

9. The FEIR contains new intersection level of service ("LOS") calculations for 26

intersections, based on a new methodology, which differ from the DEIR results.

o The new FE1R intersection analyses begins on page 3-37, Section 3.2.3

o This raises a significant question; which existing analysis "baseline" will serve to measure "Existing + Project" conditions, since the DEIR and FEIR have different results? Even in cases where the results are similar it makes it impossible to specifically identify the exact Project impacts, since the starting point is unknown.

o One example of the differences between the DEIR and PER results are contained in Appendix G, "Table 3-1 - LRT Alternative Intersection Analysis," in Section 3.2, page 6 (although to find this Table it must be known this is "page 6" of the "Intersection Delay & Lane Configuration Data for FEIS/FEIR" report, not page 6 of Appendix G).

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o In this Table 3-lit is shown the DEIR predicts LOS F operations (for both the AM and PM peak hours) at Slauson Avenue & Crenshaw Boulevard, while the new FEIR analysis indicates this intersection will have LOS E operations (both AM and PM). This is a significant difference between LOS F and LOS E. It also raises concerns, regarding the DEW analyses and whether the new findings warrant recirculation of the environmental documents.

10. The new FEIR intersection analyses "tests" varying traffic signal cycle lengths (120150 seconds), concluding the different signal cycle length will serve as Project mitigations for future conditions, which is invalid and grossly erroneous.

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o An example in the FEIR, (but not limited to this example) is on page 3-47, Section 3.2.3.6 where it states "(Crenshaw Boulevard and 54th Street) that is impacted at signal cycle lengths at or less than 140 seconds... Increasing the signal cycle length to 150 seconds would eliminate the impact."

o Traffic signal timing is completely dependent on traffic volumes, vehicle queues, adjacent intersection operations, pedestrian activities, and literally hundreds of additional traffic operational factors, for any particular roadway. Unless the FEW can assure the exact future traffic volumes projected in the FEW, and numerous other traffic operational factors will actually occur exactly as predicted, then the "signal timing assumptions" are virtually meaningless as a mitigation measure.

o The DEW and FEW analyze a "snapshot" in time and the focus must be to eliminate extraneous variables, so the Project traffic impacts can be clearly documented and disclosed. The new FEW evaluations which introduce signal cycle length as a potential mitigation, essentially introduces a new variable which makes identification of Project impacts more difficult. In fact, adding the signal timing variable serves to "mask" the full impacts of the Project, as well as creating mitigation scenarios that will never actually occur.

o As an example, the City of Los Angeles required CMA intersection analysis procedures and Intersection Capacity Utilization ("ICU") intersection analysis methodologies are often used in traffic studies, to document project related traffic impacts. These methods are used, in part, because the essentially assume "ideal" signal timing for before and after Project conditions. This serves to eliminate the "signal timing variable" and allows focus on impacts caused by added project related traffic. In other words, the project generated impacts can be more easily isolated, identified, and documented.

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11. The FEIR fails to consider feasible alternatives.

As indicated in the proposed Findings, a number of "environmental impacts [have been] found significant after implementation of mitigation measures" (Findings, p. 32). As specified, "[t]here is one location (Crenshaw Boulevard and 54th Street) that is impacted at signal cycle lengths at or less than 140 seconds. The analysis shows that the project would cause the LOS to degrade from C to D with an increase in delay of over 7.5 seconds...Depending upon the ultimate traffic signal control operation, the impacts at this intersection may be considered significant according to LADOT criteria. There are no feasible mitigation measures which would eliminate this impact for cycle lengths of less than 150 seconds. Therefore, the Metro Board finds that the Crenshaw Boulevard/54h Street intersection would result in a significant impact related to traffic for cycle lengths of less than 150 seconds" (Findings, p. 33). Metro states that "[t]here are no physical improvements that can be made to the Crenshaw/54th Street intersection to reduce the impact to less than significant at less than the 150 second cycle length" (Findings, p. 33).

In June 2010, Metro's consultant (Hatch Mott MacDonald) prepared a "Park Mesa Heights Grade Separation Analysis - Crenshaw/LAX Transit Corridor Project, Advanced Conceptual Engineering, Contract E01 17" (PMHGS). As indicated therein: "At the time of the selection of the LPA in December 2009, the Metro Board directed that a special analysis be completed that examined the constructability, safety, environmental and economic development, and cost and schedule issues associated with a below grade segment between 48th and 59th Streets on Crenshaw Boulevard. This would create a continuous segment of 2.8 miles of underground guideway between Coliseum Place in the north and Victoria Avenue to the south. This report, defined as the Park Mesa Heights Grade Separation (PMHGS) Analysis, provides the results of this special study" (PMHGS, p. 1). As evidenced by the proposed Findings (e.g., Crenshaw/54th Street intersection), the report was predicated, in part, on the false assumption that "the LPA's at-grade recommendation was determined to have no significant environmental impacts" (PMHGS, p. 49) and "the PMHGS is not required" (PMHGS, p. 42). Since it is reasonable to conclude that undergrounding would alleviate traffic impacts associated with the proposed at-grade segment (e.g., "The PMHGS does remove operating trains and any associated noise from the street surface," PMHGS, p. 49), by asserting that "there are no physical improvements" (Findings, p. 33) that would mitigate those traffic-related impacts, the proposed Findings further compounds this miseharacterization.

As stipulated, "CEQA establishes a duty for public agencies to avoid or minimize environmental damage where feasible" and "[a] public agency should not approve a project as proposed if there are feasible alternatives or mitigation measures available that would substantially lessen any significant effects that the project would have on the environment" (Section 15021 [a]-[b]). Implementation of the PMHGS would result in the elimination of an immitigable significant environmental effect.

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The PMHGS analysis concluded, that "the construction of the continuous tunnel is feasible" and "[t]he PMHGS will not require reconfiguration of Crenshaw Boulevard resulting in fewer temporary impacts associated with construction at grade (traffic, air quality, noise, and vibration" (PMHGS, p. 49). The report, however, notes that "[t]he PMHGS will result in approximately \$167 million to \$219 million in additional project cost.. The adopted Long Range Transportation Plan (LRTP) reserved \$1.715 billion for the Crenshaw/LAX Corridor. The Board adopted LPA has an estimated cost of \$1.59 billion. There are three design options that are being further evaluated in the FEIS/FEIR and ACE to determine whether they need to be constructed and to refine designs and cost estimates. These options are a Centinela Grade Separation, a Crenshaw Vernon Station, and an Exposition/Crenshaw Grade Separation. If any of these options need to be constructed, cost savings will need to be identified to fund them within the project budget. Because the PMHGS is not required, it would be an enhancement (or betterment) to the project. In the past, these types of improvements have typically been funded from sources outside the project budget, often by other parties or jurisdictions" (PMHGS, p. 42).

The State CEQA Guidelines stipulate that "[e]ach public agency is responsible for complying with CEQA" (Section 15020). Metro's self-imposed budgetary restrictions (price cap) should not serve as the basis for rejection of otherwise feasible environmental mitigation or for conveyance of mitigation obligations (and the costs associated therewith) upon other parties. Although the State CEQA Guidelines mandate that "CEQA was intended to be interpreted in such a manner as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language (Section 15003[i]), In direct contradiction, Metro appears to consider environmental mitigation an unfunded after-thought predicated upon questionable and low-cost mitigation measures and baseless rationale for rejection of feasible alternatives.

12. There are additional Project mitigation deficiencies. CEQA law and the relationships to the proposed mitigation discussed in Number 10 above, and the FOR in general, are presented:

As specified under Section 15091(b) of the State CEQA Guidelines, those findings required under Section 15091(a) "shall be supported by substantial evidence in the record." With regards to both "environmental impacts" and "mitigation measures," Metro's environmental conclusions, as presented in the proposed Findings, are not factual supported. Based on the nebulous language and lack of specificity, measurability, and enforceability of a preponderance of the alleged mitigation measures, Metro has not demonstrated that the imposed conditions will effectively reduce otherwise significant environmental impacts to a less-than-significant level.

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As indicated by OPR's "Tracking CEQA Mitigation Measures under AB 3180": "A program for monitoring the implementation of mitigation measures should contain at least the following components: (1) A list of the mitigation measures or revisions and

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related conditions of approval which have been adopted for the project by the agency. (2) A schedule for regularly checking on the project's compliance with the mitigation measures or project revisions and related conditions of approval, including progress toward meeting specified standards, if any. The program may set out the stages of the project at which each mitigation measure must be implemented (3) A means of recording compliance at the time of each check. (4) A statement assigning responsibility for monitoring implementation of the mitigation measures and related conditions of approval to specific persons or agencies, public or private. (5) If monitoring duties are contracted to private individuals or firms, provisions for ensuring that monitoring reflects the independent judgment of the public agency. Such provisions might include requiring the submittal of regular progress reports to the agency, establishing a mechanism for appealing actions of the contractor to the agency for decision, or selection of the contractor by the agency (as opposed to solely by the applicant). Regardless of whether monitoring is performed by the agency or a contractor, the agency retains the ultimate legal responsibility for satisfying the requirements of section 21081.6. (6) Provisions for funding monitoring activities, including the imposition of fees. (7) Provisions for responding to a failure to comply with any required mitigation measure (including conditions of approval). This might include "stop work" authority, permit revocation proceedings, or civil enforcement procedures. This can also include administrative appeal procedures" (emphasis added). ammon

As indicated in the proposed "Mitigation Monitoring and Reporting Program" (MMRP), "[t]he purpose of the MMRP is to ensure that the mitigation measures identified in the EIR to mitigate the potentially significant environmental effects of the project are, in fact, properly carried out" and "provides a satisfactory program that would ensure avoidance or sufficient reduction of the significant effects of the proposed project" (emphasis added) (MMRP, p. 1). Since the proposed project is already "approximately \$48.8 to \$100 million over the budget defined by our LRTP" (Committee Report, p. 5), there does not appear any available funding to implement, enforce, and monitor those mitigation measures adopted as conditions of project approval. With no assigned or assignable funding, Metro can and likely will only minimally implement those mitigation measures containing discretion as to both interpretation and compliance.

The Council on Environmental Quality (CEQ) recently issued new guidance to federal agencies implementing the National Environmental Policy Act (NEPA). The guidance became effective through publication in the Federal Register on January 21, 2011(76 FR 3843). With regard to tracking mitigation, CEQ noted that when agencies adopt mitigation but do not document and track the implementation of the mitigation, NEPA is undermined in the following ways: (1) NEPA's purposes of informed and transparent decisionmaking is not furthered if there is no means to determine whether adopted mitigation was implemented and effective; and (2) the failure to document and monitor mitigation may also "undermine the integrity of NEPA review." CEO recommends that mitigation commitments be carefully documented, that internal policies be established to assure that relevant funding, permitting, or other agency approvals be made conditional

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on the performance of mitigation commitments. The proposed MMRP does not demonstrate compliance with these NEPA guidelines.

As indicated in the proposed MMRP, with few exceptions, the "party responsible for implementing mitigation" is the "contractor." It must be assumed that the contractor's construction bid is, therefore, inclusive of compliance with those measures. Since the proposed project is already substantially "over the budget" and since Metro will "strive to align the project cost and available funding" (Committee Report, p. 5), contractors will be hard pressed to allocate sufficient funding to environmental mitigation beyond those activities imposed by other statutory and regulatory requirements. Because Metro serves as both the "enforcement agency" and the "monitoring agency," there exists a disincentive to impose and enforce mitigation requirements that might otherwise divert limited funding from the construction of capital improvements.

13. The weekend conditions represent changed conditions which need to be evaluated for potential impacts.

o For example, during a weekend field visit, significant activity was observed at the Crenshaw Boulevard I Slauson Avenue intersection. There were significant numbers of pedestrians, the Shell gas station pumps were completely full and queuing toward the street, etc.

o During afield visit when exiting the 1-110 at Slauson Avenue and travelling toward Crenshaw Boulevard, vehicles were queued from Vermont Avenue back to the I-i 10 Freeway. This indicates significant "pent up" demand for Slauson Avenue, which may not be accounted for in the current analyses.

o Parking utilization of the frontage roads during the weekend, along Crenshaw was significant which simply not be reflected in the parking impact evaluations.

14. The number of future trains using the Crenshaw/LAX lines is not as significant if it operates below the ground, but for the at-grade sections, intersection traffic impact will significantly increase (beyond those identified in this document) if the number of trains exceed those assumed in the DEIR and FEW.

o There must be conditions on the Project whereby the number of trains, and specifically by time of day as well, will be prohibited from increasing beyond the numbers assumed in the DEIR and FEIR documents and analyses.

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15.School conditions in the area require special considerations and evaluations to fully identify potential impacts.

o For example, during a weekend field visit, significant activity was observed at the Crenshaw Boulevard I Slauson Avenue intersection. There were significant numbers of pedestrians, the Shell gas station pumps were completely full and queuing toward the street, etc.

o During afield visit when exiting the 1-110 at Slauson Avenue and travelling toward Crenshaw Boulevard, vehicles were queued from Vermont Avenue back to the 1-110 Freeway. This indicates significant "pent up" demand for Slauson Avenue, which may not be accounted for in the current analyses.

16. With the proposed elimination of the frontage there are potential traffic and parking

impacts on the surrounding neighborhoods for both existing and future conditions.

o For existing conditions with elimination of the frontage roads, (beyond the potential parking issues identified above) we would expect added traffic circulation issues though the adjacent neighborhoods. During busy periods drivers will need to circulate through the adjacent neighbors while searching for available parking.

As the land uses along Crenshaw Boulevard redevelop over time it is likely there will be new uses with greater parking demands. The elimination of the frontage road parking is essentially will place limitations on the types of businesses which can occupy those storefronts. For example, restaurants require more parking than retail, so the elimination of convenient parking reduces the number of restaurants which can be accommodated.

o There are people who are uncomfortable parallel parking on an arterial roadway.

o Removing parking from the frontage road along Crenshaw Boulevard is essentially the same as removing spaces from a private parking lot (under the reasoning they can "get by" with less parking since their parking demand does not shown them using every last space).

17. Section 3.2.3.2, Page 3-46, in the second paragraph indicates to "be conservative in the analysis of intersection impacts of the LPA, it was assumed that the operation of the LRT would not cause any existing traffic to divert from corridor roadways to other parallel routes in the study area. This addresses only a portion of potential impacts and leaves others undisclosed.

o in reality there will be traffic diverted away from the Crenshaw corridor (e.g., school traffic, frontage road traffic, cross-street diverted traffic, etc.). While it is acceptable

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to consider the "worst case" for Crenshaw Boulevard, the FEIR must still also analyze the potential impacts off the corridor caused by diverted trips, added park and ride lots, drivers avoiding delays on Crenshaw due to the train operations, etc.

We trust this study will be of assistance to you and your Councils. If you have any questions or require additional information, please do not hesitate to contact us.

Respectfully submitted,

SASAKI TRANSPORTATION SERVICES, INC.

Steven S. Sasaki, P.E., PTOE Principal

State of California

Civil and Traffic Engineer C52768 & TR1462

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BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the Los Angeles County Metropolitan Transportation Authority for an order authorizing the construction of two-track, at-grade crossings for the Crenshaw/LAX Transit Corridor Project Light Rail Line across West 59th Street, Slauson Avenue, West 57th Street, West 54th Street, West 52nd Street, West 50th Street and across West 48th Street in the City of Los Angeles.

Application 13-01-012 Filed January 23, 2013

CERTIFICATE OF SERVICE

I hereby certify that I have on this date caused the attached "<u>PETITION OF</u> <u>CHANDRA V. MOSLEY FOR MODIFICATION OF DECISION 14-08-045</u>" to be served pursuant to the CPUC's Rules of Practice and Procedure upon the official service list for A.13-01-012, obtained from the CPUC's website and attached hereto, by electronic mail (e-mail) to all persons with a valid e-mail address on the official service list and by U.S. Mail to all parties without a valid e-mail address on the official service list. I have also sent a hard copy by U.S. Mail to the Assigned Administrative Law Judge in this proceeding.

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Executed February 26, 2016 at Los Angeles, California.

/Chandra V. Mosley/ Chandra V. Mosley Retired City of Los Angeles Employee Individual Tel: (323) 823-4566

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make with

Service Listing:

- 1. David Malcolm Carson, Community Health Council
- 2. Damien Goodman, Crenshaw Subway Coalition
- 3. Theodore Thomas, Park Mesa Heights Community Council
- 4. Martin A. Mattes, Attorney Nossaman, LLP
- 5. Augustin A. Zuniga, Principal Deputy County Consel, L.A. County METR()
- 6. Rob Ball, Deputy Executive Officer
- 7. Clint Simmons, United Community Associations
- 8. Nick V. Dolju, Nossaman LLP
- 9. Antranlg G. Gababetian, Calif. Public Utilities Commission
- 10. Virginia Laya, Calif. Public Utilities Commission
- 11. W. Anthony Colbert, Calif. Public Utilities Commission, Division of Administrative Law Judges
- 12. Darren S. Gilbert, Calif. Public Utilities Commission, Rail Transit Safety Branch
- 13. Los Angeles County Metropolitan Authority;
- 14. Supervisor Mark Ridley-Thomas
- 15. Board Member J. DuPont-Walker

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the Los Angeles County Metropolitan Transportation Authority for an order authorizing the construction of two-track, at-grade crossings for the Crenshaw/LAX Transit Corridor Project Light Rail Line across West 59th Street, Slauson Avenue, West 57th Street, West 54th Street, West 52nd Street, West 50th Street and across West 48th Street in the City of Los Angeles

Application 13-01-012 (Filed January 23, 2013)

PETITION OF CHANDRA V. MOSLEY FOR MODIFICATION OF DECISION (14-08-045)

Chandra V. Mosley Retired City of Los Angeles Employee Individual 4113 W. 59th Street, Los Angeles, CA 90043 Tel: (323) 823-4566 E-mail: Bareessence24@hotmail.com

February 26, 2016

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the Los Angeles County Metropolitan Transportation Authority for an order authorizing the construction of two-track, at-grade crossings for the Crenshaw/LAX Transit Corridor Project Light Rail Line across West 59th Street, Slauson Avenue, West 57th Street, West 54th Street, West 52nd Street, West 50th Street and across West 48th Street in the City of Los Angeles

Application 13-01-012 (Filed January 23, 2013)

PETITION OF CHANDRA V. MOSLEY FOR MODIFICATION OF DECISION 14-08-045)

I. Introduction

In accordance with Rule 16.4 of the California Public Utilities Commission ("Commission") Rules of Practice and Procedure ("Rules"), Chandra V. Mosley submits this Petition for Modification of the Commission's 14-08-045 decision to the Los Angeles County Metropolitan Transportation Authority (LACMTA) Application 13-01-012.

II. Issues

It is this Petitioner's request that the California Public Utility Commission (CPUC), Administrative Law Judge or "Commission" modify its 14-08-045 decision for LACMTA to construct the Crenshaw/LAX Transit Rail Line at-grade level between 48th Street and 59th Place based on the following facts and concerns on community safety: 1) LACMTA will not recognize the atrocious and highly probable safety hazards that will endanger the large population of school

aged children who attend one of the seven private and public schools directly on Crenshaw Boulevard and to the east and west of the Crenshaw/LAX Rail Line Corridor passage route. The schools listed hereinafter service and represent children from Kindergarten through twelfth grade within our community. There are a number of publications that document a historical trend on safety hazards with rail lines in general and further admit to probable increases in safety hazards around schools below college age. This fact is alarming based on the number of schools along the route planned for the pending Crenshaw/LAX Rail Line construction. The probability of increased injuries or fatalities caused by mechanical malfunctions, human error, and the immature sense of danger in school-aged children are valid concerns that should have been considered in LACMTA's assessments. Instead, LACMTA submitted a "Rail Crossing Hazard Analysis" study report in their Final Environmental Impact Report (FEIR) that gives a faulty assessment on the volume of pedestrian and vehicular traffic. The study was conducted over a three-day period i.e. two days in February and one day in early March, which is during the winter season. The days and time period chosen do not provide an objective, comprehensive or realistic depiction of the unique configuration of our community or the population between 48th Street to 59th Place and its normal volume of pedestrian and vehicular traffic flow. In addition, this brief study contradicts LACMTA statement that "safety was the foremost consideration when it evaluated whether at-grade or grade-separated crossings for the Crenshaw/LAX Project were practicable" in their Application 13-01-012.¹ Instead, it appears that LACMTA attempted to show a reduction of traffic volume and also tried to strengthen the validity of their study by referencing the Commission's General Order (GO) 143-B², which outlines the mechanical and operational requirements of Light Transit Rails. This Petitioner believes that the reference to GO 143-B merely identifies the overall legal requirements to safely operate this form of transportation or equipment, but does not take into account the special needs of the vulnerable populations that frequent the crossings.

Community Schools along the Pending Crenshaw/LAX Rail Line Corridor:

1) Crenshaw Montessori Academy (PK-KG) 4914 Crenshaw Blvd.;

² Public Utilities Commission of the State of California, Safety Rules and Regulations Governing Light-Rail Transit. Superseding General Order 143 - Adopted May 8, 1991, Effective June 7, 1991

¹ LACMTA Application 13-01-012, pg. 7

- 2) View Park Preparatory School Accelerated (9-12), 5701 South Crenshaw Blvd.;
- 3) New School (Under Construction) (K-12), 5201 S. Crenshaw Blvd.;
- 4) Whitney Young Continuation School (9-12), 3051 W. 52nd Street;
- 5) View Park Preparatory Accelerated Charter (Middle School), 5010 11th Avenue;
- 6) Crenshaw Science Tech. Engineering/Math and Med Magnet (9-12), 5010 11th Avenue;
- 7) Slauson Learning Center (9-12), 5820 West Blvd.

In addition to consideration of the safety concerns for our children, it is requested that the Commission take note of another large portion of this community's population: the Senior Citizens who live in the community and attend the Senior Center at 51st and Crenshaw Boulevard. Our seniors also frequent the small shopping center at the southeast corner of Crenshaw Boulevard and Slauson Avenue. Similar to the safety concerns regarding our children, seniors have diminished reflexes attributed to their normal age progression.

Many of our seniors, as well as younger persons, suffer from physical and mental disabilities, which should prompt a concern for violations of the American Disability Act of 1990 and published updates. The fact that LACMTA has not expressed specific details on where and how traffic signals and alarm systems will be installed and used at the seven at-grade intersections to alleviate the safety concerns raised herein, casts doubt on LACMTA's claim to have safety at the forefront of their planning for this Petitioner and for the general community at-large.

Throughout my research another publication came to my attention entitled "Light Rail Transit Service Guidelines" which recognizes that rail lines in school zones create a reduction in safety. ³ LACMTA's continued disregard of the need for targeted safety provisions of either grade separations, an underground or overhead rail line is egregious. Furthermore, as referenced on Page 7 of LACMTA's Application 13-01-012, LACMTA stated that it had to consider "financial implications of grade separation" which is completely opposite to CPUC's October 28, 2009 letter that cost should not be a factor or consideration. In fact, the Los Angeles County Sales Tax, Measure R (November 2008) was approved to fund transportation projects, which is a direct taxpayers cost estimated at \$40 billion over a thirty-year period. Furthermore, President Obama's

³ Light Rail Transit Service Guidelines, VTA SUSTAINABILITY POLICY 2007

21st Century Clean Transportation System plan authorized the U.S. Department of Transportation to fund capital transportation projects through an Investment Generating Economic Recovery (TIGER) discretionary Grant. Thus far, LACMTA has been awarded \$22.05 million to modernize and add bike lanes to sections of the city. However, LACMTA has not shown measureable interest in safety in the aforementioned segment of our community. In President Obama's guidelines, he echoes safety to avoid any perceivable harm to the public.

Furthermore, from a professional perspective, in the early to mid 1980's, I was employed by the Los Angeles Police Department as a Traffic Officer II. During this period, my primary assignment was to ensure and maintain the continuous flow of safe vehicular traffic and maintain pedestrian safety whenever necessary. Oftentimes, I had to escort pedestrians who were trapped in the median of large intersections to a nearby sidewalk to ensure their safety. There was an array of reasons that caused them to become stuck in the median, such as distractions, inability to walk the entire crosswalk before the signal light changed and sometimes confusion as to the direction of their destination. Whatever the issue, my training afforded me the ability to stop the flow of traffic and get them to safety. Several years have passed since my employment, however I continue to witness similar scenarios along large intersections, especially on Crenshaw Boulevard. It is without question that LACMTA has not considered these common events or seriously considered viable alternatives to eliminate these safety concerns.

Supportive Documentation to Justify a Request for Decision Modification:

LACMTA conducted a Park Mesa Heights Grade Separation Analysis, dated June 2010 for a below grade alignment that resulted in the following findings: 1) Improve Travel Time for all passengers to LAX airport; 2) Increase Ridership on the line by 700 passengers per day; 3) Reduce potential safety concerns at schools and other sensitive areas: 4) Minimize disruption to local businesses, and; 5) Prevent gridlock on surface streets.⁴

The "Light Rail Transit Service Guidelines", Section 5.1" Route Design," which was published in 2007, states partly that, "LRT routes shall directly connect downtown hub and core areas with regional activity centers along major arterials, corridors, and highways. While operations on

⁴ Motion by Supervisor Mark Ridley-Thomas, Measure R Project Delivery Committee, April 21, 2011

urban streets can slow LRT and reduce safety, those operating on semi-or fully-separated ROW can operate more quickly, reliably, and safely." ⁵

Furthermore, in Section 5.2 "RIGHT-OF-WAY", "The all new lines shall include an analysis of potential improvements, such as grade-separations and double-tracking single line segments, which will improve overall system performance. LRT lines shall operate on existing ROWs to the extent possible to reduce capital costs. LRT lines shall operate within semi-or fully - exclusive ROWs to the extent possible, to improve operating speeds and reliability, and enhance safety when crossing intersections."

CPUC submitted a letter, dated October 28, 2009 to LACMTA's Project Manager highlighting several safety concerns in the Draft Environmental Impact Report. However, LACMTA's response in their application to CPUC continues to ignore these concerns by stating that the "practicability" for safety provisions is not warranted.

CPUC's letter in paragraph three and five states the following: "As part of its mission to reduce hazards associated with at-grade crossings, the Commission's policy is to reduce the number of new at-grade crossings on rail corridors. While we understand the cost of grade separating, an at-grade crossing makes for a perceived detriment to your project, the CPUC normally does not take cost into its consideration of the practicability of grade separating a crossing. We encourage LACMTA to evaluate grade separation of any proposed at-grade crossings."

"The Light Rail Transit (LRT) Alternative described in your DEIR passes through a high density commercial, residential and industrial regions of the greater Los Angeles Metropolitan Area. Higher density zones near the rail tracks lead to an increased amount of pedestrian activity around the tracks. Constructing tracks at the existing Right-of-Way elevations is likely to result in trespassing issues and pedestrian conflicts similar to those currently experienced along other Metro Rail corridors in Los Angeles. Elevating or tunneling the tracks would mitigate this concern. Additionally, fencing any remaining at-grade portions of the rail alignment selected should be a requirement of the project."

⁵ Light Rail Transit Service Guidelines, VTA SUSTAINABILITY POLICY 2007

On page 2 of 4 under subheading Basic LRT Alternative in the 4th subject, the CPUC letter continues to state, "An additional proposed street-running segment lies between 48th Street and " 59th Street. This segment encompasses up to seven roadway intersections (48th, 50th, 53nd, 54th ~ 57th Slauson Ave., and 59th Street) that are proposed at-grade crossings. LACMTA should also evaluate the reduction of vehicular left turn movements across LRT takes at the intersections. In addition, Staff is concerned with the presence of the View Park Preparatory Charter High School and the View Park Middles School located along the west side of Crenshaw Blvd between 57th Street and Slauson Ave. Due to the large number of students pedestrian activity around schools, particularly with both Middle and High Schools adjacent to the proposed LRT at this location we recommend LACMTA grade-separate the intersection of 57th Street and Slauson Ave. This may be accomplished by extending the elevated LRT structure currently planned just south of 59th Street and connecting to the Harbor Subdivision Right-of-Way."

Petition for Modification of Decision 14-08-045 - Delay Explanation – CPUC Rule 16.4-D: This Petition for Modification of Decision 14-08-045 on LACMTA's Application 13-01-012 to construct an at-grade Rail Line on Crenshaw Boulevard between 48th Street and 59th Place was delayed due to the following circumstances:

In May 2015, a representative from LACMTA contacted our View Heights Block Club and requested to attend our next meeting, which was held on Saturday, June 27, 2015. During the meeting the representative provided us with a status on the Crenshaw/LAX Transit Rail Line construction. It was at this time that I and other members learned that the rail line between 48th Street and 59th Place would be at-grade level. Members voiced a variety of safety concerns and we were informed that all safety provisions were being addressed. Subsequent to our meeting, I attended a community meeting on August 26, 2015, which was hosted for Council Member, Marqueece Harris-Dawson to hear the community's concerns. The at-grade rail line was immediately brought up and the Councilmember Harris-Dawson referred us to LACMTA's representatives who were in attendance. The representatives' responses were generalized and very vague. I approached representative Anthony Crump and tried to obtain more detailed information, however I was unsuccessful and only obtained his card. It was through a later contact with Mr. Crump that I learned about a pending litigation between LACMTA and an

unknown non-profit organization entitled Crenshaw Subway Coalition. It was explained that there were some issues that the organization had brought against LACMTA and the status was still pending. Afterwards, I started to seek out other community leaders to obtain additional information, which led me to a meeting at Supervisor Mark Ridley-Thomas' field Office on September 3, 2015.

On September 3, 2015, I attended the Community Leadership Council (CLC) and LACMTA meeting where the community was invited to attend and discuss the Crenshaw/LAX Transit Corridor Project. However, one hour into this meeting serious concerns regarding rail line safety were raised. CLC and LACMTA would not respond to the community's questions regarding the at-grade design of the rail line between 48th Street and 59th Place that was previously thought by the community to be underground. In addition, both groups ignored all questions of concern to the potential safety hazards to the community and other issues of individual concern. The questions raised by the community were met by silence or by a refusal to address the concerns at that meeting. It was at this point that I asked both groups why the questions being posed would not be answered. Again, both groups ignored my presence until I insisted that I be acknowledged. I was told to attend the upcoming CLC meeting in October 22, 2015 to pose my "quality of life" concerns. I was totally confused by the behavior of both groups as I witnessed the growing anger and frustrations expressed by community members. Again I asked why our questions could not be answered here, and if not, why was the community invited. It was an unbelievable observation to witness a blatant level of disrespect to the community in refusing to acknowledge or answer anyone's questions. In fact, the meeting that I was told to attend on October 22, 2015 was canceled a couple of hours before the meeting time and rescheduled in November 2015. Again, I attended the CLC meeting and asked safety questions that had been asked at the meeting in September 2015. Again, the leaders of the CLC refused to answer safety concerns that myself and other attendees asked. We were told that LACMTA, who was again in attendance, would have to respond to our questions at a later date.

Unfortunately, due to a chronic and life-threatening health condition and ongoing hospitalization over the past three years, I was unaware that my community was undergoing these issues and blatant efforts to withhold information from the community regarding the Crenshaw/LAX

Transit Rail Line Project. It is my opinion that the conduct of both CLC and LACMTA to conceal valuable information on the changes and status of this project has been purposeful and ill intended to avoid scrutiny and adverse action from the community. Therefore, these events prompted my immediate research of LACMTA website where I attained a number of documents i.e., letters from the community, companies and Governmental figures who have consistently tried to voice their safety concerns on the Crenshaw/LAX Transit at-grade Rail Line.

Additionally, my personal concerns leaped when I uncovered a Motion introduced by Supervisor Mark Ridley Thomas along with the Crenshaw/LAX Transit Corridor: Leimert Park/Vernon. Station and Undergrounding Park Mesa Heights report, dated, April 21, 2011; and CPUC's letter dated, October 28, 2009, which both support all of the safety concerns and potential hazards that have been previously mentioned along with the other referenced publications. It should be noted that a variety of efforts have been made to come to an amicable resolution with LACTMA, however these efforts have been continuously and disrespectfully ignored. Efforts made include letters, petitions, emails, telephones calls and actual visits to primary LACMTA's offices to no avail. I, and my fellow community members have lost total trust in LACMTA. In fact, I personally believe that the safety of our most vulnerable community members (children, senior citizens, disabled persons and those suffering mental illness) will be gravely endangered should this request for modification of decision 14-08-045 not be approved.

III. Conclusion

In conclusion, I would request that the Commission revisit its decision to allow LACMTA to construct the Crenshaw/LAX Transit Rail Line at-grade level between 48th Street and 59th Place. It is my opinion based on my experiences since June 2015 that LACMTA has been purposefully avoiding safety concerns voiced by me and other community members, and has not maintained transparency on the safety provisions LACMTA has stated will take place in their Application 13-01-012 responses. Instead, LACMTA has generalized their responses when the Crenshaw/LAX Rail Line project is being discussed between 48th Street and 59th Place, as opposed to providing specific information on the concerns that address other rail lines projects. LACMTA has used deadline expirations and funding challenges to justify their lack of response or refusal to reconsider other design methods that would put the community at ease on their

safety concerns. However, it is this Petitioner's assessment that LACMTA itself has delayed releasing viable information to the public, who were not party to their litigation proceedings.

It is the recommendation of this Petitioner that CPUC retain its integrity on safety to the public as a whole, especially the community members between 48th Street and 59th Place through the modification of its decision in 14-08-045 and have LACMTA make design changes that include one or more of the following safety provisions as previously recommended by CPUC:

- Grade Separations at all seven intersections along the Crenshaw/LAX Light Rail Line
- Underground the Rail Line as previously recommended
- Construct an Overhead Rail Line.

Without one or more of these provisions, LACMTA will have disregarded their own revised, 2007 "Grade Safety Policy" as well as ignored proactive measures to mitigate the high probability of increased safety hazards in a known school zone and community where Senior Citizens reside and commute as pedestrians or drivers.

When I read LACMTA responses in its application to CPUC there was a blaring indication that the litigation from the Crenshaw Subway Coalition was used to redirect focus on the safety aspects that were also included. CPUC was disinterested in these legal maneuvers since employment equality is not under CPUC's purview and therefore, important safety concerns were lost.

Finally, in my various law enforcement positions with the Los Angeles County Probation Department and the Los Angeles Police Department, my mandates to ensure the safety of the community, especially children were taken extremely seriously. Although I am retired, I believe that those same mandates are life-long, and that every citizen is responsible to report any seemingly negligence or incidents that my cause harm to human life, quality of life or overall wellbeing. Therefore, it is my Civic duty to request for modification of the Commission's decision.

10

Dated: February 26, 2016

Respectfully submitted,

/Chandra V. Mosley/ Chandra V. Mosley Retired – City of Los Angeles Employee Individual Tel: (323) 823-4566 E-mail: Bareessence24@hotmail.com Attachments:

EXHIBIT B APPEAL 2 Appellant: Kar Lee Young

DIR-2017-298-DB-SPR-SPP-1A

	ORIGINAL	
		Conner
Sector Andrews Co		

APPLICATIONS:

APPEAL APPLICATION

This application is to be used for any appeals authorized by the Los Angeles Municipal Code (LAMC) for discretionary actions administered by the Department of City Planning.

1.	APPELLANT BODY/CASE INFORMATION
	Appellant Body:
	💢 Area Planning Commission 🛛 🗍 City Planning Commission 🔲 City Council 🛛 🗹 Director of Planning
	Regarding Case Number: DIR-2017298-DB-SPR-SPP
	Project Address: 5414-5420 S. Crenshaw Blvd.
	Final Date to Appeal:
	Type of Appeal: Appeal by Applicant/Owner Appeal by a person, other than the Applicant/Owner, claiming to be aggrieved Appeal from a determination made by the Department of Building and Safety
2.	APPELLANT INFORMATION
	Appellant's name (print): KAR LEE Young
	Company: CRENSHAW YOGA AND DANCE STUDIO LLC
	Mailing Address: 5426 CRENSHAW BLVD.
	City: LOS ANGELES State: CA Zip: 90043
	City: <u>LOS ANGELES</u> State: <u>CA</u> Zip: <u>90043</u> Telephone: <u>310-621-8578</u> E-mail: <u>Crenshavyoga</u> gmail. Com
	Is the appeal being filed on your behalf or on behalf of another party, organization or company?
	Self Other:
8.	 Is the appeal being filed to support the original applicant's position? Yes No REPRESENTATIVE/AGENT INFORMATION
	Representative/Agent name (if applicable):
	Company:
	Mailing Address:
	City: State: Zip:
	Telephone:

3.

4. JUSTIFICATION/REASON FOR APPEAL

Is the entire decision, or only parts of it being appealed? Are specific conditions of approval being appealed? If Yes, list the condition number(s) here: _____ 2, a project fermit compliance ferrew and a site flam ferrew

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue Why you believe the decision-maker erred or abused their discretion

5. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature:	In he	H	Anny	Date: _5	31	2017
		U	0			

6. FILING REQUIREMENTS/ADDITIONAL INFORMATION

- Eight (8) sets of the following documents are required for each appeal filed (1 original and 7 duplicates):
 - Appeal Application (form CP-7769)
 - Justification/Reason for Appeal
 - o Copies of Original Determination Letter
- A Filing Fee must be paid at the time of filing the appeal per LAMC Section 19.01 B.
 - Original applicants must provide a copy of the original application receipt(s) (required to calculate their 85% appeal filing fee).
- All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of the receipt.
- Appellants filing an appeal from a determination made by the Department of Building and Safety per LAMC 12.26 K are considered Original Applicants and must provide noticing per LAMC 12.26 K.7, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt.
- A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.
- Appeals of Density Bonus cases can only be filed by adjacent owners or tenants (must have documentation).
- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the <u>date of the written determination</u> of said Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (ZA, APC, CPC, etc.) makes a determination for a project that is not further appealable. [CA Public Resources Code ' 21151 (c)].

		This Section for City Planning Staff Use Only	
Base Fee:	89.00	Reviewed & Accepted by (DSC Planner):	
Receipt No:	37523	Deemed Complete by (Project Planner):	Date:
Determination authority notified		Original receipt and BTC receipt	eipt (if original applicant)

5426 Crenshaw Boulevard Los Angeles, CA 90043 (310) 621-8578 June 1, 2017

Department of City Planning City Planning Commission 200 North Spring Street, Room 525 Los Angeles, CA 90012-4801

City Planning Commission Members:

My name is Kar Lee Young and I am both the property and business owner at 5426 Crenshaw Boulevard. It is my pleasure to share with the commission that I am 3 months shy of my 13th anniversary as the operator of Crenshaw Yoga and Dance LLC. The function of this letter is to provide justification for appeal on Case No. DIR-2017-298-DB-SPR-SPP. As the southern neighbor of this development, I (and a number of other stakeholders) have a lack of clarity regarding 2 proposed incentives and 2 proposed reviews.

A floor area ratio increase of 1.0, 20% decrease in southern side yard setback for a 56 foot tall residential building with 70 residential units lacks clear community benefit. My views on how there will be a loss in quality of both the commercial and residential environments are listed below:

- Reduces the number of public parking spaces
- Taxes street capacity on Crenshaw Boulevard
- Reduces usable open space
- Reduces spacing between our lots
- Increases concrete bulk and use
- Reduces aerial access and privacy for my property and that of my neighbors

In addition, the tangible loss of 41 public parking spaces for a commercial block that hosts over 110,000 guests a year would be a travesty. I am requesting a public hearing to discuss these plans with other stakeholders. Your support is much appreciated. Looking forward to the opportunity to discuss this further. Should you need to contact me, I am available via phone, e-mail, and in person. Thank you in advance for your consideration.

Sincerely,

For her Jong

DEPARTMENT OF CITY PLANNING

2

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ PRESIDENT

RENEE DAKE WILSON VICE-PRESIDENT

CAROLINE CHOE RICHARD KATZ JOHN W. MACK SAMANTHA MILLMAN MARC MITCHELL VERONICA PADILLA-CAMPOS DANA M. PERLMAN

ROCKY WILES COMMISSION OFFICE MANAGER (213) 978-1300

CITY OF LOS ANGELES

CALIFORNIA



ERIC GARCETTI MAYOR EXECUTIVE OFFICES 200 N. Spring Street, Room 525 Los Angeles, CA 90012-4801

VINCENT P. BERTONI, AICP DIRECTOR (213) 978-1271

KEVIN J. KELLER, AICP DEPUTY DIRECTOR (213) 978-1272

LISA M. WEBBER, AICP DEPUTY DIRECTOR (213) 978-1274

> JAN ZATORSKI DEPUTY DIRECTOR (213) 978-1273

http://planning.lacity.org

DIRECTOR'S DETERMINATION

DENSITY BONUS & AFFORDABLE HOUSING INCENTIVES

May 17, 2017

Applicant / Owner Grant Power	Case No. CEQA:	DIR-2017-298-DB-SPR-SPP ENV-2017-299-ND
West Angeles Community	Specific Plan Subarea:	Subarea F – Crenshaw Corridor;
Development Corp. 6028 S. Crenshaw Blvd.	Location:	South Los Angeles Alcohol Sales 5414 - 5420 S. Crenshaw Blvd.
Los Angeles, CA 90043	Council District:	8 – Marqueece Harris – Dawson
Representative	Neighborhood Council: Community Plan Area:	Park Mesa Heights West Adams-Baldwin Hills-Leimert
Nichole Smith	Land Use Designation:	Community Commercial
Horizon Development + Entitlement 12655 Jefferson Blvd.	Zone: Legal Description:	C2-2D-SP Lots 304 – 305, Tract 668
Playa Vista, A 90066	-	

Last Day to File June 1, 2017 an Appeal:

Pursuant to the Los Angeles Municipal Code (LAMC) Section 12.22 A.25, 16.05 and 11.5.7, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

APPROVE a **Density bonus Compliance Review** for the following 2 incentives requested by the applicant for a project totaling 70 dwelling units, reserving 12 units for Low Income Senior Household occupancy for a period of 55 years, with the following requested incentives:

- 1. **Floor Area Ratio.** An allowance for a 3:1 Floor Area Ratio in lieu of the normally required 2:1 Floor Area ratio.
- 2. Yard/Setback. A 20 percent decrease in the required width of the southern side yard setback, allowing 6-feet, 5-inches in lieu of the otherwise required 8 feet.

APPROVE a **Project Permit Compliance Review** for the construction, use and maintenance of a five-story, 56-foot tall residential Affordable Senior Housing building that contains approximately 50,777 square feet of residential area and 2,000 square feet of commercial floor area, with 70 dwelling units, and 41 parking spaces located at-grade in the C2-2D-SP Zone in the Crenshaw Corridor Specific Plan.

APPROVE a **Site Plan Review** for a development project which creates or results in an increase of 50 or more dwelling units.

FOUND, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Negative Declaration, No. ENV-2017-299-ND, as circulated on March 16, 2017 ("Negative Declaration"), and all comments received, there is no substantial evidence that the project will have a significant effect on the environment; FOUND the Negative Declaration reflects the independent judgment and analysis of the City; and ADOPTED the Negative Declaration.

Adopt the attached Findings.

CONDITIONS OF APPROVAL

- 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 attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, West/South/Coastal Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code, the project conditions, or the project permit authorization.
- 2. **Commercial Uses**. The commercial floor area is limited to 2,000 square feet within the C2-2D-SP Zone.
- 3. **Residential Density**. The project shall be limited to a maximum density of 70 residential units including Density Bonus Units.
- 4. **Affordable Units.** A minimum of twelve (12) units shall be reserved as rent-restricted affordable units for Low Income Senior Households, as defined by the State Density Bonus Law 65915(C)(1).
- 5. **Changes in Restricted Units**. Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.25 (9a-d).
- 6. **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 Low Income Senior Households, for 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. The project shall comply with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.
- 7. **Automobile Parking**. Based upon the number of dwelling units proposed 41 parking spaces shall be provided for the project. Residential automobile parking shall be provided consistent with LAMC 12.22 A.25, or California Government Code Sections 65915-65918. Manager's unit shall provide parking consistent with LAMC Section 12.21 A.4. Commercial automobile parking shall be provided consistent with LAMC Section 12.21.A.4.
- 8. Adjustment of Parking. In the event that the number of Restricted Affordable Units should increase, or the composition of such units should change (i.e. the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), or the applicant selects another Parking Option (including Bicycle Parking Ordinance) 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 above.
- 9. **Bicycle Parking**. Residential and commercial bicycle parking shall be provided consistent with LAMC Section 12.21.A.16.

- 10. **Setbacks.** The project qualifies for a 20 percent reduction in the required side yard setback per LAMC Section 12.22.A.25. The southerly side yard setback shall be no less than 6 feet 5 inches.
- 11. **Open Space**. Open Space shall be provided consistent with 12.21 G, which requires approximately 7,229 square feet of Open Space on the Project Site.
- 12. Floor Area Ratio (FAR). The maximum floor area ratio for the project shall be 2:31:1.
- 13. **Height**. The project shall be limited to 56 feet in height, and shall comply with the Transitional Height Requirement per the Crenshaw Corridor Specific Plan.
- 14. Landscape Plan. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The landscape plan shall indicate landscape points for the project equivalent to 10% more than otherwise required by LAMC 12.40 and Landscape Ordinance Guidelines "O".
- 15. **Lighting**. All pedestrian walkways and vehicle access points shall be well-lit. All outdoor lighting will be shielded to prevent excessive illumination and mitigate light impacts on adjacent residential properties and the public right-of-way.
- 16. **Covenant**. Prior to the issuance of any building permits, the applicant shall record a covenant showing compliance with the Crenshaw Corridor Specific Plan pertaining to Use Limitations in Pedestrian-Oriented Areas. The Project's ground floor commercial space shall be limited to neighborhood retail or neighborhood services, as defined by LAMC Section 13.07.C.

Administrative Conditions

- 17. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Plans Approved". A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.
- 18. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
- 19. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
- 20. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.

- 21. **Department of Building and Safety**. The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
- 22. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
- 23. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for approval before being recorded.

24. Indemnification and Reimbursement of Litigation Costs.

Applicant shall do all of the following:

- (i) 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 <u>but not limited to</u>, 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.
- (ii) 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.
- (iii) 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 (ii).
- (iv) 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 in paragraph (ii).

(v) If the City determines it necessary to protect the City's interest, 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, commissions, 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 <u>any</u> 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.

PROJECT BACKGROUND

The project site is located near the intersection of Crenshaw Boulevard and 54th Street in the West Adams – Baldwin Hills – Leimert Community Plan area. The updated West Adams – Baldwin Hills – Leimert Community Plan was adopted by the City Council on March 7, 2017. The Community Plan Map designates the subject property for Community Commercial use with a corresponding zone of C2. The property is zoned C2-2D-SP and is located in Subarea F of the Crenshaw Corridor Specific Plan (Specific Plan). The property is also located within the Park Mesa Pedestrian Oriented District and the South Los Angeles Alcohol Sales Specific Plan Area. Lastly, the Property is within a designated Los Angeles State Enterprise Zone and Fast Food Establishments Zone.

The project site consists of two contiguous parcels, totaling approximately 22,841 square feet. The site is currently developed with a surface parking lot and a one-story commercial building built in 1966. Existing structure and one palm tree are proposed to be demolished. The subject property is located approximately 400 feet from View Park Preparatory Accelerated Charter Middle School on Crenshaw Boulevard to the north.

The proposed project is a 70-unit mixed-use affordable senior apartment building that is 56 feet in height and encompasses approximately 52,777 square feet of floor area. The project provides 41 automobile and 77 bicycle parking spaces at grade, with vehicular and pedestrian access off Crenshaw Boulevard to the west. The Project includes 2,000 square feet of ground floor commercial area reserved for neighborhood serving uses.

The Applicant proposes to utilize Los Angeles Municipal Code (LAMC) Section 12.22 A 25 (Density Bonus) to set aside twelve units (20 percent) for Low Income Senior Households. The Density Bonus Ordinance grants an increase in the permitted density in exchange for the Applicant setting aside a portion of their by-right dwelling units. The project site zoning of C2 allows for 58 residential units based on a lot square footage of 22,841. Pursuant to the Density Bonus Ordinance, the project is allowed a 35 percent increase for up to 79 dwelling units. The Applicant is requesting 12 density bonus units for a total of 70 dwelling units.

The Applicant is requesting two "on-menu" incentives in order to facilitate the provision of affordable senior housing at the site. Per the underlying zone, a maximum FAR of 2:1 is permitted with a required eight (8) foot side yard setback. The applicant is requesting an increase in the allowable FAR to 2.31:1, and a 20 percent decrease in the required width of the southern side yard to allow for 6-feet, 5 inches.

In accordance with California State Law (including Senate Bill 1818, and Assembly Bills 2280 and 2222), the applicant is proposing to utilize Section 12.22 A.25 (Density Bonus) of the Los Angeles Municipal Code (LAMC), which permits a density bonus of 35 percent. This allows for 79 total dwelling units in lieu of the otherwise maximum density limit of 58 dwelling units on the property. A density bonus is automatically granted in exchange for the applicant setting aside a portion of dwelling units, in this case 12 units, for habitation by Low Income Senior Households for a period of 55 years. Consistent with the Density Bonus Ordinance, the Applicant is also automatically granted a reduction in required parking spaces. The Applicant is providing automobile parking pursuant to AB 744 (California Government Code Sections 65915 (p)(2)), for a total of 41 parking spaces located at grade. The proposed mixed income project consists of a minimum of 12 units (20%) set aside for Low Income Senior Households, situated on a site that is located within one-half mile of a major transit stop.

Housing Replacement

With Assembly Bill 2222, applicants of Density Bonus projects filed as of January 1, 2015 must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households. Pursuant to the Determination made by the Housing and Community Investment Department (HCIDLA) dated March 20, 2017, the proposed project will not be required to provide affordable units based on the fact that there are no existing units on site. HCIDLA has determined that there were no residential units on the property within the last five years. AB 2222 does not apply to commercial buildings, so no AB 2222 replacement affordable units are required.

LAMC Criteria

As permitted by LAMC Section 12.22 A.25 the applicant is requesting 2 incentives that will facilitate the provision of affordable housing at the site: 1) A 20 percent decrease in the required width of the southern side yard setback, allowing 6-feet, 5-inches in lieu of the otherwise required 8 feet; and 2) An allowance for a 3:1 Floor Area Ratio in lieu of the normally required 2:1 Floor Area ratio. A Pursuant to LAMC Section 12.22 A.25 (e)(2), in order to be eligible for any on-menu incentives, a Housing Development Project (other than an Adaptive Reuse Project) shall comply with the following criteria, which it does:

a. The façade of any portion of a building that abuts a street shall be articulated with a change of material or a break in plane, so that the façade is not a flat surface.

The proposed Senior Affordable Housing project includes 52,777 square feet of floor area and 70 residential dwelling units within five levels above grade. The proposed mixed-use development has one street-facing façade, located along the easterly side on Crenshaw Boulevard. As shown on Exhibit A, the street facing façade will have articulation in the form of balconies and utilization of several types of materials and colors. The ground floor commercial area utilizes glass walls with storefront glazing.

b. All buildings must be oriented to the street by providing entrances, windows architectural features and/or balconies on the front and along any street facing elevation.

The proposed project has one street facing façade along Crenshaw Boulevard. As depicted in the plans marked as Exhibit "A", the mixed-use building is oriented toward Crenshaw Boulevard, which is a designated Avenue I in the Mobility Plan 2035. The Crenshaw Boulevard façade measures approximately 150 feet, which provides the main pedestrian entrance to the residential lobby and neighborhood serving commercial area. The commercial space on the ground floor along the street is punctuated by large window openings and clear aluminum storefront glazing.

A vehicular driveway located west of the residential lobby provides both ingress and egress to the site. As shown on Exhibit A, the main residential entrance is delineated by vertical elements and large window windows.

c. The Housing Development Project shall not involve a contributing structure in a designated Historic Preservation Overlay Zone (HPOZ) and shall not involve a structure that is a City of Los Angeles designated Historic-Cultural Monument (HCM). The proposed project is not located within a designated Historic Preservation Overlay Zone, nor does it involve a property that is designated as a City Historic-Cultural Monument.

d. The Housing Development Project shall not be located on a substandard street in a Hillside Area or in a Very High Fire Hazard Severity Zone as established in Section 57.25.01 of the LAMC.

The project is not located on a substandard street in a Hillside Area, nor is it located in a Very High Fire Hazard Severity Zone.

FINDINGS

DENSITY BONUS/AFFORDABLE HOUSING INCENTIVES PROGRAM FINDINGS

Pursuant to LAMC Section 12.22 A.25 (e)(2), in order to be eligible for any on-menu incentives, a Housing Development Project (other than an Adaptive Reuse Project) shall comply with the following criteria, which it does:

- 1. Pursuant to Section 12.22 A.25(c) of the LAMC, the Director <u>shall approve</u> a density bonus and requested incentive(s) unless the director finds that:
 - a. The incentives are not required to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.

The record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for Very Low, Low, and Moderate Income Households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The list of on-menu incentives in 12.22 A.25 was pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the density bonus on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

The requested incentives, a decrease in the required southern side yard setback and increase in FAR, are expressed in the Menu of Incentives per LAMC 12.22 A.25(f) and, as such, permit exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. The requested incentives allow the developer to expand the building envelope so the additional units can be constructed and the overall space dedicated to residential uses is increased. These incentives support the applicant's decision to set aside 12 units for Low Income Senior Households for 55 years.

<u>Floor Area Ratio Increase</u>: The subject site is zoned C2-2D-SP which allows 58 units on the 22,841 square foot site, with a maximum 2:1 Floor Area Ratio (FAR) and a maximum height of 60 feet. The FAR Increase incentive permits a percentage increase in the allowable Floor Area Ratio equal to the percentage of Density Bonus for which the Housing Development Project is eligible, not to exceed 35 percent. The project is proposing a 2.31:1 FAR, or approximately 52,777 square feet, which is below the maximum percentage of Density Bonus for which the Housing Development Project is eligible. This FAR Increase creates an additional 7,095 square feet in floor area.

<u>Side Yard Setback Reduction</u>: The Project would be required to provide an 8-feet side yard setback. The requested incentive allows for a 20 percent decrease of the side yard setback requirement, which is approximately 6-feet, 5 inches. The proposed Project is providing an 8-feet northern side yard setback and a 6-feet, 5 inches southern side yard setback. This requested reduction of the southern side yard setback allows

for an expanded building envelope.

The requested incentives to: (1) increase the Floor Area Ratio and (2) decrease the required southerly side yard setback are expressed in the Menu of Incentives per LAMC 12.22 A.25(f) and, as such, permit exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. The requested incentives allow the developer to expand the building envelope so the additional units can be constructed and the overall space dedicated to residential uses is increased. These incentives support the Applicant's decision to set aside 12 Low Income Senior dwelling units for 55 years.

b. The Incentive will have specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

There is no evidence that the proposed incentives will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)). The proposed project and potential impacts were analyzed in accordance with the City's California Environmental Quality Act (CEQA) Guidelines and the City's L.A. CEQA Thresholds Guide. These two documents establish guidelines and thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed project reach or exceed those thresholds. Analysis of the proposed project involved the preparation of a Negative Declaration (ENV-2017-299-ND), and it was determined that the proposed project will not have a significant adverse impact on the physical environment, on public health and safety, and on property listed in the California Register of Historic Resources.

The Negative Declaration (ND) prepared by the City Planning Department was circulated for public review on March 16, 2017. The review period ended on April 5, 2017. No public comments were received during the public commenting period.

DENSITY BONUS LEGISLATION BACKGROUND

The California State Legislature has declared that "[t]he availability of housing is of vital statewide importance," and has determined that state and local governments have a responsibility to "make adequate provision for the housing needs of all economic segments of the community." Section §65580, subds. (a), (d). Section 65915 further provides that an Applicant must agree to, and the municipality must ensure, the "continued affordability of all Low and Very Low Income units that qualified the Applicant" for the density bonus.

With Senate Bill 1818 (2004), state law created a requirement that local jurisdictions approve a density bonus and up to three "concessions or incentives" for projects that include defined levels of affordable housing in their projects. In response to this requirement, the City created an ordinance that includes a menu of incentives (referred to as "on-menu" incentives) comprised of eight zoning adjustments that meet the definition of concessions or incentives in state law (California Government Code Section 65915). The eight on-menu incentives allow for: 1) reducing setbacks; 2) reducing lot coverage; 3) reducing lot width, 4) increasing floor area ratio (FAR); 5)

increasing height; 6) reducing required open space; 7) allowing for an alternative density calculation that includes streets/alley dedications; and 8) allowing for "averaging" of FAR, density, parking or open space. In order to grant approval of an on-menu incentive, the City utilizes the same findings contained in state law for the approval of incentives or concessions.

California State Assembly Bill 2222 went into effect January 1, 2015, and with that Density Bonus projects filed as of that date must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control (including Rent Stabilization Ordinance); or is occupied by Low or Very Low Income Households (i.e., income levels less than 80 percent of the area median income [AMI]). The replacement units must be equivalent in size, type, or both and be made available at affordable rent/cost to, and occupied by, households of the same or lower income category as those meeting the occupancy criteria. Prior to the issuance of any Director's Determination for Density Bonus and Affordable Housing Incentives, the Housing and Community Investment Department (HCIDLA) is responsible for providing the Department of City Planning, along with the Applicant, a determination letter addressing replacement unit requirements for individual projects. The City also requires a Land Use Covenant recognizing the conditions be filed with the County of Los Angeles prior to granting a building permit on the project.

Assembly Bill 2222 also increases covenant restrictions from 30 to 55 years for projects approved after January 1, 2015. This determination letter reflects these 55 year covenant restrictions.

Under Government Code Section § 65915(a), § 65915(d)(2)(C) and § 65915(d)(3) the City of Los Angeles complies with the State Density Bonus law by adopting density bonus regulations and procedures as codified in Section 12.22 A.25 of the Los Angeles Municipal Code. Section 12.22 A.25 creates a procedure to waive or modify Zoning Code standards which may prevent, preclude or interfere with the effect of the density bonus by which the incentive or concession is granted, including legislative body review. The Ordinance must apply equally to all new residential development.

In exchange for setting aside a defined number of affordable dwelling units within a development, applicants may request up to three incentives in addition to the density bonus and parking relief which are permitted by right. The incentives are deviations from the City's development standards, thus providing greater relief from regulatory constraints. Utilization of the Density Bonus/Affordable Housing Incentives Program supersedes requirements of the Los Angeles Municipal Code and underlying ordinances relative to density, number of units, parking, and other requirements relative to incentives, if requested.

For the purpose of clarifying the Covenant Subordination Agreement between the City of Los Angeles and the United States Department of Housing and Urban Development (HUD) note that the covenant required in the Conditions of Approval herein shall prevail unless pre-empted by State or Federal law.

PROJECT PERMIT COMPLIANCE FINDINGS

2. The project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan.

a. **Use**. The Crenshaw Corridor Specific Plan Map No. 4 designates the subject property as located in Subarea F. The Crenshaw Corridor Specific Plan provides for area-specific development standards along Crenshaw Boulevard and adjacent properties, and provides design guidelines and design review for certain areas within the Specific Plan.

Section 6.A.1, 6.A.2, and 6.B of the Crenshaw Corridor Specific Plan prohibits certain uses in the Specific Plan Area. The proposed project is a mixed-use Senior Housing Affordable project located in Subarea F and does not contain any of the prohibited uses. Therefore, the project is in compliance of the aforementioned sections.

Section 6.C. of the Crenshaw Corridor Specific Plan contains use limitations in Pedestrian Oriented Areas in Subareas F and G. The subject site is located within Subarea F and the Park Mesa Pedestrian Oriented Area. The project will provide 2,000 square feet of ground floor commercial area abutting Crenshaw Boulevard reserved for neighborhood serving uses. Therefore, the proposed project is in compliance of Section 6.C.

Section 7.B. of the Crenshaw Corridor Specific Plan contains development standards for Pedestrian-Oriented Areas in Subareas D, F, and G. The subject site is located within Subarea F and the Park Mesa Pedestrian Oriented Area. The project will provide pedestrian entrances along Crenshaw Boulevard into the residential lobby and commercial area. Therefore, the proposed project is in compliance of Section 7.B.

Section 8.A. of the Crenshaw Corridor Specific Plan requires Mixed-Use Projects in Subareas D, F, and G to provide neighborhood services on the ground floor with residential uses on the floors above. The proposed project will provide 2,000 square feet of commercial uses on the ground floor with senior affordable residential dwelling units located on the second to fifth stories above. Therefore, the project is in compliance of Section 8.A.

- b. Floor Area Ratio and Height for Mixed Use Development. Sections 9.A. and 9.B. limits the FAR and height for mixed use projects located within Subareas E, F, and H on a lot designated Height District 2 that directly abuts a lot zoned R1 or a more restrictive zone. The project site is zoned C2 and located within Height District 2, directly abutting to parcels zoned R1-1 to the east. Pursuant to the Density Bonus Ordinance, the project is allowed a maximum FAR of 3:1. As depicted in Map No. 8 of the Specific Plan, the project site is allowed a maximum building height of 60 feet. The project proposes a maximum FAR of 2.31:1 and a maximum building height of 56 feet. Therefore, the project is in compliance of Section 9.
- c. **Building Setbacks and Open Space Areas**. Sections 10.B. of the Crenshaw Corridor Specific Plan pertains to Mixed-Use projects located in Pedestrian-Oriented Areas within Subareas D, F, and G. The subject property is located in Subarea F and the Park Mesa Pedestrian Oriented Area. The proposed project includes 2,000 square feet of commercial areas located on the ground floor reserved for neighborhood serving uses. Per the provisions in this section, Mixed-Use projects shall provide up to a five foot setback if no pedestrian amenities are provided along the building frontage. The proposed project provides a front yard setback that varies from zero to five feet along the street façade. The width of the proposed structure also extends beyond at least 65 percent of the length of the front lot line. Therefore, the project is in compliance of Section 10.B.

Section 10.D. of the Crenshaw Corridor Specific Plan pertains to Transitional Height Requirements in all Subareas on land zoned commercial or industrial that directly abuts land zoned residential. The subject property is zoned C2 and directly abuts parcels zoned R1-1 to the east. As depicted in Exhibit A, proposed mixed-use structure is partially three stories and partially five stories, rather than five stories throughout. The building maintains a 15-foot rear yard setback and is stepped back approximately 45 feet on the fourth and fifth floor to the eastern property line abutting the R1 zone. Therefore, the project is in compliance of Section 10.D. of the Specific Plan.

- d. **Sign Regulations**. Section 11 A through J of the Crenshaw Corridor Specific Plan provides extensive guidance related to prohibited signs, permitted signs, sign area, height of signs, projection signs and sign exceptions. Exhibit A does not identify specific sign details.
- e. **Parking.** Section12.F of the Crenshaw Corridor Specific Plan pertains to projects located within Subareas D, F, and G for new construction projects. Proposed project is a mixed-use Senior Affordable Housing development and does not contain mini-shopping centers. Therefore, this provision of the Specific Plan does not apply.
- f. **Design and Development Guidelines**. Projects within the Crenshaw Corridor Specific Plan shall comply with the Crenshaw Corridor Specific Plan Design Manual. The building design incorporates a well-articulated base with a stucco façade and distinguishable pedestrian entries; appropriate horizontal and vertical elements that break down the massing of the façade; railings, gloss wall surface, and balconies; differentiation in color which is employed to provide a distinction in various building elements. The project is in compliance with the Specific Plan Design Manual.

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

A Negative Declaration, ENV-2017-299-ND, was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Negative Declaration 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.

The Negative Declaration (ND) prepared by the City Planning Department was circulated for public review on March 16, 2017. The review period ended on April 5, 2017. No public comments were received during the public commenting period.

SITE PLAN REVIEW FINDINGS

4. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.

As conditioned, the proposed project is in 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 project proposes 2,000 square feet of commercial area for neighborhood serving uses on the ground floor.

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 on the ground floor and roof level, and ease of vehicular and pedestrian access.

The 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 would be in conformance with several goals and objectives of the Framework 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.

The General Plan designates the subject site as Community Commercial land use and is zoned C2-2D-SP, which allows for office, business, professional, and multiple dwelling residential uses. The Project Site is located in portions of Subarea F of the Crenshaw Corridor Specific Plan which limits building height to a maximum of 60 feet.

The subject site is currently improved with one commercial structure and surface parking lot, measuring approximately 22,841 square feet in size. The project proposes the development of a mixed-use affordable senior housing building 56 feet (five stories) in height with a maximum FAR of 3 to 1. The project's overall floor area is 52,777 square feet and will consist of 70 residential units (69 restricted affordable senior housing units with 12 of those units set aside for Low Income senior citizens, 57 units set aside for Moderate Income senior citizens, and one market-rate manager's unit). The applicant has

requested two (2) Density Bonus on-menu incentives for a twenty percent reduction in the southerly side yard setback and increase floor area ratio under Los Angeles Municipal Code (LAMC) 12.22 A.25 to provide for affordable housing costs per State Law.

The project is proposing one five-story building articulated with varied planes, materials, and colors. The proposed development will demolish the existing commercial structure and improve the site with a mixed-use building. The infill development will provide affordable senior housing with various transit options adjacent to the site. The subject property is also located within 1,500 feet of the Hyde Park Station along the Crenshaw/LAX light rail line that is currently under construction.

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

The West Adams-Baldwin Hills-Leimert Community Plan sets a vision for the community that lists the following applicable statements:

Enable existing commercial, industrial and transit-oriented opportunity areas to accommodate future growth in a manner that improves economic vitality as well as physical conditions.

Implement clear and predictable land use regulations and development standards that promote a healthy, viable and sustainable mix of neighborhood amenities and community services located within a safe and walkable environment.

Additionally, Chapter III Land Use and Urban Design of the West Adams-Baldwin Hills-Leimert Community Plan encourages prioritizing new infill development close to transit. The proposed mixed-use project aligns with the West Adams-Baldwin Hills-Leimert Community Plan and meets the following goals and policies:

LU10-7 Senior Housing. Provide for the development of adequate housing units for senior citizens within the Community Plan Area.

LU11-1 Higher Density Residential Near Transit. Encourage 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.

LU11-2 Senior Housing Near Centers. Encourage the location of senior citizen housing and mixed income housing, when feasible, near commercial centers and transit and public service facilities.

LU15-1 Prioritize New Infill Development Close to Transit. Prioritize new infill development that is in close proximity to mass transit centers, stations and platform portals.

LU44-4 Commercial Uses Along Ground Floor Frontages. Encourage the location of commercial uses along the first floor street frontage of structures, including mixeduse projects and parking structures located within community commercial nodes, centers and transit-oriented development areas.

The project proposes a mixed-use development of 70 residential dwelling units and 2,000 square feet of ground floor commercial uses. The subject property is zoned C2-2D-SP and the C2 zone allows for residential development based on R4 zone standards per the

LAMC. In setting aside 12 of the 70 units for Low Income Senior Households, the applicant is requesting two on-menu density bonus incentives to increase the FAR and reduce the southerly side yard setback. By right a total of 58 dwelling units would be allowed per the R4 zone requirements, and with a maximum 35 percent density bonus, 79 dwelling units would be allowed. The applicant is requesting for a total of 12 density bonus units in addition to the 58 by-right units. The proposed Affordable Senior Housing development is located in the Park Mesa Pedestrian Oriented District within Subarea F of the Specific Plan. There are many metro bus lines that run along Crenshaw Boulevard. The Hyde Park station is also located within 1,500 feet of the proposed project at Crenshaw Boulevard and Slauson Avenue.

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.

The proposed project is located along Crenshaw Boulevard, a major transportation corridor that provides substantial public transit opportunities. The project proposes an affordable senior housing development in proximity to existing community amenities and is in close proximity to several bus stops. The Dash Leimert/Slauson runs along Crenshaw Boulevard with two stations located near the project site. The Hyde Park station currently under construction is also located within 1,500 feet of the proposed project at Crenshaw Boulevard and Slauson Avenue. The proposed project includes ample bicycle storage and bike racks at the ground level. The availability of many transit options along Crenshaw Boulevard creates a lesser need for the use of personal vehicles. 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. As demonstrated by the reasons outlined, the Project is consistent with the Mobility Element of the General Plan.

5. 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 proposed project described in site plan, floor plans, elevations, and landscape plan marked as Exhibit A will be compatible with existing and future development on surrounding properties that are currently a mix of residential and neighborhood serving commercial uses. The Crenshaw Corridor Specific Plan includes a series of Design Guidelines in the Specific Plan Design Manual, which endeavor to create attractive new development compatible with the community. The guidelines include criteria regarding site planning, building design, open space, and landscaping. As designed and conditioned by this Determination, the project complies with these guidelines. All required setbacks are provided per the C2 zone for the residential component, with the exception of the southerly side yard setback reduction based on the affordable housing density bonus incentive.

<u>Height</u>

The proposed project consists of one building which is a maximum 56 feet tall (five stories). Section 9 of the Crenshaw Corridor Specific Plan limits the height of the subject property not to exceed 60 feet. The proposed building height of 56 feet is below the permitted 60 feet per the Specific Plan. The subject parcel is located adjacent to properties zoned R1-1 to the east, which are developed with one-story single family dwellings. Proposed structure is partially three stories and partially five stories, rather than five stories throughout. Per elevations submitted, the building includes a 45 feet 3 inches step back on the fourth and fifth floor to the eastern property line.

Bulk/Massing

The proposed project has one street fronting façade along Crenshaw Boulevard. The Crenshaw Boulevard façade measures approximately 150 feet and contains both the main residential and vehicular entries. Per Exhibit A, the front building façade is articulated with various materials, colors, and punctuated by large window openings and clear aluminum storefront glazing. Surrounding structures in the vicinity range from one to three stories in height with commercial and residential uses. The residential levels are articulated with stairways, openings, corridors, and glazed windows with vertical elements. As depicted in Exhibit A, proposed mixed-use structure is partially three stories and partially five stories, rather than five stories throughout. The building maintains a 15-foot rear yard setback and is stepped back approximately 45 feet on the fourth and fifth floor to the eastern property line abutting the R1 zone.

Building Materials

The primary components of the exterior façade consist of aluminum storefront glazing along the base with stucco façade for the residential levels above. Appropriate horizontal and vertical elements break down the massing of the façade. Differentiation of colors and various building elements such as railings, gloss wall surface, and balconies are incorporated into the building design to enhance the visual experience.

Entrances

The primary pedestrian entrance for the residential portion of the building is along Crenshaw Boulevard and is delineated by vertical elements. As recommended in the Residential Citywide Design Guidelines, the primary ground floor entrance is distinct and visible, along a direct path of travel to provide an inviting pedestrian experience. The proposed project provides one vehicular entry into the site, located west of the residential lobby.

Setbacks

The proposed project includes a variable front yard setback ranging from zero to five feet along Crenshaw Boulevard, and maintains a minimum of 15-foot rear yard setback. The northern side yard setback will be a minimum of 8 feet, and the southern side yard setback will be a minimum of 6 feet 5 inches.

The project does provide pedestrian amenities along Crenshaw Boulevard and the front yard setback varies from zero to five feet along the street façade. The width of the proposed structure also extends beyond at least 65 percent of the length of the front lot line.

Off-Street Parking

The applicant proposes to utilize parking ratio pursuant to AB 744, which permits a minimum of one-half parking spaces per bedroom, provided that a minimum of 20 percent of the base dwelling units is set aside for Low Income Senior Households. The proposed project will provide a minimum of 69 bedrooms reserved for restricted senior affordable units and 2 bedrooms reserved for manager's unit. The project proposes 2,000 square feet of commercial areas. Based on the number of dwelling units and commercial areas, a total of 41 parking spaces are required. The applicant will provide 41 parking spaces at grade and 77 bicycle parking spaces on site.

As shown on Exhibit A, vehicular access to the site would be provided via Crenshaw Boulevard via a 19'-6" wide driveway. Short-term bicycle parking spaces will be located near the main pedestrian entrance on Crenshaw Boulevard. Long-term bicycle parking spaces will be located near the commercial space and conference room on the ground floor.

Lighting

All pedestrian walkways and vehicle access points will be well-lit. Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above. A required per Condition of Approval Number 15, all outdoor lighting shall be shielded to prevent excessive illumination and mitigate light impacts on adjacent residential properties and the public right-of-way.

Landscaping (Open Space)

Approximately 7,229 square feet of open space, consisting of 4,879 square feet of common open space and 2,350 square feet of private open space will be provided. The project proposes an indoor community room totaling 1,059 square feet, a 3,036 square feet central courtyard on the second floor, and 784 square feet of roof deck on the fourth

floor. Additionally, approximately 2,574 square feet of open space will be landscaped. Various types of vegetation and trees are incorporated into the design of the project to minimize the visual impact of the building.

Trash Collection

The commercial and residential trash enclosures are located on the ground level adjacent to the vehicular entrance off Crenshaw Boulevard. Trash chute areas are provided at each of the residential levels of the building near the corridor.

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

The project includes recreational facilities and service amenities that will improve habitability for the residents and will minimize impacts on neighboring properties. The project includes specific dedicated areas for community based social and recreation function. The open space proposed (7,229 square feet) will provide both private and common open space areas. The common open space consists of a 1,059 square-foot community room, a 3,036 square-foot central courtyard, and a 784 square-foot roof deck. Additionally, the project will provide 2,350 square-foot of private open space as balconies for the residential units.

CEQA FINDINGS

7. A Negative Declaration, ENV-2017-299-ND was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Negative Declaration 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.

OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. The instant authorization is further conditioned upon the privileges being utilized within three years after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

TRANSFERABILITY

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other conditions and requirements set forth herein become immediately operative and must be strictly observed.

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

The Applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency.

Furthermore, if any condition of this grant is violated or not complied with, then the Applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code, or the approval may be revoked.

Section 11.00 of the LAMC states in part (m): "It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction.

Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

APPEAL PERIOD - EFFECTIVE DATE

The Determination in this matter will become effective and final fifteen (15) days after the date of mailing of the Notice of Director's Determination unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at http://planning.lacity.org.

Planning Department public offices are located at:

Downtown Office - Figueroa Plaza 201 North Figueroa Street, 4th Floor Los Angeles, CA 90012 (213) 482-7077

West Los Angeles Office 1828 Sawtelle Boulevard Los Angeles, CA 90025 (310) 231-2901 Valley Office 6262 Van Nuys Boulevard, Suite 251 Van Nuys, CA 91401 (818) 374-5050

Only an applicant or any owner or tenant of a property abutting, across the street or alley from, or having a common corner with the subject property can appeal this Density Bonus Compliance Review Determination. Per the Density Bonus Provision of State Law (Government Code Section §65915) the Density Bonus increase in units above the base density zone limits and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per Section 12.22 A.25 of the LAMC, appeals of Density Bonus Compliance Review cases are heard by the City Planning Commission.

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles or the Marvin Braude Building in the Valley. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either through the Department of City Planning website at http://planning.lacity.org or by calling (213) 482-7077 or (818) 374-

5050. The applicant is further advised to notify any consultant representing you of this requirement as well.

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedures Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

VINCENT P. BERTONI, AICP Director of Planning

Approved by:

Reviewed by:

Faisal Roble, Principal Planner

Reviewed by:

Prepared by:

Michelle Singh, City Planner

Debbie Lawrence, AICP, Senior City Planner

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EXHIBIT C

Director's Determination May 17, 2017

DIR-2017-298-DB-SPR-SPP-1A

DEPARTMENT OF **CITY PLANNING**

CITY PLANNING COMMISSION

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DIRECTOR'S DETERMINATION

DENSITY BONUS & AFFORDABLE HOUSING INCENTIVES

May 17, 2017

Applicant / Owner

Grant Power West Angeles Community Development Corp. 6028 S. Crenshaw Blvd. Los Angeles, CA 90043

Representative

Nichole Smith Horizon Development + Entitlement 12655 Jefferson Blvd. Playa Vista, A 90066

CEQA:

Neighborhood Council: Park Mesa Heights Land Use Designation: Community Commercial

Case No. DIR-2017-298-DB-SPR-SPP ENV-2017-299-ND Specific Plan Subarea: Subarea F – Crenshaw Corridor; South Los Angeles Alcohol Sales Location: 5414 - 5420 S. Crenshaw Blvd. Council District: 8 – Marqueece Harris – Dawson Community Plan Area: West Adams-Baldwin Hills-Leimert Zone: C2-2D-SP Legal Description: Lots 304 – 305, Tract 668

> Last Day to File June 1, 2017 an Appeal:

Pursuant to the Los Angeles Municipal Code (LAMC) Section 12.22 A.25, 16.05 and 11.5.7, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

APPROVE a Density bonus Compliance Review for the following 2 incentives requested by the applicant for a project totaling 70 dwelling units, reserving 12 units for Low Income Senior Household occupancy for a period of 55 years, with the following requested incentives:

- Floor Area Ratio. An allowance for a 3:1 Floor Area Ratio in lieu of the normally 1. required 2:1 Floor Area ratio.
- 2. Yard/Setback. A 20 percent decrease in the required width of the southern side yard setback, allowing 6-feet, 5-inches in lieu of the otherwise required 8 feet.

APPROVE a **Project Permit Compliance Review** for the construction, use and maintenance of a five-story, 56-foot tall residential Affordable Senior Housing building that contains approximately 50,777 square feet of residential area and 2,000 square feet of commercial floor area, with 70 dwelling units, and 41 parking spaces located at-grade in the C2-2D-SP Zone in the Crenshaw Corridor Specific Plan.

APPROVE a **Site Plan Review** for a development project which creates or results in an increase of 50 or more dwelling units.

FOUND, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Negative Declaration, No. ENV-2017-299-ND, as circulated on March 16, 2017 ("Negative Declaration"), and all comments received, there is no substantial evidence that the project will have a significant effect on the environment; FOUND the Negative Declaration reflects the independent judgment and analysis of the City; and ADOPTED the Negative Declaration.

Adopt the attached Findings.

CONDITIONS OF APPROVAL

- 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 attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, West/South/Coastal Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code, the project conditions, or the project permit authorization.
- 2. **Commercial Uses**. The commercial floor area is limited to 2,000 square feet within the C2-2D-SP Zone.
- 3. **Residential Density**. The project shall be limited to a maximum density of 70 residential units including Density Bonus Units.
- 4. **Affordable Units**. A minimum of twelve (12) units shall be reserved as rent-restricted affordable units for Low Income Senior Households, as defined by the State Density Bonus Law 65915(C)(1).
- 5. **Changes in Restricted Units**. Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.25 (9a-d).
- 6. **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 Low Income Senior Households, for 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. The project shall comply with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.
- 7. **Automobile Parking**. Based upon the number of dwelling units proposed 41 parking spaces shall be provided for the project. Residential automobile parking shall be provided consistent with LAMC 12.22 A.25, or California Government Code Sections 65915-65918. Manager's unit shall provide parking consistent with LAMC Section 12.21 A.4. Commercial automobile parking shall be provided consistent with LAMC Section 12.21.A.4.
- 8. Adjustment of Parking. In the event that the number of Restricted Affordable Units should increase, or the composition of such units should change (i.e. the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), or the applicant selects another Parking Option (including Bicycle Parking Ordinance) 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 above.
- 9. **Bicycle Parking**. Residential and commercial bicycle parking shall be provided consistent with LAMC Section 12.21.A.16.

- 10. **Setbacks**. The project qualifies for a 20 percent reduction in the required side yard setback per LAMC Section 12.22.A.25. The southerly side yard setback shall be no less than 6 feet 5 inches.
- 11. **Open Space**. Open Space shall be provided consistent with 12.21 G, which requires approximately 7,229 square feet of Open Space on the Project Site.
- 12. Floor Area Ratio (FAR). The maximum floor area ratio for the project shall be 2:31:1.
- 13. **Height**. The project shall be limited to 56 feet in height, and shall comply with the Transitional Height Requirement per the Crenshaw Corridor Specific Plan.
- 14. **Landscape Plan**. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The landscape plan shall indicate landscape points for the project equivalent to 10% more than otherwise required by LAMC 12.40 and Landscape Ordinance Guidelines "O".
- 15. **Lighting**. All pedestrian walkways and vehicle access points shall be well-lit. All outdoor lighting will be shielded to prevent excessive illumination and mitigate light impacts on adjacent residential properties and the public right-of-way.
- 16. **Covenant**. Prior to the issuance of any building permits, the applicant shall record a covenant showing compliance with the Crenshaw Corridor Specific Plan pertaining to Use Limitations in Pedestrian-Oriented Areas. The Project's ground floor commercial space shall be limited to neighborhood retail or neighborhood services, as defined by LAMC Section 13.07.C.

Administrative Conditions

- 17. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Plans Approved". A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.
- 18. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
- 19. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
- 20. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.

- 21. **Department of Building and Safety**. The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
- 22. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
- 23. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for approval before being recorded.

24. Indemnification and Reimbursement of Litigation Costs.

Applicant shall do all of the following:

- (i) 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 <u>but not limited to</u>, 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.
- (ii) 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.
- (iii) 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 (ii).
- (iv) 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 in paragraph (ii).

(v) If the City determines it necessary to protect the City's interest, 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, commissions, 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 <u>any</u> 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.

PROJECT BACKGROUND

The project site is located near the intersection of Crenshaw Boulevard and 54th Street in the West Adams – Baldwin Hills – Leimert Community Plan area. The updated West Adams – Baldwin Hills – Leimert Community Plan was adopted by the City Council on March 7, 2017. The Community Plan Map designates the subject property for Community Commercial use with a corresponding zone of C2. The property is zoned C2-2D-SP and is located in Subarea F of the Crenshaw Corridor Specific Plan (Specific Plan). The property is also located within the Park Mesa Pedestrian Oriented District and the South Los Angeles Alcohol Sales Specific Plan Area. Lastly, the Property is within a designated Los Angeles State Enterprise Zone and Fast Food Establishments Zone.

The project site consists of two contiguous parcels, totaling approximately 22,841 square feet. The site is currently developed with a surface parking lot and a one-story commercial building built in 1966. Existing structure and one palm tree are proposed to be demolished. The subject property is located approximately 400 feet from View Park Preparatory Accelerated Charter Middle School on Crenshaw Boulevard to the north.

The proposed project is a 70-unit mixed-use affordable senior apartment building that is 56 feet in height and encompasses approximately 52,777 square feet of floor area. The project provides 41 automobile and 77 bicycle parking spaces at grade, with vehicular and pedestrian access off Crenshaw Boulevard to the west. The Project includes 2,000 square feet of ground floor commercial area reserved for neighborhood serving uses.

The Applicant proposes to utilize Los Angeles Municipal Code (LAMC) Section 12.22 A 25 (Density Bonus) to set aside twelve units (20 percent) for Low Income Senior Households. The Density Bonus Ordinance grants an increase in the permitted density in exchange for the Applicant setting aside a portion of their by-right dwelling units. The project site zoning of C2 allows for 58 residential units based on a lot square footage of 22,841. Pursuant to the Density Bonus Ordinance, the project is allowed a 35 percent increase for up to 79 dwelling units. The Applicant is requesting 12 density bonus units for a total of 70 dwelling units.

The Applicant is requesting two "on-menu" incentives in order to facilitate the provision of affordable senior housing at the site. Per the underlying zone, a maximum FAR of 2:1 is permitted with a required eight (8) foot side yard setback. The applicant is requesting an increase in the allowable FAR to 2.31:1, and a 20 percent decrease in the required width of the southern side yard to allow for 6-feet, 5 inches.

In accordance with California State Law (including Senate Bill 1818, and Assembly Bills 2280 and 2222), the applicant is proposing to utilize Section 12.22 A.25 (Density Bonus) of the Los Angeles Municipal Code (LAMC), which permits a density bonus of 35 percent. This allows for 79 total dwelling units in lieu of the otherwise maximum density limit of 58 dwelling units on the property. A density bonus is automatically granted in exchange for the applicant setting aside a portion of dwelling units, in this case 12 units, for habitation by Low Income Senior Households for a period of 55 years. Consistent with the Density Bonus Ordinance, the Applicant is also automatically granted a reduction in required parking spaces. The Applicant is providing automobile parking pursuant to AB 744 (California Government Code Sections 65915 (p)(2)), for a total of 41 parking spaces located at grade. The proposed mixed income project consists of a minimum of 12 units (20%) set aside for Low Income Senior Households, situated on a site that is located within one-half mile of a major transit stop.

Housing Replacement

With Assembly Bill 2222, applicants of Density Bonus projects filed as of January 1, 2015 must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households. Pursuant to the Determination made by the Housing and Community Investment Department (HCIDLA) dated March 20, 2017, the proposed project will not be required to provide affordable units based on the fact that there are no existing units on site. HCIDLA has determined that there were no residential units on the property within the last five years. AB 2222 does not apply to commercial buildings, so no AB 2222 replacement affordable units are required.

LAMC Criteria

As permitted by LAMC Section 12.22 A.25 the applicant is requesting 2 incentives that will facilitate the provision of affordable housing at the site: 1) A 20 percent decrease in the required width of the southern side yard setback, allowing 6-feet, 5-inches in lieu of the otherwise required 8 feet; and 2) An allowance for a 3:1 Floor Area Ratio in lieu of the normally required 2:1 Floor Area ratio. A Pursuant to LAMC Section 12.22 A.25 (e)(2), in order to be eligible for any on-menu incentives, a Housing Development Project (other than an Adaptive Reuse Project) shall comply with the following criteria, which it does:

a. The façade of any portion of a building that abuts a street shall be articulated with a change of material or a break in plane, so that the façade is not a flat surface.

The proposed Senior Affordable Housing project includes 52,777 square feet of floor area and 70 residential dwelling units within five levels above grade. The proposed mixed-use development has one street-facing façade, located along the easterly side on Crenshaw Boulevard. As shown on Exhibit A, the street facing façade will have articulation in the form of balconies and utilization of several types of materials and colors. The ground floor commercial area utilizes glass walls with storefront glazing.

b. All buildings must be oriented to the street by providing entrances, windows architectural features and/or balconies on the front and along any street facing elevation.

The proposed project has one street facing façade along Crenshaw Boulevard. As depicted in the plans marked as Exhibit "A", the mixed-use building is oriented toward Crenshaw Boulevard, which is a designated Avenue I in the Mobility Plan 2035. The Crenshaw Boulevard façade measures approximately 150 feet, which provides the main pedestrian entrance to the residential lobby and neighborhood serving commercial area. The commercial space on the ground floor along the street is punctuated by large window openings and clear aluminum storefront glazing.

A vehicular driveway located west of the residential lobby provides both ingress and egress to the site. As shown on Exhibit A, the main residential entrance is delineated by vertical elements and large window windows.

c. The Housing Development Project shall not involve a contributing structure in a designated Historic Preservation Overlay Zone (HPOZ) and shall not involve a structure that is a City of Los Angeles designated Historic-Cultural Monument (HCM). The proposed project is not located within a designated Historic Preservation Overlay Zone, nor does it involve a property that is designated as a City Historic-Cultural Monument.

d. The Housing Development Project shall not be located on a substandard street in a Hillside Area or in a Very High Fire Hazard Severity Zone as established in Section 57.25.01 of the LAMC.

The project is not located on a substandard street in a Hillside Area, nor is it located in a Very High Fire Hazard Severity Zone.

FINDINGS

DENSITY BONUS/AFFORDABLE HOUSING INCENTIVES PROGRAM FINDINGS

Pursuant to LAMC Section 12.22 A.25 (e)(2), in order to be eligible for any on-menu incentives, a Housing Development Project (other than an Adaptive Reuse Project) shall comply with the following criteria, which it does:

- 1. Pursuant to Section 12.22 A.25(c) of the LAMC, the Director <u>shall approve</u> a density bonus and requested incentive(s) unless the director finds that:
 - a. The incentives are not required to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.

The record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for Very Low, Low, and Moderate Income Households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The list of on-menu incentives in 12.22 A.25 was pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the density bonus on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

The requested incentives, a decrease in the required southern side yard setback and increase in FAR, are expressed in the Menu of Incentives per LAMC 12.22 A.25(f) and, as such, permit exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. The requested incentives allow the developer to expand the building envelope so the additional units can be constructed and the overall space dedicated to residential uses is increased. These incentives support the applicant's decision to set aside 12 units for Low Income Senior Households for 55 years.

<u>Floor Area Ratio Increase</u>: The subject site is zoned C2-2D-SP which allows 58 units on the 22,841 square foot site, with a maximum 2:1 Floor Area Ratio (FAR) and a maximum height of 60 feet. The FAR Increase incentive permits a percentage increase in the allowable Floor Area Ratio equal to the percentage of Density Bonus for which the Housing Development Project is eligible, not to exceed 35 percent. The project is proposing a 2.31:1 FAR, or approximately 52,777 square feet, which is below the maximum percentage of Density Bonus for which the Housing Development Project is eligible. This FAR Increase creates an additional 7,095 square feet in floor area.

<u>Side Yard Setback Reduction</u>: The Project would be required to provide an 8-feet side yard setback. The requested incentive allows for a 20 percent decrease of the side yard setback requirement, which is approximately 6-feet, 5 inches. The proposed Project is providing an 8-feet northern side yard setback and a 6-feet, 5 inches southern side yard setback. This requested reduction of the southern side yard setback allows

for an expanded building envelope.

The requested incentives to: (1) increase the Floor Area Ratio and (2) decrease the required southerly side yard setback are expressed in the Menu of Incentives per LAMC 12.22 A.25(f) and, as such, permit exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. The requested incentives allow the developer to expand the building envelope so the additional units can be constructed and the overall space dedicated to residential uses is increased. These incentives support the Applicant's decision to set aside 12 Low Income Senior dwelling units for 55 years.

b. The Incentive will have specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

There is no evidence that the proposed incentives will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)). The proposed project and potential impacts were analyzed in accordance with the City's California Environmental Quality Act (CEQA) Guidelines and the City's L.A. CEQA Thresholds Guide. These two documents establish guidelines and thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed project reach or exceed those thresholds. Analysis of the proposed project involved the preparation of a Negative Declaration (ENV-2017-299-ND), and it was determined that the proposed project will not have a significant adverse impact on the physical environment, on public health and safety, and on property listed in the California Register of Historic Resources.

The Negative Declaration (ND) prepared by the City Planning Department was circulated for public review on March 16, 2017. The review period ended on April 5, 2017. No public comments were received during the public commenting period.

DENSITY BONUS LEGISLATION BACKGROUND

The California State Legislature has declared that "[t]he availability of housing is of vital statewide importance," and has determined that state and local governments have a responsibility to "make adequate provision for the housing needs of all economic segments of the community." Section §65580, subds. (a), (d). Section 65915 further provides that an Applicant must agree to, and the municipality must ensure, the "continued affordability of all Low and Very Low Income units that qualified the Applicant" for the density bonus.

With Senate Bill 1818 (2004), state law created a requirement that local jurisdictions approve a density bonus and up to three "concessions or incentives" for projects that include defined levels of affordable housing in their projects. In response to this requirement, the City created an ordinance that includes a menu of incentives (referred to as "on-menu" incentives) comprised of eight zoning adjustments that meet the definition of concessions or incentives in state law (California Government Code Section 65915). The eight on-menu incentives allow for: 1) reducing setbacks; 2) reducing lot coverage; 3) reducing lot width, 4) increasing floor area ratio (FAR); 5)

increasing height; 6) reducing required open space; 7) allowing for an alternative density calculation that includes streets/alley dedications; and 8) allowing for "averaging" of FAR, density, parking or open space. In order to grant approval of an on-menu incentive, the City utilizes the same findings contained in state law for the approval of incentives or concessions.

California State Assembly Bill 2222 went into effect January 1, 2015, and with that Density Bonus projects filed as of that date must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income: subject to any other form of rent or price control (including Rent Stabilization Ordinance); or is occupied by Low or Very Low Income Households (i.e., income levels less than 80 percent of the area median income [AMI]). The replacement units must be equivalent in size, type, or both and be made available at affordable rent/cost to, and occupied by, households of the same or lower income category as those meeting the occupancy criteria. Prior to the issuance of any Director's Determination for Density Bonus and Affordable Housing Incentives, the Housing and Community Investment Department (HCIDLA) is responsible for providing the Department of City Planning, along with the Applicant, a determination letter addressing replacement unit requirements for individual projects. The City also requires a Land Use Covenant recognizing the conditions be filed with the County of Los Angeles prior to granting a building permit on the project.

Assembly Bill 2222 also increases covenant restrictions from 30 to 55 years for projects approved after January 1, 2015. This determination letter reflects these 55 year covenant restrictions.

Under Government Code Section § 65915(a), § 65915(d)(2)(C) and § 65915(d)(3) the City of Los Angeles complies with the State Density Bonus law by adopting density bonus regulations and procedures as codified in Section 12.22 A.25 of the Los Angeles Municipal Code. Section 12.22 A.25 creates a procedure to waive or modify Zoning Code standards which may prevent, preclude or interfere with the effect of the density bonus by which the incentive or concession is granted, including legislative body review. The Ordinance must apply equally to all new residential development.

In exchange for setting aside a defined number of affordable dwelling units within a development, applicants may request up to three incentives in addition to the density bonus and parking relief which are permitted by right. The incentives are deviations from the City's development standards, thus providing greater relief from regulatory constraints. Utilization of the Density Bonus/Affordable Housing Incentives Program supersedes requirements of the Los Angeles Municipal Code and underlying ordinances relative to density, number of units, parking, and other requirements relative to incentives, if requested.

For the purpose of clarifying the Covenant Subordination Agreement between the City of Los Angeles and the United States Department of Housing and Urban Development (HUD) note that the covenant required in the Conditions of Approval herein shall prevail unless pre-empted by State or Federal law.

PROJECT PERMIT COMPLIANCE FINDINGS

2. The project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan.

a. **Use**. The Crenshaw Corridor Specific Plan Map No. 4 designates the subject property as located in Subarea F. The Crenshaw Corridor Specific Plan provides for area-specific development standards along Crenshaw Boulevard and adjacent properties, and provides design guidelines and design review for certain areas within the Specific Plan.

Section 6.A.1, 6.A.2, and 6.B of the Crenshaw Corridor Specific Plan prohibits certain uses in the Specific Plan Area. The proposed project is a mixed-use Senior Housing Affordable project located in Subarea F and does not contain any of the prohibited uses. Therefore, the project is in compliance of the aforementioned sections.

Section 6.C. of the Crenshaw Corridor Specific Plan contains use limitations in Pedestrian Oriented Areas in Subareas F and G. The subject site is located within Subarea F and the Park Mesa Pedestrian Oriented Area. The project will provide 2,000 square feet of ground floor commercial area abutting Crenshaw Boulevard reserved for neighborhood serving uses. Therefore, the proposed project is in compliance of Section 6.C.

Section 7.B. of the Crenshaw Corridor Specific Plan contains development standards for Pedestrian-Oriented Areas in Subareas D, F, and G. The subject site is located within Subarea F and the Park Mesa Pedestrian Oriented Area. The project will provide pedestrian entrances along Crenshaw Boulevard into the residential lobby and commercial area. Therefore, the proposed project is in compliance of Section 7.B.

Section 8.A. of the Crenshaw Corridor Specific Plan requires Mixed-Use Projects in Subareas D, F, and G to provide neighborhood services on the ground floor with residential uses on the floors above. The proposed project will provide 2,000 square feet of commercial uses on the ground floor with senior affordable residential dwelling units located on the second to fifth stories above. Therefore, the project is in compliance of Section 8.A.

- b. Floor Area Ratio and Height for Mixed Use Development. Sections 9.A. and 9.B. limits the FAR and height for mixed use projects located within Subareas E, F, and H on a lot designated Height District 2 that directly abuts a lot zoned R1 or a more restrictive zone. The project site is zoned C2 and located within Height District 2, directly abutting to parcels zoned R1-1 to the east. Pursuant to the Density Bonus Ordinance, the project is allowed a maximum FAR of 3:1. As depicted in Map No. 8 of the Specific Plan, the project site is allowed a maximum building height of 60 feet. The project proposes a maximum FAR of 2.31:1 and a maximum building height of 56 feet. Therefore, the project is in compliance of Section 9.
- c. **Building Setbacks and Open Space Areas**. Sections 10.B. of the Crenshaw Corridor Specific Plan pertains to Mixed-Use projects located in Pedestrian-Oriented Areas within Subareas D, F, and G. The subject property is located in Subarea F and the Park Mesa Pedestrian Oriented Area. The proposed project includes 2,000 square feet of commercial areas located on the ground floor reserved for neighborhood serving uses. Per the provisions in this section, Mixed-Use projects shall provide up to a five foot setback if no pedestrian amenities are provided along the building frontage. The proposed project provides a front yard setback that varies from zero to five feet along the street façade. The width of the proposed structure also extends beyond at least 65 percent of the length of the front lot line. Therefore, the project is in compliance of Section 10.B.

Section 10.D. of the Crenshaw Corridor Specific Plan pertains to Transitional Height Requirements in all Subareas on land zoned commercial or industrial that directly abuts land zoned residential. The subject property is zoned C2 and directly abuts parcels zoned R1-1 to the east. As depicted in Exhibit A, proposed mixed-use structure is partially three stories and partially five stories, rather than five stories throughout. The building maintains a 15-foot rear yard setback and is stepped back approximately 45 feet on the fourth and fifth floor to the eastern property line abutting the R1 zone. Therefore, the project is in compliance of Section 10.D. of the Specific Plan.

- d. **Sign Regulations**. Section 11 A through J of the Crenshaw Corridor Specific Plan provides extensive guidance related to prohibited signs, permitted signs, sign area, height of signs, projection signs and sign exceptions. Exhibit A does not identify specific sign details.
- e. **Parking**. Section12.F of the Crenshaw Corridor Specific Plan pertains to projects located within Subareas D, F, and G for new construction projects. Proposed project is a mixed-use Senior Affordable Housing development and does not contain mini-shopping centers. Therefore, this provision of the Specific Plan does not apply.
- f. Design and Development Guidelines. Projects within the Crenshaw Corridor Specific Plan shall comply with the Crenshaw Corridor Specific Plan Design Manual. The building design incorporates a well-articulated base with a stucco façade and distinguishable pedestrian entries; appropriate horizontal and vertical elements that break down the massing of the façade; railings, gloss wall surface, and balconies; differentiation in color which is employed to provide a distinction in various building elements. The project is in compliance with the Specific Plan Design Manual.

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

A Negative Declaration, ENV-2017-299-ND, was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Negative Declaration 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.

The Negative Declaration (ND) prepared by the City Planning Department was circulated for public review on March 16, 2017. The review period ended on April 5, 2017. No public comments were received during the public commenting period.

SITE PLAN REVIEW FINDINGS

4. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.

As conditioned, the proposed project is in 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 project proposes 2,000 square feet of commercial area for neighborhood serving uses on the ground floor.

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 on the ground floor and roof level, and ease of vehicular and pedestrian access.

The 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 would be in conformance with several goals and objectives of the Framework 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.

The General Plan designates the subject site as Community Commercial land use and is zoned C2-2D-SP, which allows for office, business, professional, and multiple dwelling residential uses. The Project Site is located in portions of Subarea F of the Crenshaw Corridor Specific Plan which limits building height to a maximum of 60 feet.

The subject site is currently improved with one commercial structure and surface parking lot, measuring approximately 22,841 square feet in size. The project proposes the development of a mixed-use affordable senior housing building 56 feet (five stories) in height with a maximum FAR of 3 to 1. The project's overall floor area is 52,777 square feet and will consist of 70 residential units (69 restricted affordable senior housing units with 12 of those units set aside for Low Income senior citizens, 57 units set aside for Moderate Income senior citizens, and one market-rate manager's unit). The applicant has

requested two (2) Density Bonus on-menu incentives for a twenty percent reduction in the southerly side yard setback and increase floor area ratio under Los Angeles Municipal Code (LAMC) 12.22 A.25 to provide for affordable housing costs per State Law.

The project is proposing one five-story building articulated with varied planes, materials, and colors. The proposed development will demolish the existing commercial structure and improve the site with a mixed-use building. The infill development will provide affordable senior housing with various transit options adjacent to the site. The subject property is also located within 1,500 feet of the Hyde Park Station along the Crenshaw/LAX light rail line that is currently under construction.

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

The West Adams-Baldwin Hills-Leimert Community Plan sets a vision for the community that lists the following applicable statements:

Enable existing commercial, industrial and transit-oriented opportunity areas to accommodate future growth in a manner that improves economic vitality as well as physical conditions.

Implement clear and predictable land use regulations and development standards that promote a healthy, viable and sustainable mix of neighborhood amenities and community services located within a safe and walkable environment.

Additionally, Chapter III Land Use and Urban Design of the West Adams-Baldwin Hills-Leimert Community Plan encourages prioritizing new infill development close to transit. The proposed mixed-use project aligns with the West Adams-Baldwin Hills-Leimert Community Plan and meets the following goals and policies:

LU10-7 Senior Housing. Provide for the development of adequate housing units for senior citizens within the Community Plan Area.

LU11-1 Higher Density Residential Near Transit. Encourage 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.

LU11-2 Senior Housing Near Centers. Encourage the location of senior citizen housing and mixed income housing, when feasible, near commercial centers and transit and public service facilities.

LU15-1 Prioritize New Infill Development Close to Transit. Prioritize new infill development that is in close proximity to mass transit centers, stations and platform portals.

LU44-4 Commercial Uses Along Ground Floor Frontages. Encourage the location of commercial uses along the first floor street frontage of structures, including mixed-use projects and parking structures located within community commercial nodes, centers and transit-oriented development areas.

The project proposes a mixed-use development of 70 residential dwelling units and 2,000 square feet of ground floor commercial uses. The subject property is zoned C2-2D-SP and the C2 zone allows for residential development based on R4 zone standards per the

LAMC. In setting aside 12 of the 70 units for Low Income Senior Households, the applicant is requesting two on-menu density bonus incentives to increase the FAR and reduce the southerly side yard setback. By right a total of 58 dwelling units would be allowed per the R4 zone requirements, and with a maximum 35 percent density bonus, 79 dwelling units would be allowed. The applicant is requesting for a total of 12 density bonus units in addition to the 58 by-right units. The proposed Affordable Senior Housing development is located in the Park Mesa Pedestrian Oriented District within Subarea F of the Specific Plan. There are many metro bus lines that run along Crenshaw Boulevard. The Hyde Park station is also located within 1,500 feet of the proposed project at Crenshaw Boulevard and Slauson Avenue.

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.

The proposed project is located along Crenshaw Boulevard, a major transportation corridor that provides substantial public transit opportunities. The project proposes an affordable senior housing development in proximity to existing community amenities and is in close proximity to several bus stops. The Dash Leimert/Slauson runs along Crenshaw Boulevard with two stations located near the project site. The Hyde Park station currently under construction is also located within 1,500 feet of the proposed project at Crenshaw Boulevard and Slauson Avenue. The proposed project includes ample bicycle storage and bike racks at the ground level. The availability of many transit options along Crenshaw Boulevard creates a lesser need for the use of personal vehicles. 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. As demonstrated by the reasons outlined, the Project is consistent with the Mobility Element of the General Plan.

5. 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 proposed project described in site plan, floor plans, elevations, and landscape plan marked as Exhibit A will be compatible with existing and future development on surrounding properties that are currently a mix of residential and neighborhood serving commercial uses. The Crenshaw Corridor Specific Plan includes a series of Design Guidelines in the Specific Plan Design Manual, which endeavor to create attractive new development compatible with the community. The guidelines include criteria regarding site planning, building design, open space, and landscaping. As designed and conditioned by this Determination, the project complies with these guidelines. All required setbacks are provided per the C2 zone for the residential component, with the exception of the southerly side yard setback reduction based on the affordable housing density bonus incentive.

Height

The proposed project consists of one building which is a maximum 56 feet tall (five stories). Section 9 of the Crenshaw Corridor Specific Plan limits the height of the subject property not to exceed 60 feet. The proposed building height of 56 feet is below the permitted 60 feet per the Specific Plan. The subject parcel is located adjacent to properties zoned R1-1 to the east, which are developed with one-story single family dwellings. Proposed structure is partially three stories and partially five stories, rather than five stories throughout. Per elevations submitted, the building includes a 45 feet 3 inches step back on the fourth and fifth floor to the eastern property line.

Bulk/Massing

The proposed project has one street fronting façade along Crenshaw Boulevard. The Crenshaw Boulevard façade measures approximately 150 feet and contains both the main residential and vehicular entries. Per Exhibit A, the front building façade is articulated with various materials, colors, and punctuated by large window openings and clear aluminum storefront glazing. Surrounding structures in the vicinity range from one to three stories in height with commercial and residential uses. The residential levels are articulated with stairways, openings, corridors, and glazed windows with vertical elements. As depicted in Exhibit A, proposed mixed-use structure is partially three stories and partially five stories, rather than five stories throughout. The building maintains a 15-foot rear yard setback and is stepped back approximately 45 feet on the fourth and fifth floor to the eastern property line abutting the R1 zone.

Building Materials

The primary components of the exterior façade consist of aluminum storefront glazing along the base with stucco façade for the residential levels above. Appropriate horizontal and vertical elements break down the massing of the façade. Differentiation of colors and various building elements such as railings, gloss wall surface, and balconies are incorporated into the building design to enhance the visual experience.

Entrances

The primary pedestrian entrance for the residential portion of the building is along Crenshaw Boulevard and is delineated by vertical elements. As recommended in the Residential Citywide Design Guidelines, the primary ground floor entrance is distinct and visible, along a direct path of travel to provide an inviting pedestrian experience. The proposed project provides one vehicular entry into the site, located west of the residential lobby.

<u>Setbacks</u>

The proposed project includes a variable front yard setback ranging from zero to five feet along Crenshaw Boulevard, and maintains a minimum of 15-foot rear yard setback. The northern side yard setback will be a minimum of 8 feet, and the southern side yard setback will be a minimum of 6 feet 5 inches.

The project does provide pedestrian amenities along Crenshaw Boulevard and the front yard setback varies from zero to five feet along the street façade. The width of the proposed structure also extends beyond at least 65 percent of the length of the front lot line.

Off-Street Parking

The applicant proposes to utilize parking ratio pursuant to AB 744, which permits a minimum of one-half parking spaces per bedroom, provided that a minimum of 20 percent of the base dwelling units is set aside for Low Income Senior Households. The proposed project will provide a minimum of 69 bedrooms reserved for restricted senior affordable units and 2 bedrooms reserved for manager's unit. The project proposes 2,000 square feet of commercial areas. Based on the number of dwelling units and commercial areas, a total of 41 parking spaces are required. The applicant will provide 41 parking spaces at grade and 77 bicycle parking spaces on site.

As shown on Exhibit A, vehicular access to the site would be provided via Crenshaw Boulevard via a 19'-6" wide driveway. Short-term bicycle parking spaces will be located near the main pedestrian entrance on Crenshaw Boulevard. Long-term bicycle parking spaces will be located near the commercial space and conference room on the ground floor.

Lighting

All pedestrian walkways and vehicle access points will be well-lit. Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above. A required per Condition of Approval Number 15, all outdoor lighting shall be shielded to prevent excessive illumination and mitigate light impacts on adjacent residential properties and the public right-of-way.

Landscaping (Open Space)

Approximately 7,229 square feet of open space, consisting of 4,879 square feet of common open space and 2,350 square feet of private open space will be provided. The project proposes an indoor community room totaling 1,059 square feet, a 3,036 square feet central courtyard on the second floor, and 784 square feet of roof deck on the fourth

floor. Additionally, approximately 2,574 square feet of open space will be landscaped. Various types of vegetation and trees are incorporated into the design of the project to minimize the visual impact of the building.

Trash Collection

The commercial and residential trash enclosures are located on the ground level adjacent to the vehicular entrance off Crenshaw Boulevard. Trash chute areas are provided at each of the residential levels of the building near the corridor.

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

The project includes recreational facilities and service amenities that will improve habitability for the residents and will minimize impacts on neighboring properties. The project includes specific dedicated areas for community based social and recreation function. The open space proposed (7,229 square feet) will provide both private and common open space areas. The common open space consists of a 1,059 square-foot community room, a 3,036 square-foot central courtyard, and a 784 square-foot roof deck. Additionally, the project will provide 2,350 square-foot of private open space as balconies for the residential units.

CEQA FINDINGS

7. A Negative Declaration, ENV-2017-299-ND was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Negative Declaration 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.

OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. The instant authorization is further conditioned upon the privileges being utilized within three years after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

TRANSFERABILITY

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other conditions and requirements set forth herein become immediately operative and must be strictly observed.

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

The Applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency.

Furthermore, if any condition of this grant is violated or not complied with, then the Applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code, or the approval may be revoked.

Section 11.00 of the LAMC states in part (m): "It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction.

Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

APPEAL PERIOD - EFFECTIVE DATE

The Determination in this matter will become effective and final fifteen (15) days after the date of mailing of the Notice of Director's Determination unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at http://planning.lacity.org.

Planning Department public offices are located at:

Downtown Office - Figueroa Plaza 201 North Figueroa Street, 4th Floor Los Angeles, CA 90012 (213) 482-7077 Valley Office 6262 Van Nuys Boulevard, Suite 251 Van Nuys, CA 91401 (818) 374-5050

West Los Angeles Office 1828 Sawtelle Boulevard Los Angeles, CA 90025 (310) 231-2901

Only an applicant or any owner or tenant of a property abutting, across the street or alley from, or having a common corner with the subject property can appeal this Density Bonus Compliance Review Determination. Per the Density Bonus Provision of State Law (Government Code Section §65915) the Density Bonus increase in units above the base density zone limits and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per Section 12.22 A.25 of the LAMC, appeals of Density Bonus Compliance Review cases are heard by the City Planning Commission.

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles or the Marvin Braude Building in the Valley. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either through the Department of City Planning website at http://planning.lacity.org or by calling (213) 482-7077 or (818) 374-

5050. The applicant is further advised to notify any consultant representing you of this requirement as well.

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedures Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

VINCENT P. BERTONI, AICP Director of Planning

Approved by:

Reviewed by:

Faisal Roble, Principal Planner

Reviewed by:

Michelle Singh, City Planner

Debbie Lawrence, AICP, Senior City Planner

Prepared by:

Iris Wan, City Planning Associate

EXHIBIT D

Negative Declaration ENV-2017-299-ND

DIR-2017-298-DB-SPR-SPP-1A

ENV-2017-299-ND PROJECT LOCATION	CPC-2017-298-DB-SPR-SPP	
PROJECT TITLE	CASE NO.	
LEAD CITY AGENCY City of Los Angeles	COUNCIL DISTRICT CD 8 - MARQUEECE HARRIS-DAWSON	
	CITY OF LOS ANGELES OFFICE OF THE CITY CLERK ROOM 395, CITY HALL LOS ANGELES, CALIFORNIA 90012 CALIFORNIA ENVIRONMENTAL QUALITY ACT NEGATIVE DECLARATION	

The Proposed Project is for the construction of a mixed-use building with 70 residential dwelling units. Existing one-story commercial building is proposed to be demolished. The 70 units consist of 69 senior housing units for low and very low income households and one market-rate manager's unit, with a total residential floor area of 50,777 square feet in a 56 foot tall building. Proposed structure

one market-rate manager's unit, with a total residential floor area of 50,777 square feet in a 56 foot tall building. Proposed structure would be partially three stories and partially five stories, rather than five stories throughout. As proposed, the building includes a 45 feet 3 inches step back on the 4th and 5th floor to the eastern property line. The project will provide 2,000 square feet of ground floor commercial area for neighborhood serving amenities. The project will provide a total of 41 at-grade parking spaces and 77 bicycle parking spaces (70 long-term and 7 short-term).

Pursuant to Los Angeles Municipal Code ("LAMC") Section 12.22.A.25, the Applicant proposes to set aside 69 of the 70 residential units to be constructed as restricted affordable units for senior citizens that utilize Parking Option 2. The Applicant requests the following On-Menu incentives: 1) an increase of the Floor Area Ratio (FAR) to 3:1 in lieu of the maximum permitted 1.5:1 FAR as required; 2) a building height increase of 11 feet to allow a building 56 feet in height in lieu of the 45 feet height limit as required per Crenshaw Corridor Specific Plan; and 3) a reduction of the southern side yard to six-foot five inches (6'-5") in lieu of the eight feet as required per underlying zone.

Pursuant to LAMC Section 12.22.A.25(g)3, the Applicant is requesting one Off-Menu incentive: 1) to waive the required Transitional Height Requirement for commercial lots located 0 to 49 feet from an R1 Zone.

Pursuant to LAMC Section 11.5.7, the Applicant requests the approval of Project Permit Compliance Review as required in the Crenshaw Corridor Specific Plan.

Pursuant to LAMC Section 16.05, the Applicant requests the approval of Site Plan Review for the Proposed Project.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY West Los Angeles Community Development Corp. Grant Power 6028 S. Crenshaw Blvd. Los Angeles, CA 90043

FINDING:

The City Planning Department of the City of Los Angeles has Proposed that a negative declaration be adopted for this project. The Initial Study indicates that no significant impacts are apparent which might result from this project's implementation. This action is based on the project description above.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-make may adopt this negative declariation, 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
IRIS WAN	City Planning Associate	(213) 978-1397

ADDRESS

200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012

SIGNATURE (Official)

DATE 4-5'

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:		COUNCIL DISTRICT:	DATE:		
City of Los Angeles		CD 8 - MARQUEECE	DATE.		
		HARRIS-DAWSON			
RESPONSIBLE AGENCIES: Department of City Planning					
ENVIRONMENTAL CASE: RELATED CASES:					
ENV-2017-299-ND CPC-2017-298-DB-SPR-SPP					
PREVIOUS ACTIONS CASE NO.:	PREVIOUS ACTIONS CASE NO.: Does have significant changes from previous actions.				
Does NOT have significant changes from previous actions					
PROJECT DESCRIPTION: 100% SENIOR AFFORDABLE MIXED-USE PRO. MANAGER'S UNIT	IECT WITH 29 V	ERY LOW INCOME UNITS, 40 LOW IN	COME UNITS, AND 1		
ENV PROJECT DESCRIPTION: The Proposed Project is for the construction of a mixed-use building with 70 residential dwelling units. Existing one-story commercial building is proposed to be demolished. The 70 units consist of 69 senior housing units for low and very low income households and one market-rate manager's unit, with a total residential floor area of 50,777 square feet in a 56 foot tall building. Proposed structure would be partially three stories and partially five stories, rather than five stories throughout. As proposed, the building includes a 45 feet 3 inches step back on the 4th and 5th floor to the eastern property line. The project will provide 2,000 square feet of ground floor commercial area for neighborhood serving amenities. The project will provide a total of 41 at-grade parking spaces and 77 bicycle parking spaces (70 long-term and 7 short-term). Pursuant to Los Angeles Municipal Code ("LAMC") Section 12.22.A.25, the Applicant proposes to set aside 69 of the 70 residential units to be constructed as restricted affordable units for senior citizens that utilize Parking Option 2. Thé Applicant requests the following On-Menu incentives: 1) an increase of the Floor Area Ratio (FAR) to 3:1 in lieu of the maximum permitted 1.5:1 FAR as required; 2) a building height increase of 11 feet to allow a building 56 feet in height in lieu of the 45 feet height limit as required per Crenshaw Corridor Specific Plan; and 3) a reduction of the southern side yard to six-foot five inches (6'-5") in lieu of the eight feet as required per underlying zone.					
Pursuant to LAMC Section 11.5.7, the Applicant re Crenshaw Corridor Specific Plan.	quests the appro	val of Project Permit Compliance Review	v as required in the		
Pursuant to LAMC Section 16.05, the Applicant rec	uests the approv	val of Site Plan Review for the Proposed	Project.		
ENVIRONMENTAL SETTINGS: The Project Site consists of two contiguous parcels with a commercial building built in 1966, zoned [Q]4 Adams-Baldwin Hills-Leimert Community Plan. The Los Angeles Alcohol Sales Specific Plan. The projet Los Angeles State Enterprise Zone (ZI-2374). The Plan. The C2 designation indicates that the project permits a floor area ratio of 1.5 times the site's build 45 feet. A building in the Height 1 District designed nearest known seismic hazard to the site is the New property is located approximately 400 feet from Vie	C2-1 and designa e project site is lo ect site is within the project site is als site requires a m dable area while and used for mix wport-Inglewood	ated Community Commercial land use in cated within the Crenshaw Corridor Spe ne Transit Priority Area in the City of Los o located within the boundary of Crensh inimum area of 400 square feet per dwe the Crenshaw Corridor Specific Plan lim ced-use purposes is not limited as to nur Fault Zone, approximately 1.52 kilomete	the West ecific Plan and the South Angeles (ZI-2452), and aw Boulevard Streetscape elling unit. The zoning hits the vertical height to mber of stories. The ers away. The subject		

The subject property is located on the east side of Crenshaw Boulevard, a designated Avenue I dedicated to a width of 180 feet. Automobile access for the Proposed Project will be from Crenshaw Boulevard into a ground level garage. There is no subterranean parking being proposed. Pedestrian access for the proposed structure will also be from Crenshaw Boulevard. Adjacent property to the north is a vacant lot zoned [Q]C2-1. Across from Crenshaw Boulevard to the west of the subject site is a surface parking lot and office building in the [Q]C2-1 zone. Abutting the subject property to the south is a one story commercial building in the [Q]C2-1 zone. Properties to the east of the project site are developed with existing surface parking lots and one-story single family dwellings in the R1-1 zone.

The project site is not located within a landslide, liquefaction, or high fire hazard zone. One existing Canary Island Palm onsite is proposed to be removed.

PROJECT LOCATION: 5414 - 5420 S. CRENSHAW BLVD.		
COMMUNITY PLAN AREA: WEST ADAMS - BALDWIN HILLS - LEIMERT STATUS:	AREA PLANNING COMMISSION: SOUTH LOS ANGELES	CERTIFIED NEIGHBORHOOD COUNCIL: PARK MESA HEIGHTS
Does Conform to Plan		
Does NOT Conform to Plan		
EXISTING ZONING: [Q]C2-1	MAX. DENSITY/INTENSITY ALLOWED BY ZONING: 1.5:1 FAR, 400 s.f./d.u.	
GENERAL PLAN LAND USE: COMMUNITY COMMERCIAL	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: 1.5:1 FAR, 400 s.f./d.u.	LA River Adjacent:
	PROPOSED PROJECT DENSITY: 3:1 FAR	

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. m 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.

alin Wan	City Planning Associate	(213) 978-1397
Signature	Title	Phone

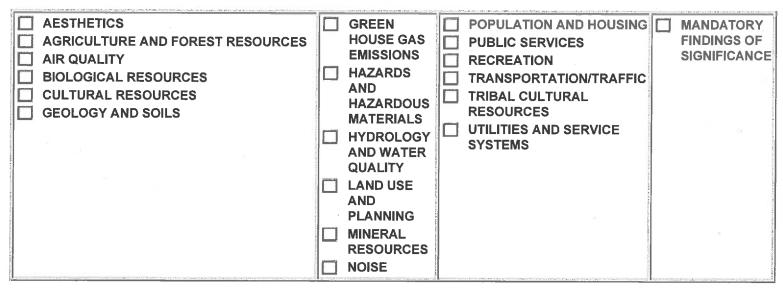
Evaluation Of Environmental Impacts:

- 1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
- 2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that 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).
- 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.



INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency) Background **PROPONENT NAME:** PHONE NUMBER: West Los Angeles Community Development Corp. (323) 751-3440 Grant Power APPLICANT ADDRESS: 6028 S. Crenshaw Blvd. Los Angeles, CA 90043 AGENCY REQUIRING CHECKLIST: DATE SUBMITTED: Department of City Planning 01/25/2017 **PROPOSAL NAME (if Applicable):** West Angeles City Place Senior Apartments

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

a.	Have a substantial adverse effect on a scenic vista?			1
	Substantially damage scenic resources, including, but not limited to, trees,		×	<u> </u>
	rock outcroppings, and historic buildings within a state scenic highway?			Y
	Substantially degrade the existing visual character or quality of the site and its surroundings?		×	
Ì	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		\checkmark	
	AGRICULTURE AND FOREST RESOURCES			
	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?			-
).	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	i i i i i i i i i i i i i i i i i i i		
	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))?			V
I.	Result in the loss of forest land or conversion of forest land to non-forest use?			
The second s	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?			V
II.	AIR QUALITY			
	Conflict with or obstruct implementation of the applicable air quality plan?		V	-
	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		 	
Vanime	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)?		Y	
١.	Expose sensitive receptors to substantial pollutant concentrations?			
	Create objectionable odors affecting a substantial number of people?		V	
1.	BIOLOGICAL RESOURCES		<u>I</u>	B
e tra inc	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?			~
	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?			~
	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?			~
	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?			~
	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		×	
	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			~

a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?			Y
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?			
_	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?			1
VII	. GREEN HOUSE GAS EMISSIONS			
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		V .	
	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		V	
VII	I. 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?			~
	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?			V
	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?	· · ·		~
	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?			\checkmark
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			\checkmark

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

1				
n.	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	<u>u.</u>		
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?		Y	
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?			V
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?			
Х.	LAND USE AND PLANNING	<u> </u>		<u></u>
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?		~	
	Conflict with any applicable habitat conservation plan or natural community conservation plan?			 ✓
XI.	MINERAL RESOURCES			
	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?			
	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?		Y	

		Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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?				~
	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?				~
XI	I. 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)?			~	· · · · · · · · · · · · · · · · · · ·
	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				\checkmark
	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				~
XI	/. 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?			~	
	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			<u> </u>	
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?			~	
	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?			~	
XV	. TRANSPORTATION/TRAFFIC		<u></u>		
	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?			~	

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Potentially v significant mitig	s than ificant <i>i</i> th Less tha gation significa porated impact	nt
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a		 	
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?		V
	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)?		~
-	II. TRIBAL CULTURAL RESOURCES		
	Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		
b.	Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		
XV	III. 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?	×	
	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	×	
	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?	~	
	Comply with federal, state, and local statutes and regulations related to solid waste?	Ý	
XIX	. MANDATORY FINDINGS OF SIGNIFICANCE		
and an an and a set of the set of the	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?		

		Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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			1	

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.

V

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 will not cause potentially significant impacts on the environment. Therefore, this environmental analysis concludes that a Negative Declaration shall be issued for the environmental case file known as **ENV-2017-299-ND** and the associated case(s), **CPC-2017-298-DB-SPR-SPP**.

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.

<u>For City information, addresses and phone numbers:</u> 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:
IRIS WAN	City Planning Associate	(213) 978-1397	03/08/2017

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Explanation

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS				
	LESS THAN SIGNIFICANT IMPACT	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		
	0	central portion of the West		
		Adams-Baldwin Hills-Leimert Community		
		Plan along the Crenshaw/LAX light rail		
		that is currently under construction. The		
		immediate vicinity has a pattern of		
		commercial uses along Crenshaw		
		Boulevard with low residential uses to the		
		southeast of the subject site. The project		
		site is located approximately 75 feet from		
		the intersection of Crenshaw Boulevard		
		and 54th street. There are no known		
		scenic vistas on the project site, or the		
		immediate vicinity. Therefore, although		
		the proposed project would substantially		
		increase the density of the project site,		
		project implementation would not obstruct		
		any views of unique scenic vistas or focal		
		points. Senate Bill (SB) 743 was signed		
		into law by Governor Brown in September		
		2013, which made several changes to the		
		CEQA for projects located in areas		
		served by transit. Among other changes,		
		SB 743 eliminates the need to evaluate		
		aesthetic and parking impacts of a project		
		in some circumstances. Specifically,		
		aesthetic and parking impacts of a	41	
		residential, mixed-use residential, or		
		employment center project on an infill site		
		within a transit priority area shall not be		
		considered to have a significant impact on		
		the environment. SB 743 defines a transit		
		priority area as an area within one-half		
		mile of a major transit stop that is existing		
		or planned. A major transit stop is a site		
		containing a rail transit station, a ferry		
		terminal served by either a bus or rail		
		transit service, or the intersection of two		

Impact?	Explanation	Mitigation Measures
	or more major bus routes with a frequency of service interval of 15 minutes or less during the A.M. and P.M. peak commute periods. An infill site refers to a lot located within an urban area that has been previously developed, or a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from parcels that are developed with qualified urban uses. However, the exemption for aesthetic impacts does not include impacts to historic or cultural resources, per Section 21099 of the Public Resources Code (PRC). The proposed project involves the construction of 70 senior residential units with 2,000 square feet of ground floor commercial uses on a 22,841-square-foot site. The project site is located approximately 0.24 miles from Crenshaw Boulevard and Slauson Boulevard which is the intersection of the Crenshaw/LAX Light Rail line that is currently under	
NO IMPACT	construction, and is ide 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	
LESS THAN SIGNIFICANT IMPACT	scenic highways would occur. 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. Senate Bill (SB) 743 was signed into law by Governor Brown in September 2013, which made several changes to the CEQA for projects located in areas served by transit. Among other changes, SB 743 eliminates the need to evaluate aesthetic and parking impacts of a project in some circumstances. Specifically, aesthetic and parking impacts of a	

Impact?	act?	Im
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residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered to have a significant impact on the environment. SB 743 defines a transit priority area as an area within one-half mile of a major transit stop that is existing or planned. A major transit stop is a site containing a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the A.M. and P.M. peak commute periods. An infill site refers to a lot located within an urban area that has been previously developed, or a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from parcels that are developed with qualified urban uses. However, the exemption for aesthetic impacts does not include impacts to historic or cultural resources, per Section 21099 of the Public Resources Code (PRC). The proposed project involves the construction of 70 senior residential units with 2,000 square feet of ground floor commercial use on a 22.841-square-foot site. The project site is located approximately 0.24 miles from Crenshaw Boulevard and Slauson Boulevard which is the intersection of the Crenshaw/LAX Light Rail line that is currently under construction, and is identified as located within a transit priority area. (City of Los Angeles Transit Priority Area Map, 2016). The subject property is currently developed with a commercial building built in 1966. A Certificate of Occupancy was issued in 1993 for a change of use from a bank to an adult learning center. The existing structure is not listed under SurveyLA as a historic resource, nor is it identified as a historic resource under the CRA/LA electronic database. Therefore. the project's impact on visual resources are not considered significant per SB 743.

d. LESS THAN SIGNIFICANT IMPACT

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

	Impact?	Explanation	Mitigation Measures
	L impact:		พรสวนเรือ
		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	Measures
		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	ə ¹¹
		glare. Therefore, light and glare impacts would be less than significant.	
. A	GRICULTURE AND FOREST RES	OURCES	
a.	NO IMPACT	A significant impact would occur if the proposed project would convert valued farmland to non-agricultural uses. The project site is currently developed with a commercial building; 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 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	

	Impact?	Explanation	Mitigation Measures
		project site is currently zoned [Q]C2-1. 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 [Q]C2-1. 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	
d.	NO IMPACT	would occur. A significant impact would occur if the proposed project conflicted with existing	
e.	NO IMPACT	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 [Q]C2-1. 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.	
		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.	*
II. <i>F</i>	AIR QUALITY		
a.	LESS THAN SIGNIFICANT IMPACT	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	

	Impact?	Explanation	Mitigation Measures
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		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.	
b.	LESS THAN SIGNIFICANT IMPACT	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. Based on published studied for similar projects, during the construction phase the proposed project would not likely exceed the regional SCAQMD significance thresholds for emissions of Carbon Monoxide (CO), Reactive Organic Compounds (ROG), Nitrogen Oxides (NOx), Particulate Matter (PM10 and PM2.5), and Sulfur Dioxide (SOx). Therefore, regional emission impacts for the proposed project would be less than significant for all construction phases. Motor vehicles that access the project site would be the predominant source of long-term project operations emissions. Additional emissions would be generated by area sources, such as energy use and landscape maintenance activities. The project would be subject to regulatory compliance measures, which reduce the impacts of operational and construction regional emissions. Therefore, the proposed project would result in a less-than-significant impact related to regional operational emissions.	
с.	LESS THAN SIGNIFICANT IMPACT	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	

	Impact?	Explanation	Mitigation Measures
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		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 (70 senior residential units) would not likely exceed the project-level SCAQMD localized significance thresholds for criteria air pollutants and the impact would be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	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 SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of maximum daily localized construction emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These apply to projects that are less than or equal to five acres in size and are only applicable to Respirable Particulate Matter (PM10 and PM2.5), Carbon Monoxide (CO), and Nitrogen Oxides (NOx). 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	

Impact?	Explanation	Mitigation Measures
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	or greater). The location of the proposed project would be consistent with the CARB recommendations for locating new sensitive receptors. Temporary grading and construction activities may result in short-term impacts to sensitive receptors in close proximity to the site. However, impacts related to construction activity are temporary and would be mitigated by the compliance with regulatory measures. Therefore, the proposed project would result in a less-than-significant impact.	
e. LESS THAN SIGNIFICANT IMPACT	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.	
IV. BIOLOGICAL RESOURCES		
a. NO IMPACT	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 is one Canary Island Palm on site, which will be removed during the demolition and construction for the project. Environmental impacts from project implementation will not result in the loss of significant trees on the site. 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	

	Impact?	Explanation	Mitigation Measures
I		the California Department of Fish and	1
	6	Wildlife Code. Therefore, no impact would occur.	
b.	NO IMPACT	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.	
c.	NO IMPACT	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 currently developed with a commercial building built in 1966. 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.	

	Impact?	Explanation	Mitigation Measures
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e.	LESS THAN SIGNIFICANT 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 (CFGC). Both the MBTA and CFGC 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	
f.	NO IMPACT	woodlands), and no impacts would occur. 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.	
V.C	ULTURAL 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 site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register, not does it contain any potentially eligible structure. Therefore, no impact would occur.	

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	
5	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 any archaeological materials and associated materials. Construction activity	5
	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.	
LESS THAN SIGNIFICANT IMPACT	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	

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	Impact?	Explanation	Mitigation Measures
		less than significant.	1
d.	LESS THAN SIGNIFICANT IMPACT	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	
	8	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 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.	
	GEOLOGY AND SOILS		
	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.	

	Impact?	Explanation	Mitigation Measures
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 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	
		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.	л
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. The project site is not located within a liquefaction zone. Therefore, no impacts would occur.	

		Mitigation
Impact?	Explanation	Measures

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. 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, excavation, and grading, which could create the potential for soil erosion to occur. 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, Grading Division. 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	

	Impact?	Explanation	Mitigation Measures
		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 designed to assure safe construction and includes building foundation requirements appropriate to site conditions. With the implementation of the Building Code requirements the potential for landslide lateral spreading, subsidence, liquefaction	
g.	LESS THAN SIGNIFICANT IMPACT	or collapse would be less than significant. 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 to a less than significant level.	
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.	

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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	2
		wastewater generation. As the LAGBC	
		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	
I		(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.	
b.	LESS THAN SIGNIFICANT IMPACT	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	
ſ		Plan/Sustainable Communities Strategy	
		(RTP/SCS). The 2012-2035 RTP/SCS	
		focuses the majority of new housing and	
	5	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	

Impact?	Explanation	Mitigation Measures
	Explanation	Measures
	planning decisions and investments that	
	reduce vehicle miles traveled that	
	contribute to GHG emissions, as required	
	by AB 32. The project would provide infill	
	mixed-use residential development	
	proximate to a major transportation	
	corridor (Crenshaw Boulevard and	
	Slauson Avenue) 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 senior residential	
	units to meet demand for housing in	
	proximity to urban uses, including	
	transportation/transit and would provide a	
	healthy environment by reducing vehicle	Ð
	trips and corresponding GHG emissions.	
	The Proposed Project, therefore, would	
	be consistent with 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.	
HAZARDS AND HAZARDOUS		
LESS THAN SIGNIFICANT IMPAC	A significant impact would occur if the	
12 A A A A A A A A A A A A A A A A A A A	Proposed Project would create a	2
· · · · · · · · · · · · · · · · · · ·	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. 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. The types and	
	amounts of hazardous materials that	
	would be used for the Project would be	
	typical of those used for residential,	
	community, office, and retail uses.	
	Specifically, the operation of the office	
	Specifically, the operation of the office and retail uses would be expected to	
	Specifically, the operation of the office and retail uses would be expected to involve the use and storage of small	
	Specifically, the operation of the office and retail uses would be expected to involve the use and storage of small quantities of potentially hazardous	
	Specifically, the operation of the office and retail uses would be expected to involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents,	
	Specifically, the operation of the office and retail uses would be expected to involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for	
	Specifically, the operation of the office and retail uses would be expected to involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and petroleum products. The	
	Specifically, the operation of the office and retail uses would be expected to involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and petroleum products. The proposed senior residential and	
	Specifically, the operation of the office and retail uses would be expected to involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and petroleum products. The proposed senior residential and commercial uses would involve the	
	Specifically, the operation of the office and retail uses would be expected to involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and petroleum products. The proposed senior residential and commercial uses would involve the limited use of household cleaning	
	Specifically, the operation of the office and retail uses would be expected to involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and petroleum products. The proposed senior residential and commercial uses would involve the	

	Impact?	Explanation	Mitigation Measures
		involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. However, all potentially hazardous materials would be used, stored and disposed of in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations. Any	24 16 18
		associated risk would be reduced to a less than significant level through compliance with these standards and regulations. Therefore, the Project's impact related to the transport, use or disposal hazardous materials would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	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 commercial building on the project site was built in 1966, and therefore may contain asbestos-containing materials (ACMs) and lead-based paint (LBP). Demolition of the building would have the potential to release asbestos fibers into the atmosphere if such materials exist and 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.	
с.	NO IMPACT	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 subject property is located approximately 400 feet from View Park Preparatory Accelerated Charter Middle School on Crenshaw Boulevard. The proposed project would provide for an infill mixed-use senior housing development that consists of residential and neighborhood serving commercial	

	Impact?	Explanation	Mitigation Measures
		uses. This type of use would be expected to use and store 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. Therefore, with compliance to regulations and standards, impacts on schools related to hazardous materials would be reduced to less than significant.	
d.	NO IMPACT	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 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.		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.	

	Impact?	Explanation	Mitigation Measures
g.	NO IMPACT	The nearest emergency routes are Crenshaw Boulevard and Slauson Avenue (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.	NO 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 the area surrounding the project site is completely developed. Accordingly, the project site and the surrounding area are not subject to wildland fires. Therefore, the Proposed Project would not expose people or structures to a risk of loss, injury, or death involving wildland fires, and no impact would occur.	
X.	HYDROLOGY AND WATER QUALITY		
a.	LESS THAN SIGNIFICANT IMPACT	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 mixed-use senior residential development with 70 units and 2,000 square feet of ground floor commercial uses. 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	

	Impact?	Explanation	Mitigation Measures
		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 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	
b.	NO IMPACT	discharge requirements, or stormwater NPDES permits or otherwise substantially degrade water quality. 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 is not proposed at a depth that would result in the intercention of existing aquifers or	
		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.	

		Mitigation
Impact?	Explanation	Measures

LESS THAN SIGNIFICANT IMPACT		
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2 B I		
···		
LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the	
	Proposed Project would substantially alter	
		=
	alterations to existing drainage patterns	
		a
	Project would result in less than	
	significant impacts related to the alteration	
	of drainage patterns and on- or off-site flooding.	
	LESS THAN SIGNIFICANT IMPACT	Proposed Project would substantially alter the drainage pattern of an existing stream or river so that erosion or silitation 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 silitation. During project operation, storm water or any runoff irrigation waters would be directed into 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 laterations to existing drainage patterns within the project would result in less than significant impact would occur if the Project vould result in less than significant impact would occur if the Project vicinity. During project operation, storm water or any runoff ir

	Impact?	Explanation	Mitigation
e.	LESS THAN SIGNIFICANT IMPACT	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. 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	
	3	would result in less than significant impacts related to existing storm drain	
		capacities or water quality.	
f.	NO IMPACT	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.	
g.	NO IMPACT	A significant impact would occur if the Proposed Project would be located within a 100-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 floodplain. Therefore, no impact related to flood zones would occur.	

	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 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 floodplain. Therefore, no impact related to flood zones would occur	
1.	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.	LESS THAN SIGNIFICANT 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 located approximately 8.7 miles east of the Pacific Ocean. Therefore, the project would have a less than significant impact related to inundation by seiche, tsunami, or mudflow.	
X. L	AND 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 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	1

			Mitigation
	Impact?	Explanation	Measures
		construction of a new mixed-use senior residential, infill development in an urbanized area in Los Angeles, would not divide an established community. Therefore, no impact would occur.	
b.	LESS THAN SIGNIFICANT IMPACT	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 [Q]C2-1 with a General Plan land use designation of Community Commercial. The Proposed Project requests a project permit compliance review and a site plan review to develop a 70-unit affordable senior apartment project with 2,000 square feet of ground floor commercial uses. The [Q]C2-1 zone permits a residential development density at 400 square feet per dwelling unit, a Floor Area Ratio (FAR) of 1.5:1 which would permit a maximum of 58 units on-site. Pursuant to LAMC 12.22.A.25, the applicant requests three (3) on-menu density bonus incentives to allow a 35 percent increase in the FAR from 1.5:1 to 3:1; an eleven-foot height increase from 45 feet to 56 feet; and a reduction in the southern side yard setback of 6 feet 5 inches in lieu of the required 8 feet side yard setback. The Applicant is requesting one(1) off-menu affordable housing incentive to waive the required Transitional Height Requirement. The Proposed Project is generally consistent with land use policies, and conforms to the proposed new community plan for West Adams-Baldwin Hills-Leimert. Therefore, the impacts from the Proposed Project related to land use policies and regulations would be less than significant.	
	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 habitat conservation plan or natural community conservation plan. Therefore, no impact would occur.	

		Mitigation
Impact?	Explanation	Measures

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 Commercial Manufacturing 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 Community Commercial 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		
а.	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 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	

	Impact?	Explanation	Mitigation Measures
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		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.	
b.	LESS THAN SIGNIFICANT IMPACT	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. By complying with existing regulations, the project would result in a less than significant impact related to construction vibration.	
С.	LESS THAN SIGNIFICANT IMPACT	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 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.	

11		Mitigation
Impact?	Explanation	Measures

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 6.5 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		0
	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 70 affordable senior 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	

Impact?	Explanation	Mitigation Measures
	less than significant.	
D. 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 residential units, therefore, there are no impacts related to housing displacement.	
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 residential units, therefore, there are no impacts related to housing displacement.	
IV. PUBLIC SERVICES		
A. LESS THAN SIGNIFICANT IMPAC	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 66, located at 1909 West Slauson Boulevard, approximately 1.4 miles southeast of the project site. The proposed project would result in a net increase of 70 affordable senior residential 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	

	Impact?	Explanation	Mitigation Measures
		Therefore, the proposed project would result in a less than significant impact.	
b.	LESS THAN SIGNIFICANT IMPACT	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 70 affordable senior residential units and could increase demand for police service. The project site and the surrounding area	
		are currently served by LAPD's 77th Street Community Police Station, located at 7600 S. Broadway, approximately 4.6 miles southeast 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.	
C.	LESS THAN SIGNIFICANT IMPACT	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 result in a net increase of 70 affordable senior	
	S	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. Conformance to California Government Code Section 65995 is deemed to	

	Impact?	Explanation	Mitigation Measures
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		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	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 70 affordable senior residential units, which could result in increased demand for parks and recreation facilities. The proposed project would include approximately 7,183 square feet of open space, including private balconies and common areas. 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.	
е.	LESS THAN SIGNIFICANT IMPACT	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 70 affordable senior residential 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 libraries and other public facilities.	

	Impact?	Explanation	Mitigation Measures
		Therefore, the proposed project would result in a less than significant impact on other public facilities.	
(V	RECREATION	• • • • • • • • • • • • • • • • • • • •	
a.	LESS THAN SIGNIFICANT IMPACT	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 70 affordable senior residential units, which could result in increased demand for parks and recreation facilities. The proposed project would include approximately 7,183 square feet of open space, including private balconies and common areas. 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.	
		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 70 affordable senior residential units, which could result in increased demand for parks and recreation facilities. The proposed project would include approximately 7,183 square feet of open space, including private balconies and common areas. 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	

	Impact?	Explanation	Mitigation Measures
		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.	
XVI	. TRANSPORTATION/TRAFFIC	than significant impact on park facilities.	
a.	LESS THAN SIGNIFICANT IMPACT	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 project is the construction of a 70-unit affordable senior apartment building with 2,000 square feet of ground floor	
		commercial uses, on a site currently occupied by an existing church, or a net increase of 70 units. Per LADOT Referral Form dated February 28, 2017, the	
	LESS THAN SIGNIFICANT IMPACT	proposed project does not require a traffic study. Therefore, impacts would be less than significant.	à
b.		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 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. The	
		project is the construction of a 70-unit affordable senior apartment building with 2,000 square feet of ground floor commercial uses, on a site currently occupied by an existing church, or a net increase of 70 units. Although the new project will result in an increase in trips, the increase would not add more than 50 trips during either the a.m. or p.m. peak hours. Therefore, impacts would be less	

		Mitigation
Impact?	Explanation	Measures

		than significant.	
c. N	NO IMPACT	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.	A)
d. L	ESS THAN SIGNIFICANT IMPACT	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. Therefore, impacts would be less than significant.	
e. N	IO 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 routes to the project site are Crenshaw Boulevard and Slauson Avenue (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.	
	OIMPACT	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. T	RIBAL CULTURAL RESOURCES		

	Impact?	Explanation	Mitigation
	LESS THAN SIGNIFICANT IMPACT	Assembly Bill 52 (AB 52) established a	
		formal consultation process for California	
		Native American Tribes to identify	
		potential significant impacts to Tribal	
		Cultural Resources, as defined in Public	
		Resources Code §21074, as part of	
		CEQA. As specified in AB 52, lead	
		agencies must provide notice inviting	
		consultation to California Native American	
	A	tribes that are traditionally and culturally	
	Ξ.	affiliated with the geographic area of a	
		proposed project if the Tribe has	
		submitted a request in writing to be	
		notified of proposed projects. The Tribe	
		must respond in writing within 30 days of	
		the City's AB 52 notice. The Native	
		American Heritage Commission (NAHC)	
		provided a list of Native American groups	
		and individuals who might have	
		knowledge of the religious and/or cultural	
		significance of resources that may be in	
		and near the Project site. An informational	
ĺ		letter was mailed to a total of nine (9)	
		Tribes known to have resources in this	
		area, on January 30, 2017, describing the	
		Project and requesting any information	÷
		regarding resources that may exist on or	
		near the Project site. On February 2,	
		2017, one tribal response was received	
		from the Gabrieleno Band of Mission	
		Indians – Kizh Nation, who requested for	
		on-site monitor during any and all ground	
		disturbances, including but not limited to	
		pavement removal, pot-holing or	
1		auguring, boring, grading, excavation and	
		trenching. On February 3, 2017, planning	
		staff sent one email to the tribal chairman	
		asking if formal consultation was being	
		requested. To date, no additional	
Í		requests have been received by the	
ļ		planning department. In the event that	
I		tribal cultural resources are encountered,	
l		the contractor shall immediately cease all	
I		work activities in the area (within	,
		approximately 50 feet) and notify the City	
		of Los Angeles who will implement	
I		treatment measures identified during AB	
		52 consultation to reduce impacts to tribal	
		cultural resources were they to occur as a	
		result of a discovery. Construction shall	
		not resume until treatment measure are	
		implemented and concluded. Impacts are	
T		expected to be less-than-significant.	

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Impact?	Explanation	Measures
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I ESS THAN SIGNIFICANT IMPACT	Assembly Bill 52 (AB 52) established a	
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	expected to be less-than-significant.	
	LESS THAN SIGNIFICANT IMPACT	

		Mitigation
Impact?	Explanation	Measures

а.	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 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.	
b.	LESS THAN SIGNIFICANT IMPACT	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 net increase of 70 affordable senior residential 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 2015 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	

	Impact?	Explanation	Mitigation Measures
		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.	2
C.	LESS THAN SIGNIFICANT IMPACT	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.	
d.	LESS THAN SIGNIFICANT IMPACT	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 net increase of 70 senior residential units as a result of the proposed project would be consistent with	

.

Impact 0	Fundamentaria	Mitigation
Impact?	Explanation	Measures
	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 2015 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	
LESS THAN SIGNIFICANT IMPACT	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. 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 net increase of 70 affordable senior residential 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 2015 Urban Water Management Plan. Thus, it is anticipated that the proposed project	

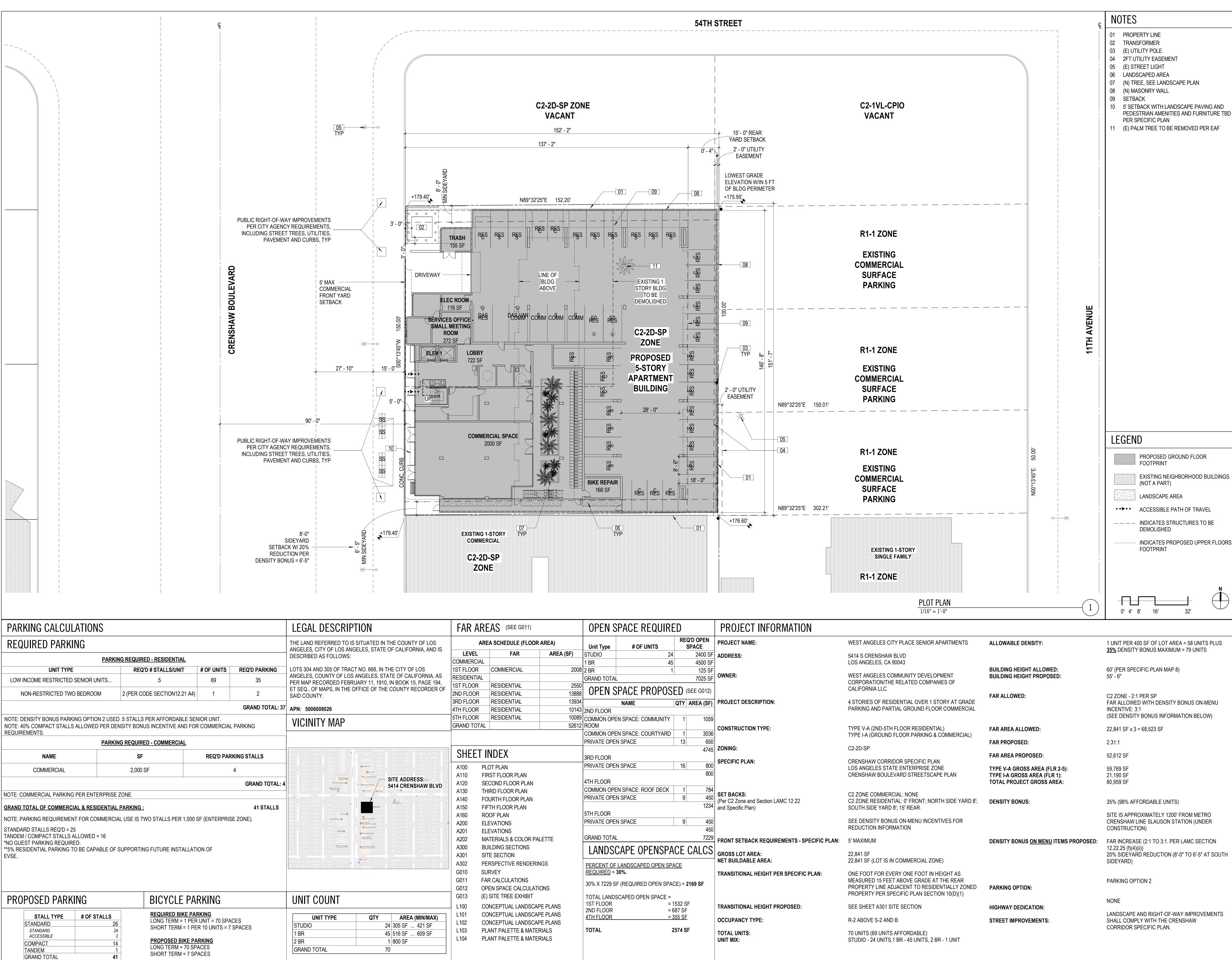
Impact?	Explanation	Mitigation Measures
	applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that 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	
LESS THAN SIGNIFICANT IMPACT	related to water or wastewater infrastructure. 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.	
LESS THAN SIGNIFICANT IMPACT	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	

	Impact?	Explanation	Mitigation Measures
	impact:	Explanation	measures
		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.	
XIX	MANDATORY FINDINGS OF SIGNIF		
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. 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 compliance with regulatory measures 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 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.	

EXHIBIT E

Project Plans

DIR-2017-298-DB-SPR-SPP-1A



PARKING CALCULATIO	NS				LEGAL DESCRIPTIC
REQUIRED PARKING	THE LAND REFERRED TO IS SITU ANGELES, CITY OF LOS ANGELE				
	DESCRIBED AS FOLLOWS:				
UNIT TYPE REQ'D # STALLS/UNIT # OF UNITS REQ'D PARKING					LOTS 304 AND 305 OF TRACT NO
LOW INCOME RESTRICTED SENIOR	RUNITS	.5	69	35	ANGELES, COUNTY OF LOS ANG PER MAP RECORDED FEBRUAR
NON-RESTRICTED TWO BEDR	MOC	2 (PER CODE SECTION12.21 A4)	1	2	ET SEQ., OF MAPS, IN THE OFFIC SAID COUNTY.
				GRAND TOTAL: 37	APN: 5006008026
NOTE: DENSITY BONUS PARKING OP NOTE: 40% COMPACT STALLS ALLOW REQUIREMENTS.	ED PER DEN	ISITY BONUS INCENTIVE AND FOR		L PARKING	VICINITY MAP
	PARKIN	<u>G REQUIRED - COMMERCIAL</u>			Y E
NAME		SF	SF REQ'D PARKING STALLS		
COMMERCIAL		2,000 SF	SF 4		
NOTE: COMMERCIAL PARKING PER EI	NTERPRISE Z	ZONE.		GRAND TOTAL: 4	W Seth St: W Seth St: W Seth St
GRAND TOTAL OF COMMERCIAL & R	ESIDENTIAL I	PARKING :		41 STALLS	Be B
NOTE: PARKING REQUIREMENT FOR	COMMERCIA	L USE IS TWO STALLS PER 1,000	SF (ENTERPRIS	SE ZONE).	Jub Service O
STANDARD STALLS REQ'D = 25 TANDEM / COMPACT STALLS ALLOWE	:D - 16				
*NO GUEST PARKING REQUIRED.	-				Bark of America Prancia Center O
**5% RESIDENTIAL PARKING TO BE C/ EVSE.	APABLE OF S	UPPORTING FUTURE INSTALLAT	ION OF		W 57th St W 57th St W 57th St
PROPOSED PARKING		BICYCLE PA	RKING		UNIT COUNT
STALL TYPE # OF	STALLS	REQUIRED BIKE PA			UNIT TYPE
STANDARD STANDARD	<u>26</u> 24	SHORT TERM = 1 PER			STUDIO
ACCESSIBLE	2	PROPOSED BIKE PA	RKING		1 BR 2 BR

)N	FAR ARE	AS (SEE G011)		OPEN S	SPACE REQUIRI	ED	PROJECT INFORI
JATED IN THE COUNTY OF LOS S, STATE OF CALIFORNIA, AND IS	ARE	A SCHEDULE (FLOOR	AREA)	Unit Type	# OF UNITS	REQ'D OPEN SPACE	PROJECT NAME:
	LEVEL	FAR	AREA (SF)	STUDIO	24	2400 SF	ADDRESS:
	COMMERCIAL			1 BR	45	5 4500 SF	
0. 668, IN THE CITY OF LOS	1ST FLOOR	COMMERCIAL	2008	2 BR	1	125 SF	
ELES, STATE OF CALIFORNIA, AS	RESIDENTIAL			GRAND TOTA	L	7025 SF	OWNER:
Y 11, 1910, IN BOOK 15, PAGE 194, CE OF THE COUNTY RECORDER OF	1ST FLOOR	RESIDENTIAL	2550	+ / 117E NE V			
	2ND FLOOR	RESIDENTIAL	13888		SPACE PROPOS		
	3RD FLOOR	RESIDENTIAL	13934		NAME	QTY AREA (SF)	PROJECT DESCRIPTION:
	4TH FLOOR	RESIDENTIAL		2ND FLOOR		1	
	5TH FLOOR	RESIDENTIAL	10089	COMMON OP	EN SPACE: COMMUNITY	1 1059	
	GRAND TOTAL		52612	ROOM			CONSTRUCTION TYPE:
				COMMON OPI	EN SPACE: COURTYARD	1 3036	
				PRIVATE OPE	IN SPACE	13 650	
Ave	SHEET I					4745	ZONING:
		INDLA		3RD FLOOR		1 1	SPECIFIC PLAN:
	A100 PL	OT PLAN		PRIVATE OPE	IN SPACE	16 800	
	A110 FIF	RST FLOOR PLAN				800	
SITE ADDRESS:	A120 SE	COND FLOOR PLAN		4TH FLOOR		1	
	A130 TH	IRD FLOOR PLAN		COMMON OPI	EN SPACE: ROOF DECK	1 784	SET BACKS:
	A140 FO	URTH FLOOR PLAN		PRIVATE OPE	IN SPACE	9 450	(Per C2 Zone and Section LAM
Christian Conter	A150 FIF	TH FLOOR PLAN				1234	and Specific Plan)
	A160 RC	OF PLAN		5TH FLOOR			
Clamond Jone Friesd Center 3 Star Postal Services	A200 EL	EVATIONS		PRIVATE OPE	IN SPACE	9 450	
	A201 EL	EVATIONS				450	
de Biel fan Radun 74 MARAL Ambrents, NC	A202 MA	TERIALS & COLOR PA	LETTE	GRAND TOTA	L	7229	FRONT SETBACK REQUIREN
d States Post Office	A300 BU	ILDING SECTIONS			CAPE OPENSPA		
W 57th St W 57th St W 57th	A301 SIT	TE SECTION					GROSS LOT AREA:
	A302 PE	RSPECTIVE RENDERIN	NGS	PERCENT OF	LANDSCAPED OPEN SP	ACE	NET BUILDABLE AREA:
	G010 SU	RVEY		REQUIRED =			TRANSITIONAL HEIGHT PER
	G011 FA	R CALCULATIONS		200/ V 7000 C			
	G012 OP	EN SPACE CALCULATI	ONS	30% X 7229 S	SF (REQUIRED OPEN SPA	CE) = 2109 SF	
	G013 (E)	SITE TREE EXHIBIT		TOTAL LAND	SCAPED OPEN SPACE =		
	L100 CC	NCEPTUAL LANDSCAF	PE PLANS	1ST FLOOR	= '	1532 SF	TRANSITIONAL HEIGHT PRO
		NCEPTUAL LANDSCAF		2ND FLOOR		687 SF	
QTY AREA (MIN/MAX)		NCEPTUAL LANDSCAF		4TH FLOOR	= (<u>355 SF</u>	OCCUPANCY TYPE:
24 305 SF 421 SF		ANT PALETTE & MATE		TOTAL		2574 SF	
45 516 SF 609 SF		ANT PALETTE & MATE			•		TOTAL UNITS: UNIT MIX:
1 800 SF							
70							



S **APARTMENT SENIOR** LAC C S ANG S ME



THE RELATED COMPANIES OF CALIFORNIA LLC 18201 Von Karman Ave. Suite 900 Irvine, CA 92612

WEST ANGELES COMMUNITY DEVELOPMENT CORPORATION 6028 Crenshaw Blvd

Los Angeles, CA 90043

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SITE PLAN REVIEW

SUBMITTAL:

JOB NUMBER:

REVISIONS:

SHEET TITLE:

SHEET NUMBER:

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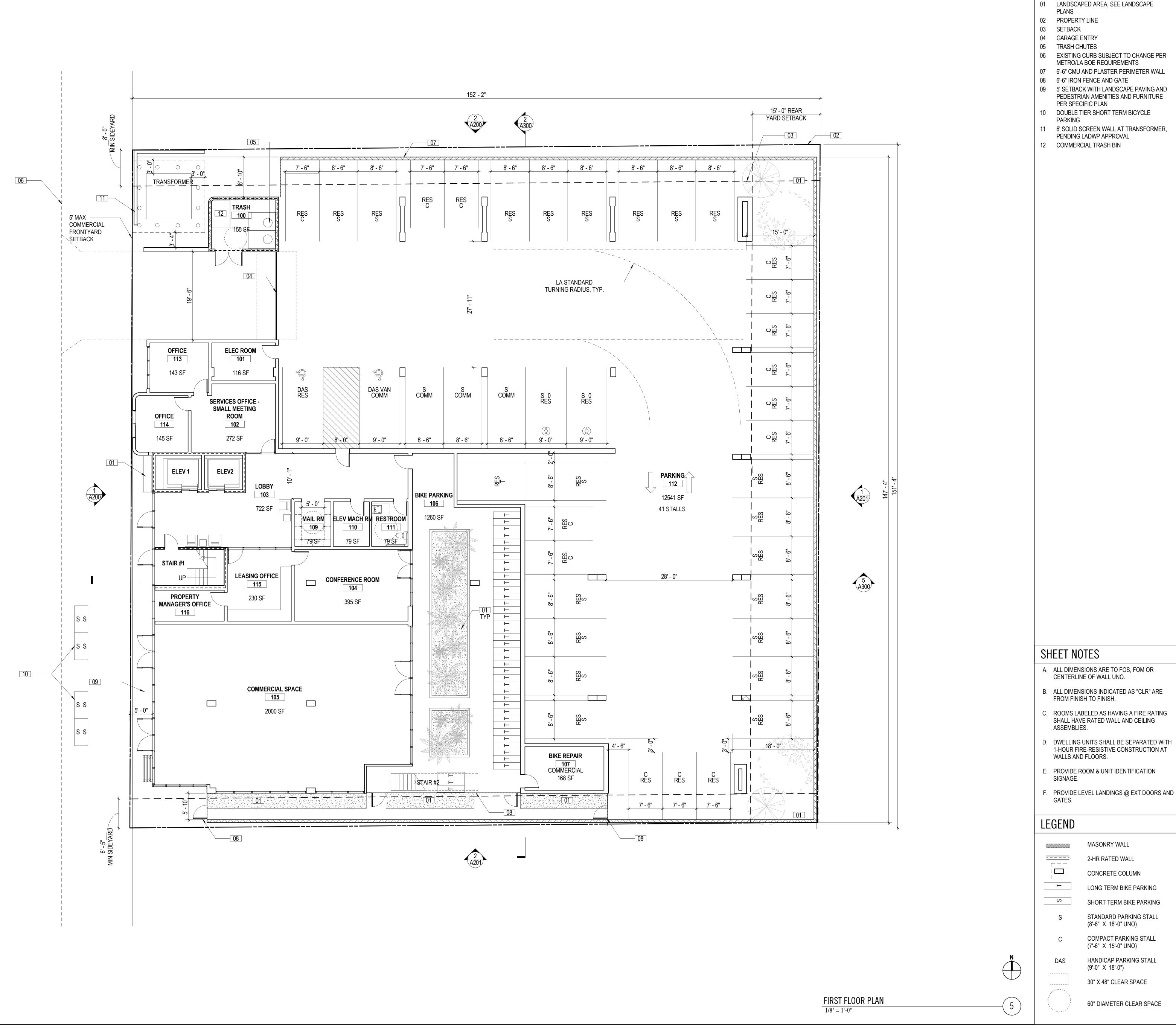
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PLOT PLAN

15035

03/01/17

1 Revision 1

























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Irvine, CA 92612

WEST ANGELES COMMUNITY

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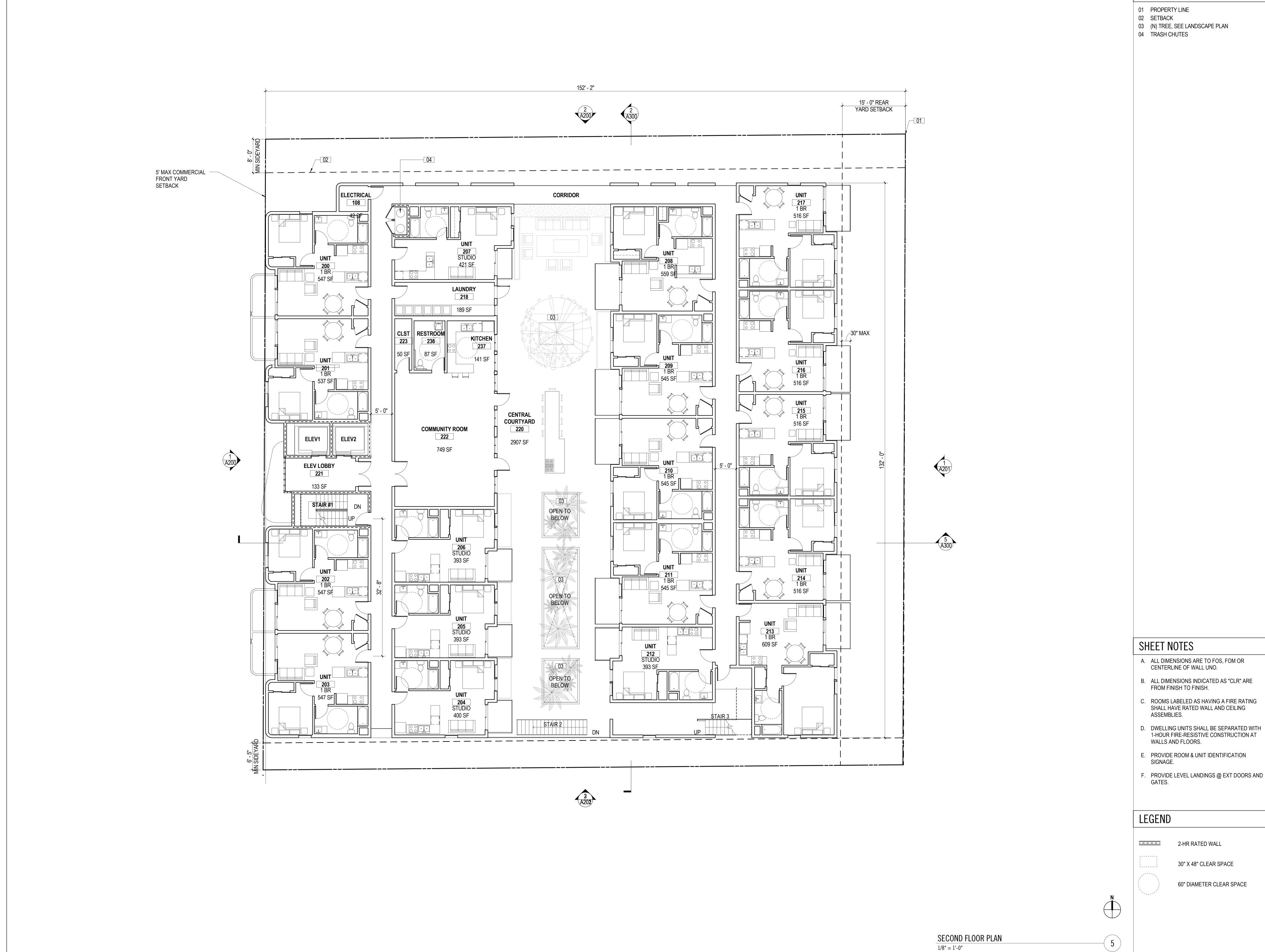
JOB NUMBER: 15035

03/01/17

REVISIONS:









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SITE PLAN REVIEW

SHEET TITLE: SECOND FLOOR

PLAN

sheet number:

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6028 Crenshaw Blvd

Los Angeles, CA 90043

SUBMITTAL:

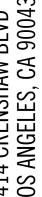
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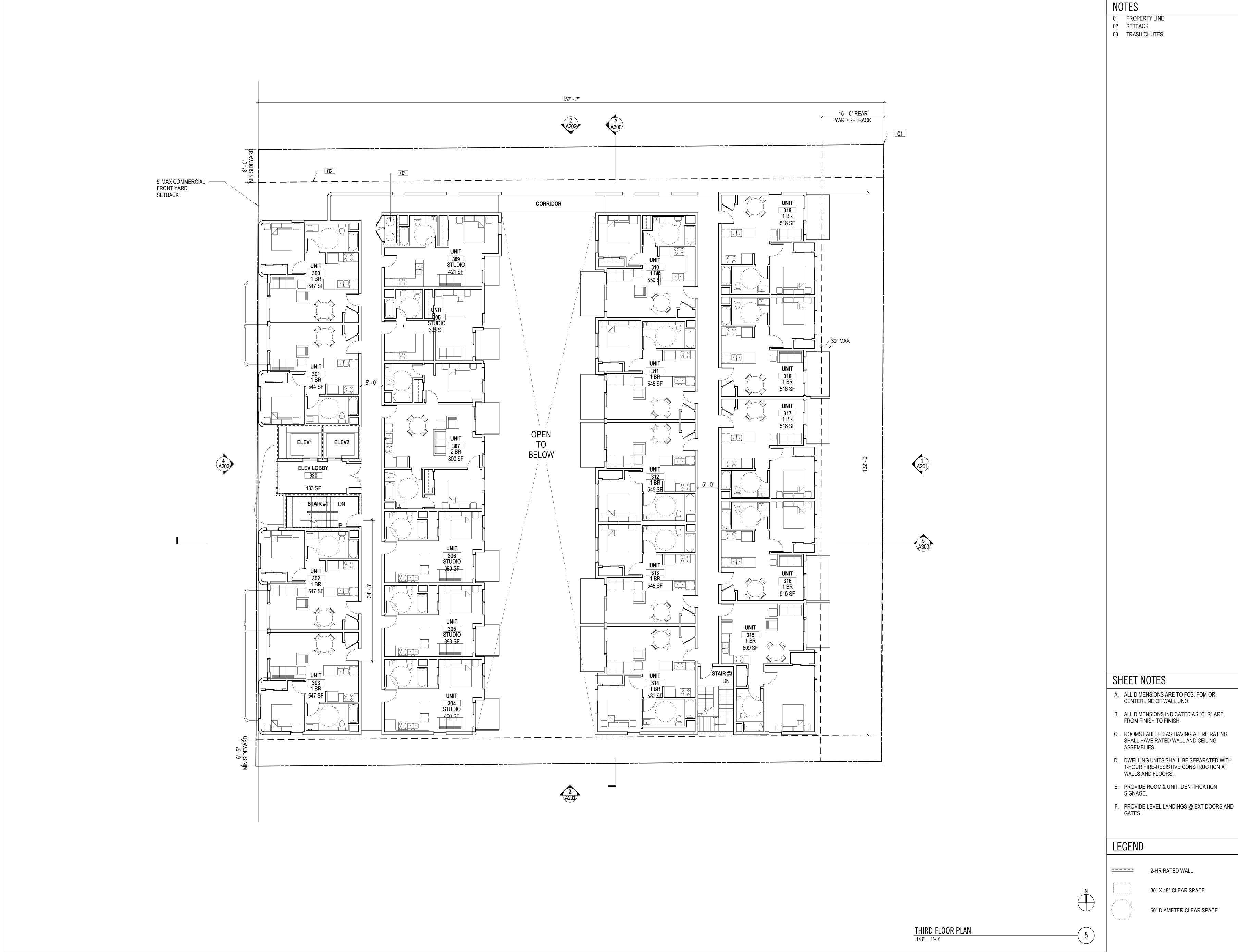
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CALIFORNIA LLC

Irvine, CA 92612







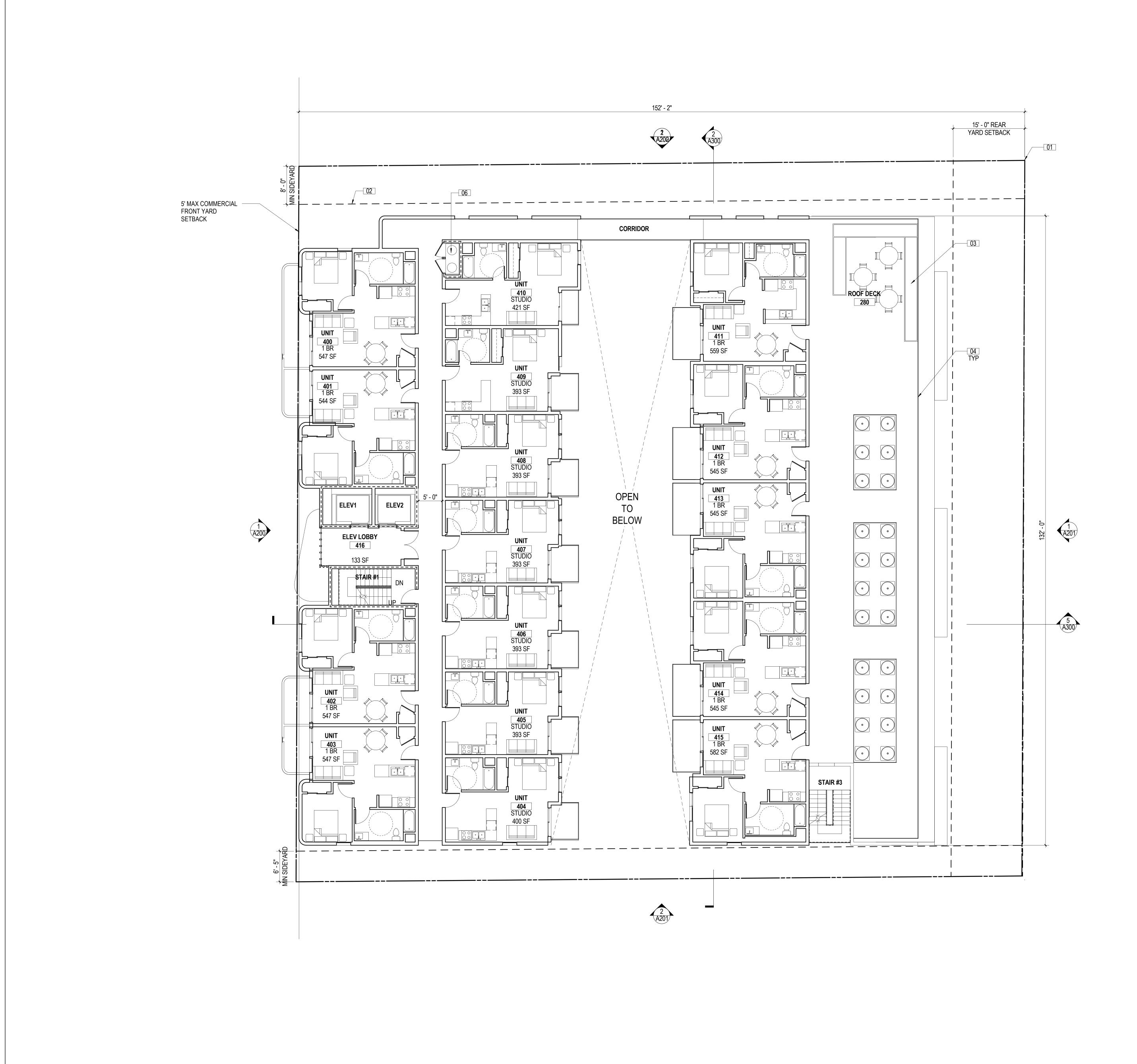




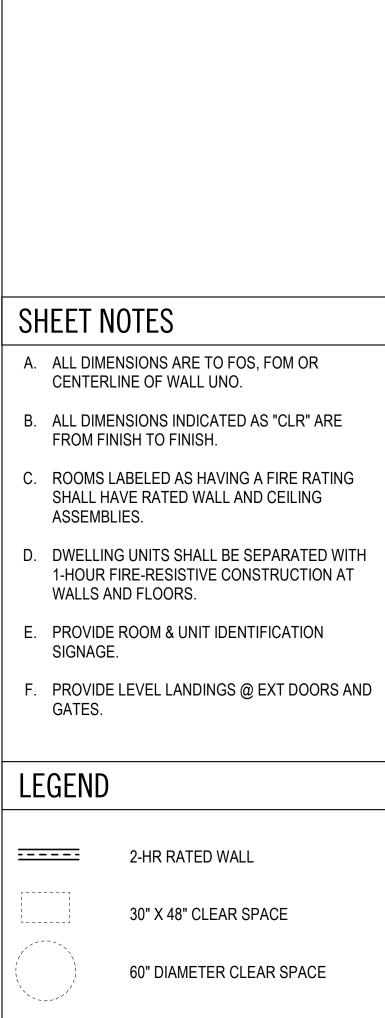
1625 OLYMPIC BOULEVARD Santa Monica, ca 90404

310.399.7975

KFALOSANGELES.COM



- 01 PROPERTY LINE
- 02 SETBACK
- 03 LANDSCAPED AREA, SEE LANDSCAPE PLANS
- 04 42" HIGH GUARDRAIL 06 TRASH CHUTES



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(5)



SHEET TITLE: FOURTH FLOOR PLAN

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APARTMENTS

SENIOR

PLACE

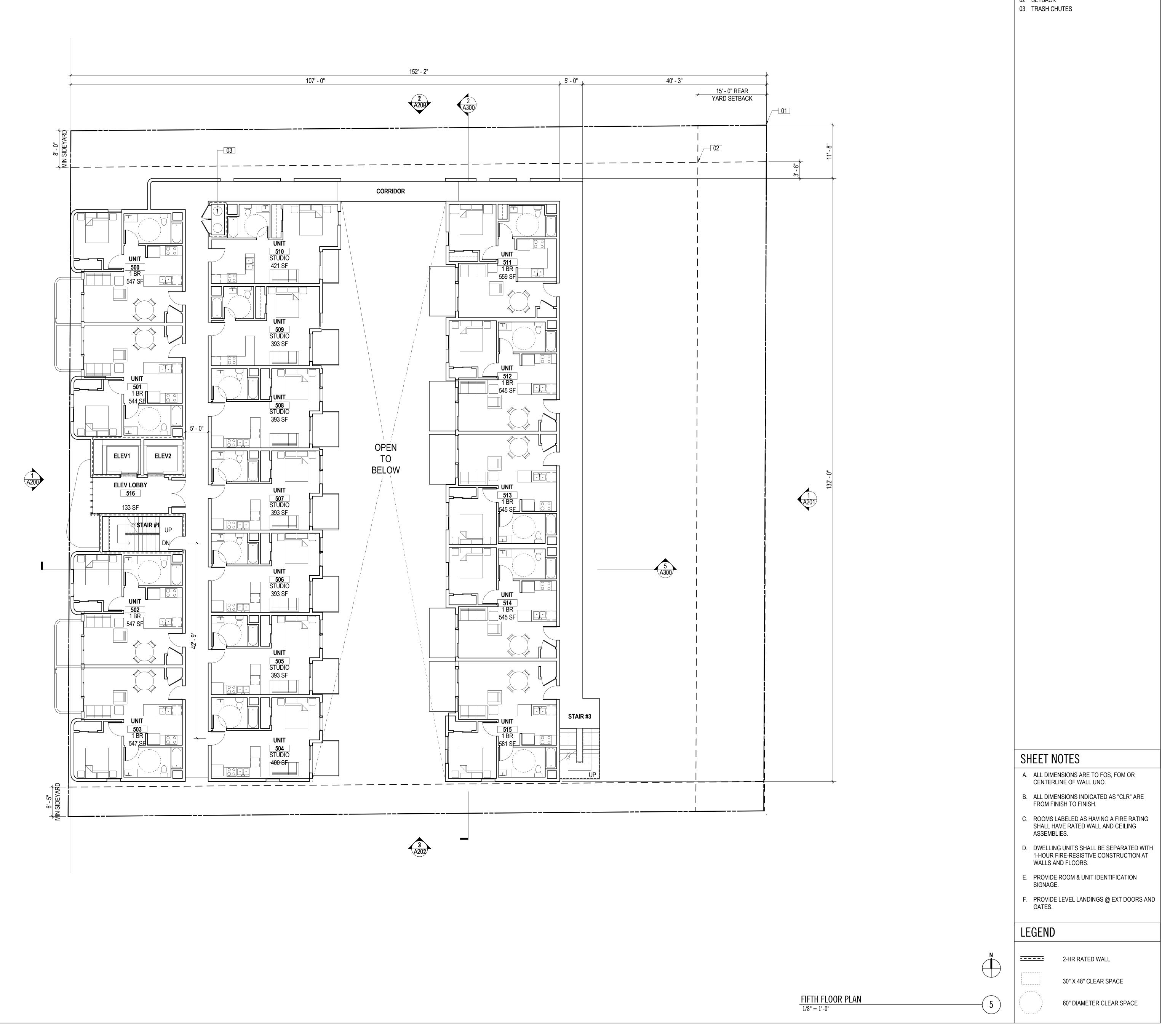
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ANGELES

WEST





01 PROPERTY LINE 02 SETBACK





JOB NUMBER: 15035 03/01/17 REVISIONS:

SITE PLAN REVIEW

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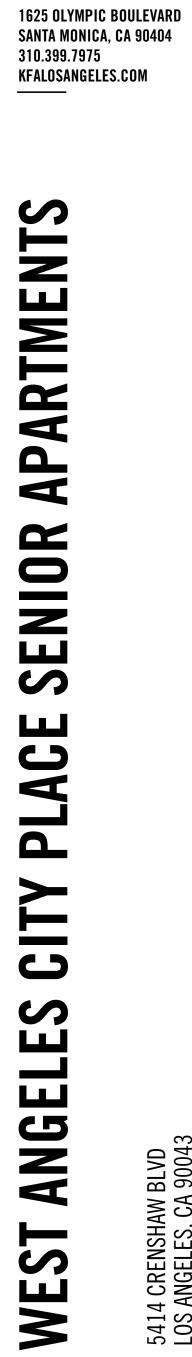


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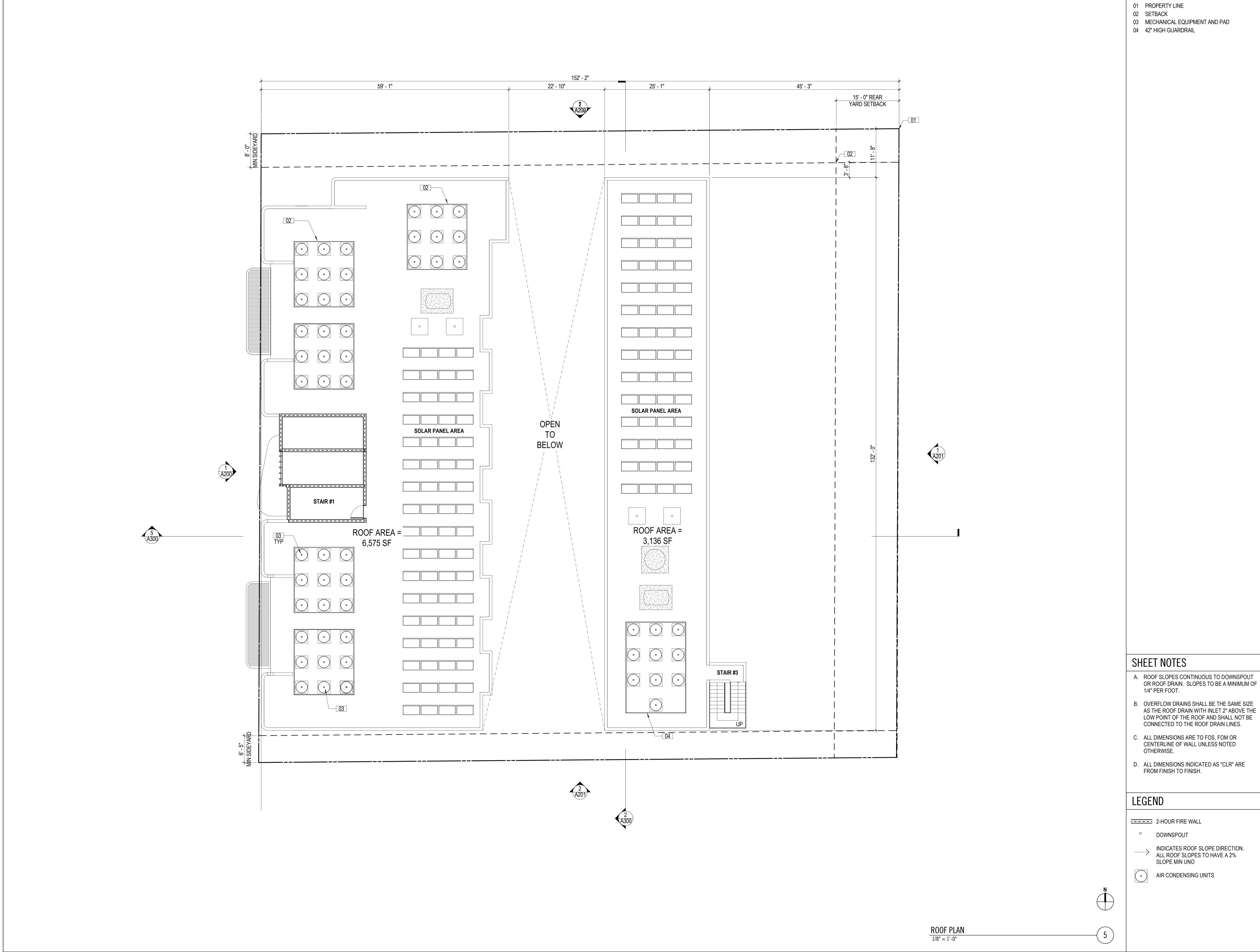
CALIFORNIA LLC 18201 Von Karman Ave. Suite 900 Irvine, CA 92612

THE RELATED COMPANIES OF











SHEET TITLE: ROOF PLAN

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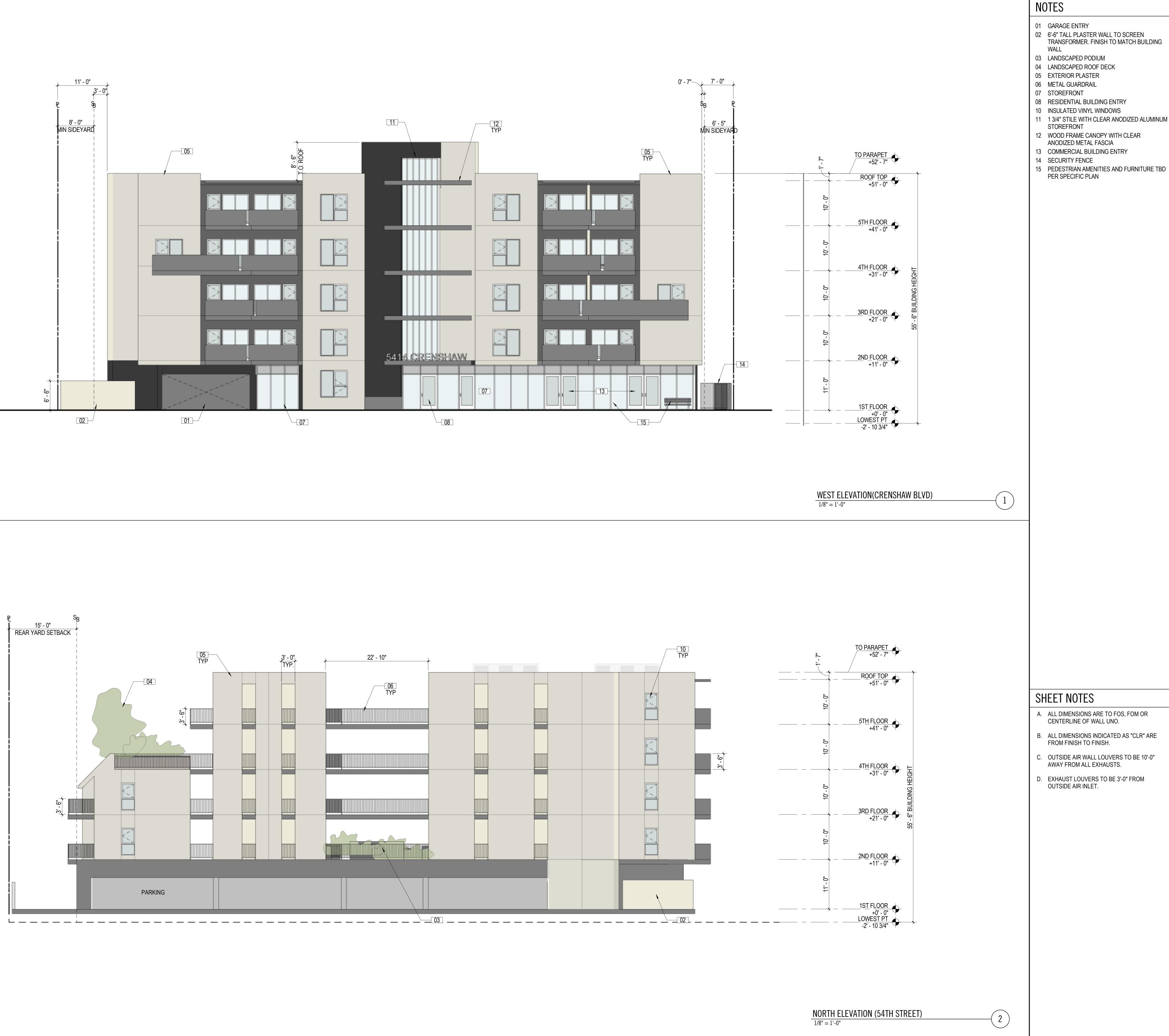


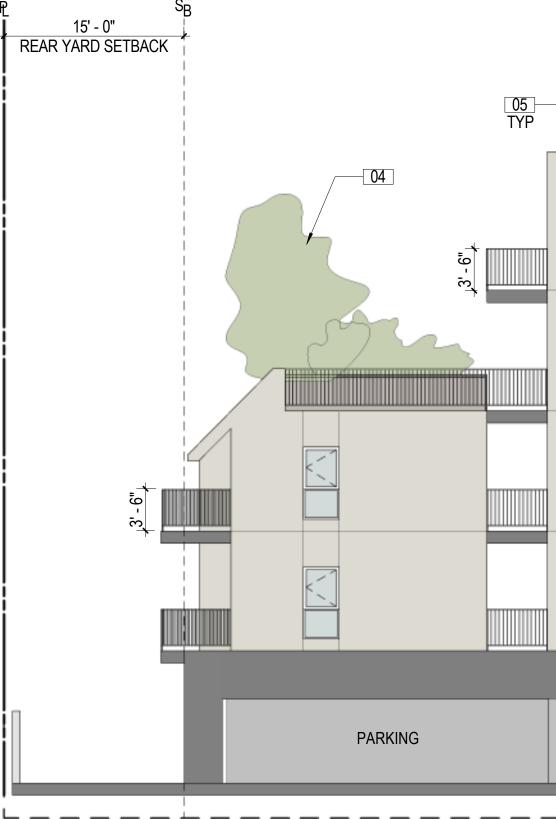






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\backslash	_ <u>3' - 0"</u> TYP	22' - 10"		
	TYP.			





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PANIES OF	

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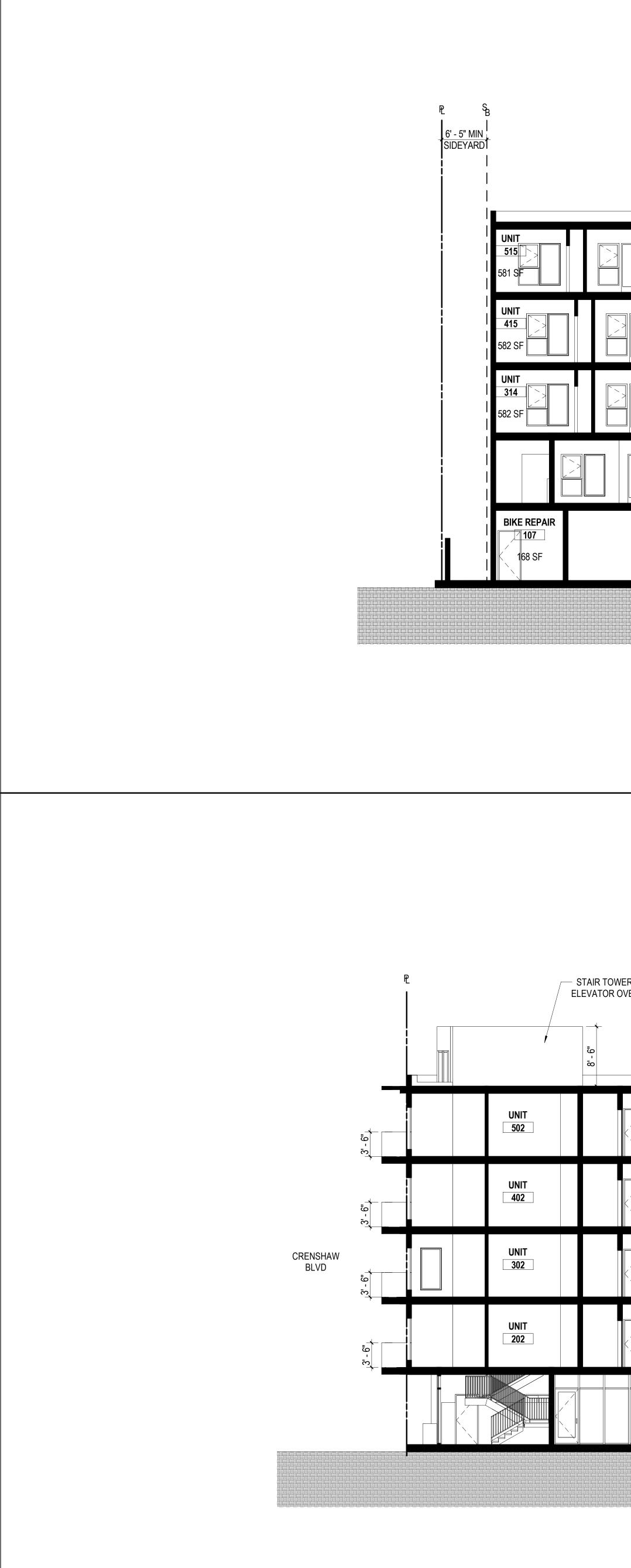
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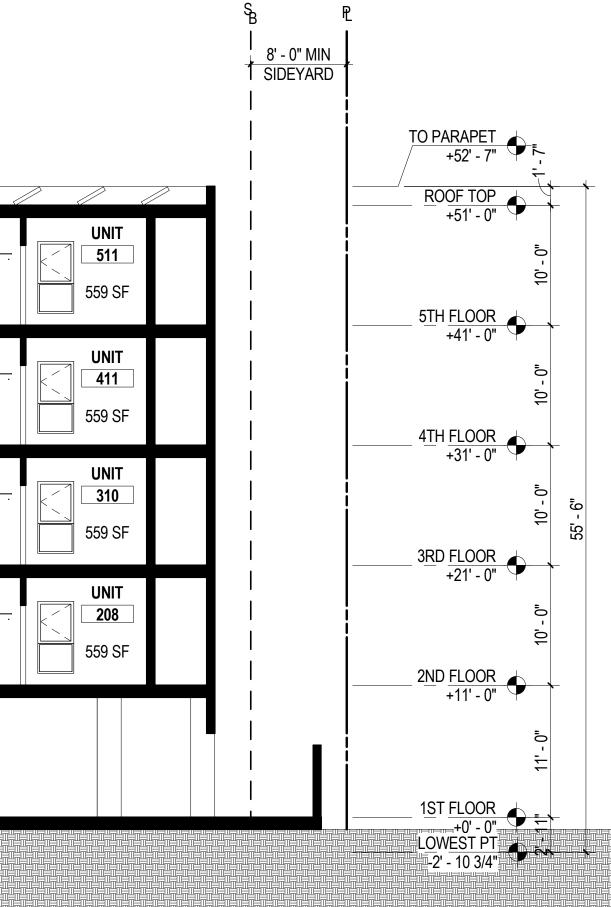




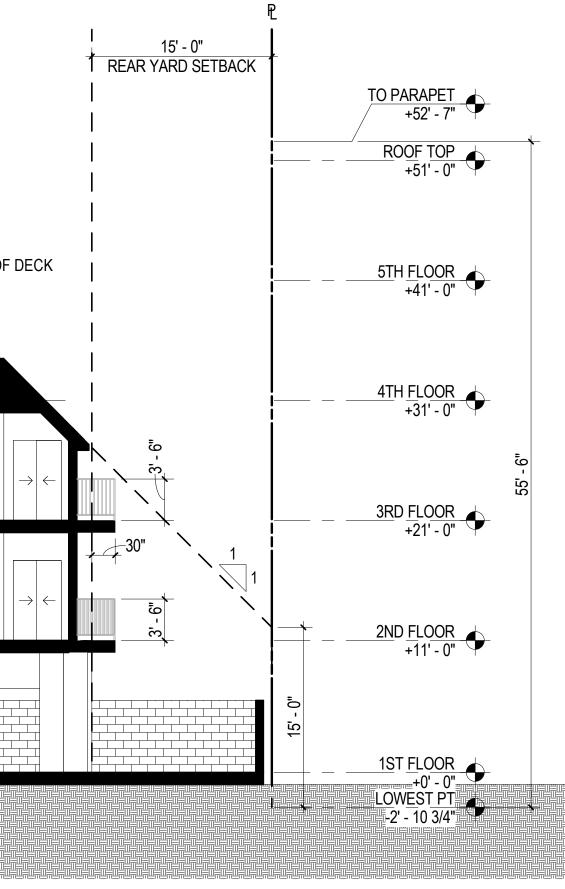
PARK	ING				PARKING
					~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
WER AND					
		۲ - ۲ ا	MECHANICAL EQUIPMENT	``	``\
506			514		
UNIT 406			UNIT 414		
UNIT 306			UNIT 313		UNIT 316
UNIT 206	3-0		UNIT 211		UNIT 214
		<b>BIKE REPAIR</b>			<b>PARKING</b>

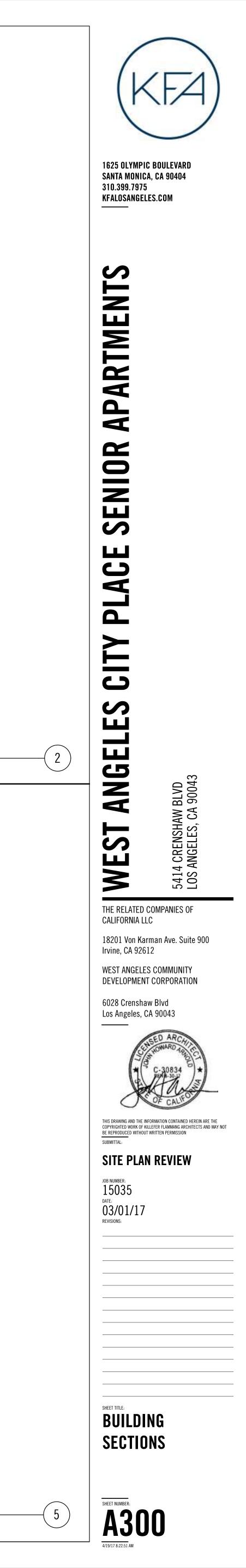
	UNIT 514 545 SF		UNIT 513 545 SF	UNIT 512 545 SF	
	UNIT 414 545 SF		UNIT 413 545 SF	UNIT 412 545 SF	
	UNIT 313 545 SF		UNIT 312 545 SF	UNIT 311 545 SF	
UNIT 212 393 SF	UNIT 211 545 SF		UNIT 210 545 \$F	UNIT 209 545 SF	
		PARKING			PARKING

SOLAR PANELS



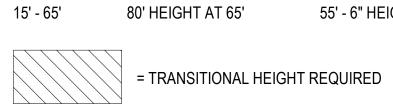
**BUILDING SECTION A** 1/8" = 1'-0"





50' - 0" C2-2D-SP ZONE CRENSHAW BLVD

ſ	ድ   				
	50' - 0"		50' - 0"		50' - 0"
-	. 25' - 1"	29' - 9"	27' - 4"	24' - 11"	45' - 3" 30' - 3"
		18 10 10 10 10 10 10 10 10 10 10 10 10 10			



0' - 15'

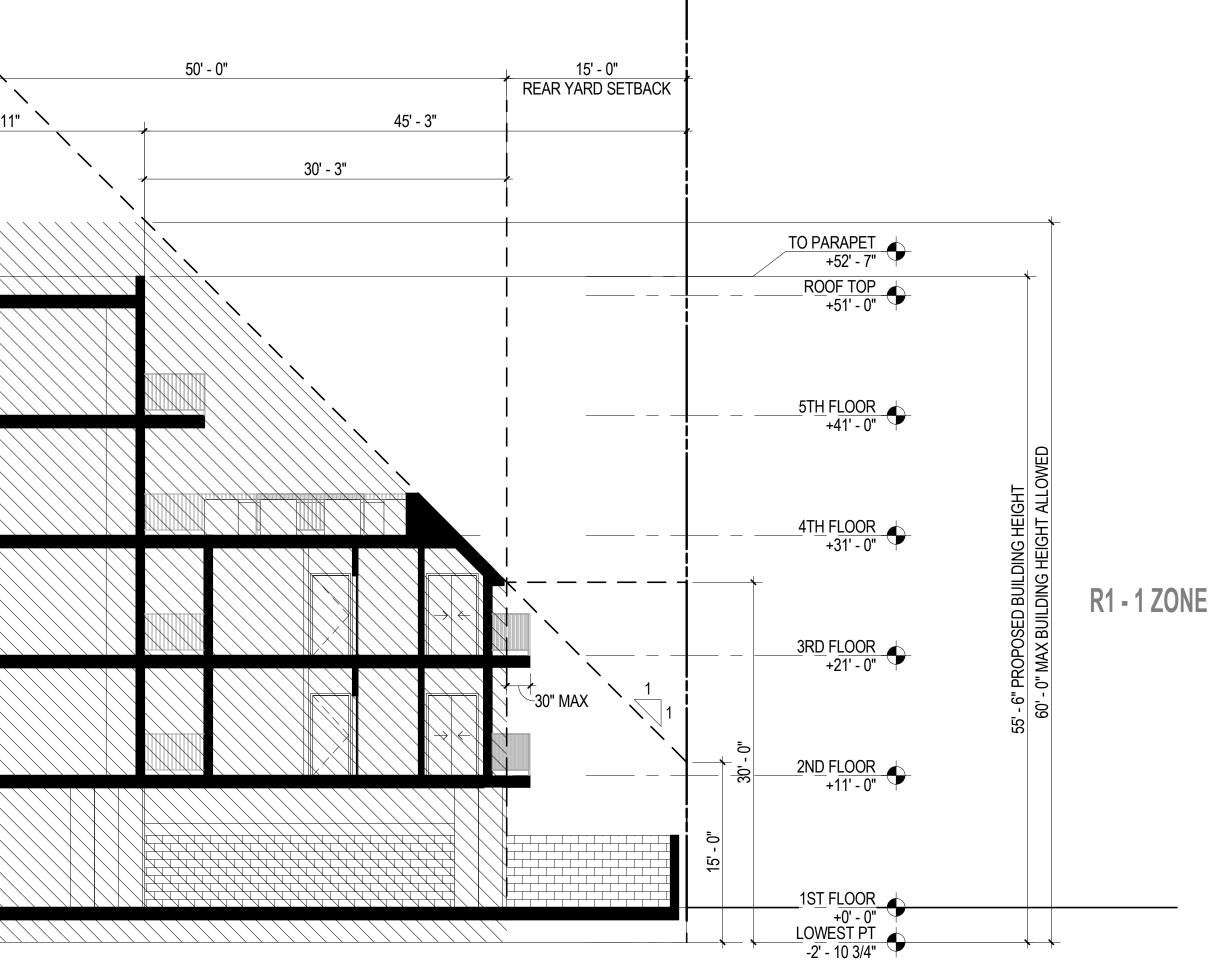
HEIGHT REQUIRED 30' HEIGHT AT 15' 80' HEIGHT AT 65'

<u>HEIGHT PROVIDED</u> 30' HEIGHT AT 15' 55' - 6" HEIGHT AT 65'

DISTANCE

ONE FOOT FOR EVERY ONE FOOT IN HEIGHT AS MEASURED 15 FEET ABOVE GRADE AT THE PROPERTY LINE

TRANSITIONAL HEIGHT REQUIREMENT PER SPECIFIC PLAN:













SITE PLAN REVIEW JOB NUMBER: 15035 03/01/17 REVISIONS:

6028 Crenshaw Blvd Los Angeles, CA 90043 -----

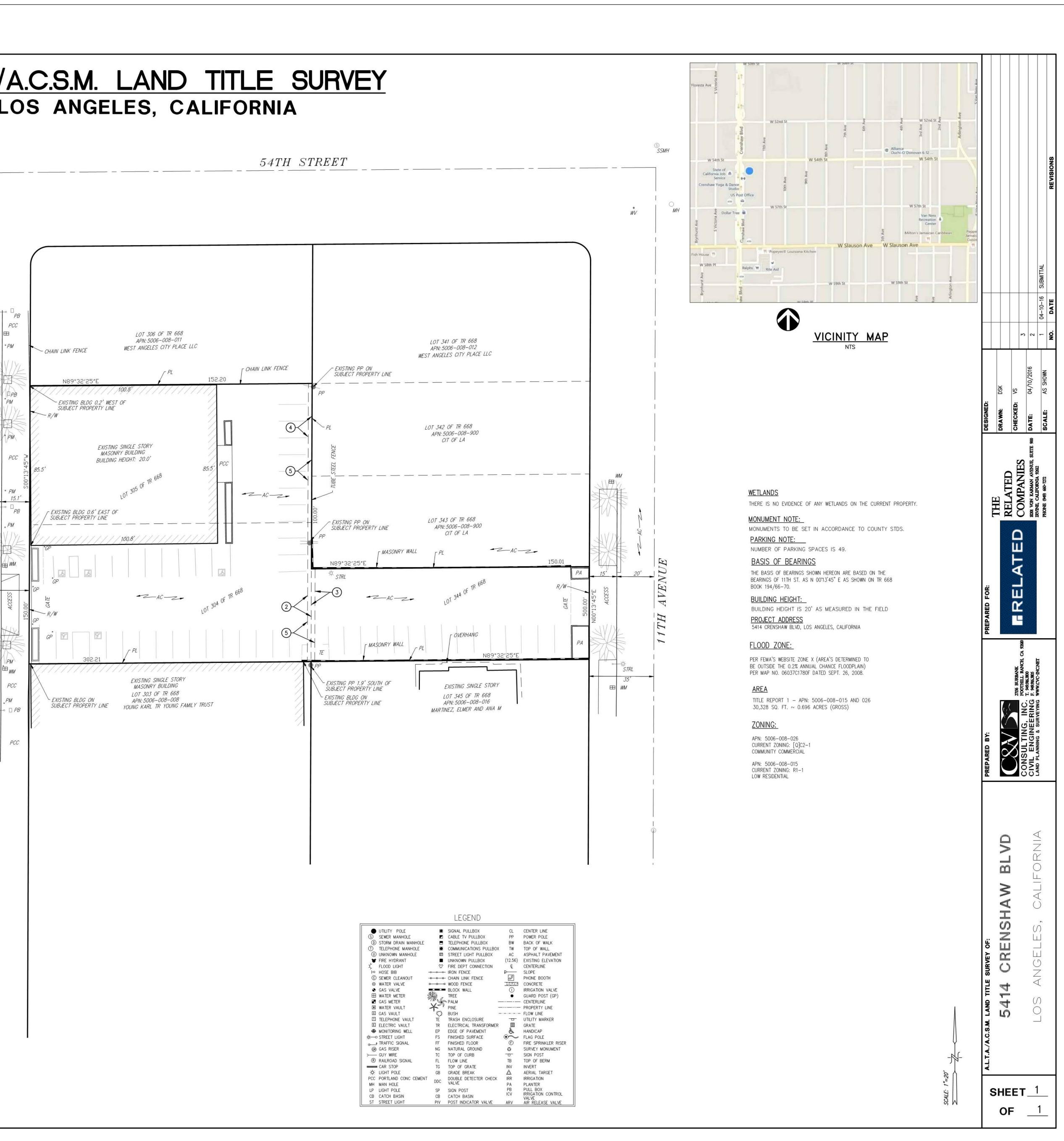






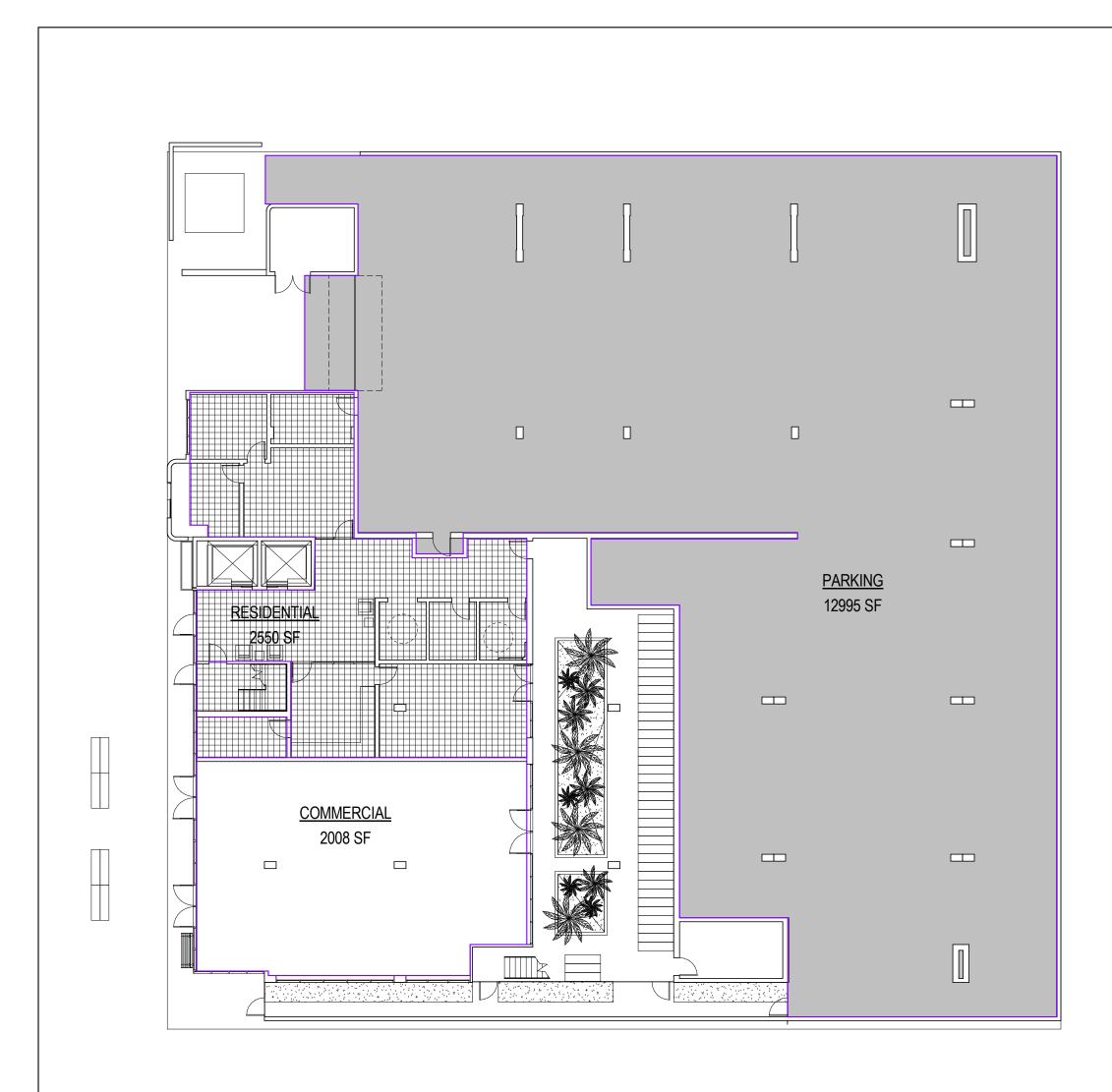
	<u>A.L.T.</u>
1	
TITLE REPORT	(3)
FIDELITY TITLE COMPANY 4210 RIVERSIDE PARKWAY STE 100 RIVERSIDE CA, 92505 (951) 710-5941	SSMH
ORDER NO. 012-23079338-SG4 DATED: MARCH 22, 2016	
LEGAL DESCRIPTION THE LAND REFERRED TO IS SITUATED IN THE COUNTY OF LOS ANGELES, CITY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:	
LOTS 304, 305 AND 344 OF TRACT NO. 668, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED FEBRUARY 11, 1910, IN BOOK 15, PAGE 194, ET SEQ., OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.	
EASEMENT NOTES	
2. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS RESERVED IN A DOCUMENT; PURPOSE: PUBLIC UTILITIES	-40-2
RECORDING DATE: FEBRUARY 18, 1932 RECORDING NO: BOOK 4726 OF DEEDS, PAGE 313 AFFECTS: 5006-008-015	Ľ,
3. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:	27.8'
PURPOSE: PUBLIC UTILITIES RECORDING NO: BOOK 5928 OF DEEDS, PAGE 336 AFFECTS: 5006-008-026 4. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A	
boometri.	
PURPOSE: PUBLIC UTILITIES RECORDING NO: BOOK 5935, PAGE 117 AFFECTS: SAID LAND 5. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT: PURPOSE: PUBLIC UTILITIES	5092 <b>•</b> 1
PURPOSE: PUBLIC UTILITIES RECORDING DATE: MAY 19. 1947 RECORDING NO: BOOK 24608, PAGE 64 AS INSTR. 1714, OFFICIAL RECORDS AFFECTS: SAID LAND	90'
SURVEYOR'S CERTIFICATE	
1. THE UNDERSIGNED HEREBY CERTIFIES TO THE RELATED COMPANIES OF CALIFORNIA, LLC AND ITS SUCCESSORS AND ASSIGNS, WEST ANGELES COMMUNITY DEVELOPMENT CORPORATION AND ITS SUCCESSORS AND ASSIGNS, WA CITY PLACE SENIOR APARTMENTS, LLC AND ITS SUCCESSORS AND ASSIGNS, NEW GENERATION FUND LLC AND ITS SUCCESSORS AND ASSIGNS, AND LOCAL INITIATIVES	N
SUPPORT CORPORATION AND ITS SUCCESSORS AND ASSIGNS THAT THIS SURVEY WAS MADE IN ACCORDANCE WITH THE "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS" JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS IN 2011, AND INCLUDES ITEMS 1, 2, 3, 4, 6b, 7(A), 7(B)(1), 7(C), 8, 9, 13, 14, 15, 16, 17, 18, AND 19 OF TABLE A THEREOF. PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA AND NSPS AND IN EFFECT ON THE DATE OF	The second se
ACCURACY OF THIS SURVEY DOES NOT EXCEED THAT WHICH IS SPECIFIED THEREIN. 2. THIS SURVEY AND THE INFORMATION, COURSES AND DISTANCES SHOWN THEREON ARE ACCURATE.	S
<ol> <li>THE TITLE LINES AND LINES OF POSSESSION ARE THE SAME.</li> <li>THE PROPERTY CLOSES BY ENGINEERING CALCULATIONS.</li> </ol>	
5. THIS SURVEY CORRECTLY SHOWS THE LOCATIONS AND DIMENSIONS OF ALL BOUNDARIES OF THE PROPERTY, AND ALL BUILDINGS, STRUCTURES, OTHER IMPROVEMENTS, SETBACK LINES, PARTY WALLS, DITCHES, FLOOD PLAINS, WATERWAYS, BODIES OF WATER, FENCES, EASEMENTS, RIGHT-OF-WAY, UTILITIES, STREETS, ALLEYS, ROADWAYS, CURBS, GUTTERS, DRIVEWAYS, CURB CUTS, PARKING STALLS, TRAVELED WAYS, DISPOSAL SITES, AND SIGNIFICANT ITEMS, LOCATED ON, ADJACENT TO, APPURTENANT TO, OR AFFECTING THE SUBJECT PROPERTY, IN ALL CASES THAT ARE OF RECORD, DISCOVERABLE UPON VISUAL INSPECTION, OR OTHERWISE KNOWN TO ME.	
6. THE IMPROVEMENTS ARE WHOLLY WITHIN BUILDING RESTRICTION LINES ESTABLISHED BY PLAT, OTHER RECORDED DOCUMENT OR LEGAL ZONING ORDINANCES.	
7. THERE ARE NO ENCROACHMENTS ON ADJOINING PREMISES, STREETS, OR ALLEYS BY ANY BUILDINGS, STRUCTURES, OR OTHER IMPROVEMENTS LOCATED ON THE PROPERTY OR ANY ENCROACHMENTS ONTO THE PROPERTY BY ANY IMPROVEMENTS SITUATED UPON ANY ADJOINING PREMISES.	
<ul> <li>8. ALL UTILITY SERVICES NECESSARY FOR THE OPERATION OF THE PROPERTY ARE PRESENT ON THE PROPERTY OR WITHIN THE ADJACENT PUBLIC RIGHT OF WAY OR RECORDED EASEMENTS.</li> <li>9. THE PROJECT SITE DOES NOT LIE WITHIN THE ONE HUNDRED YEAR FLOOD PLAIN OR ANY AREA SUBJECT TO SPECIAL HAZARD FLOOD AS DESIGNATED BY THE FEDERAL EMERGENCY MANAGEMENT</li> </ul>	
AGENCY, THE UNITED STATES DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, THE FLOOD INSURANCE ADMINISTRATION, OR ANY GOVERNMENTAL AGENCY OVER THE PROPERTY.	
11. THE PROPERTY COMPRISED AS TWO(2), SEPARATE ASSESSORS TAX LOTS. 12. THE PROPERTY HAS DIRECT ACCESS TO CRENSHAW BLVD AND 11TH AVENUE, A PUBLICLY	
DEDICATED STREET(S) OR HIGHWAY(S). 13. THERE IS NO VISIBLE EVIDENCE OF EARTH WORK, BUILDING CONSTRUCTION OR BUILDING ADDITION, EXCEPT AS SHOWN.	
14. THERE IS NO VISIBLE EVIDENCE OF THE SITE BEING USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.	
THE PROFESSION W. SCARE	
VINCENT W. SCARPATI R.C.E. 33520 DATE LICENSE EXPIRES 6-30-2016	
OF CALINY	

# LOS ANGELES, CALIFORNIA



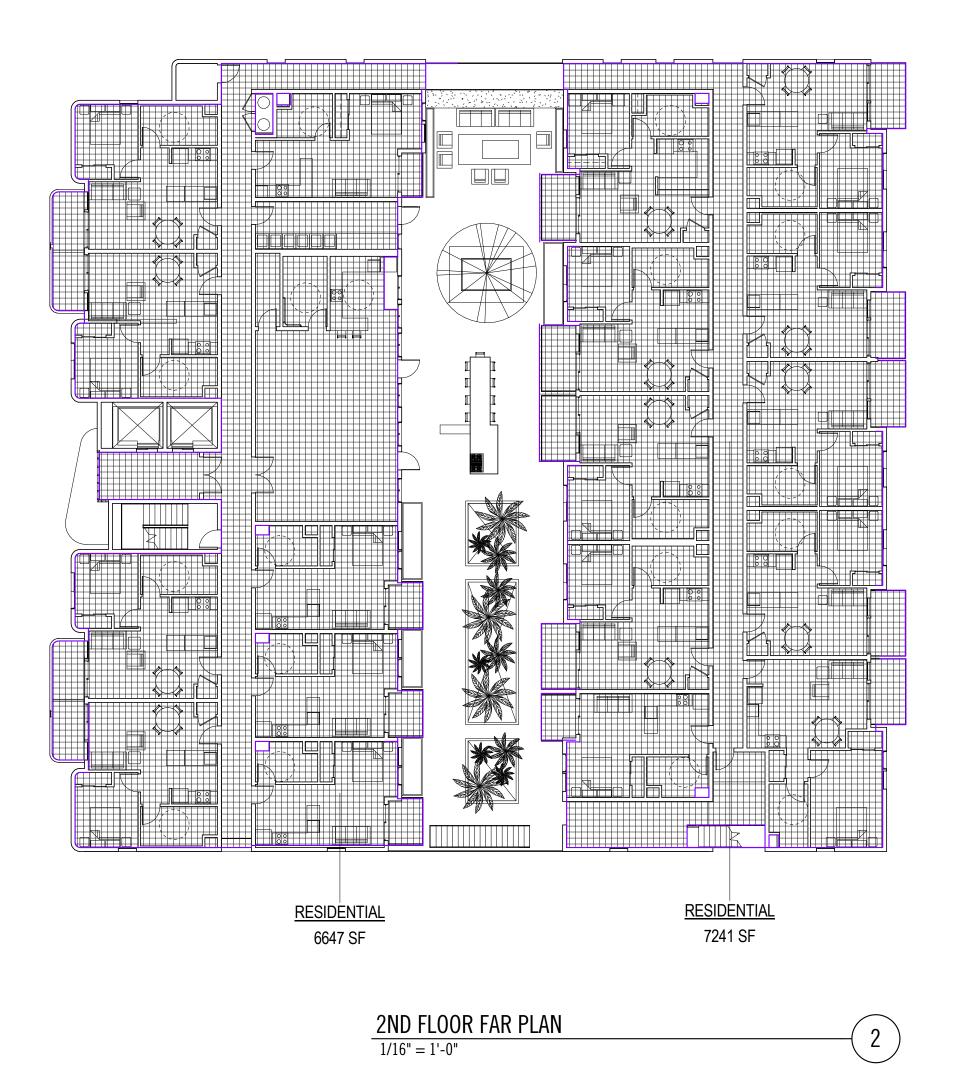




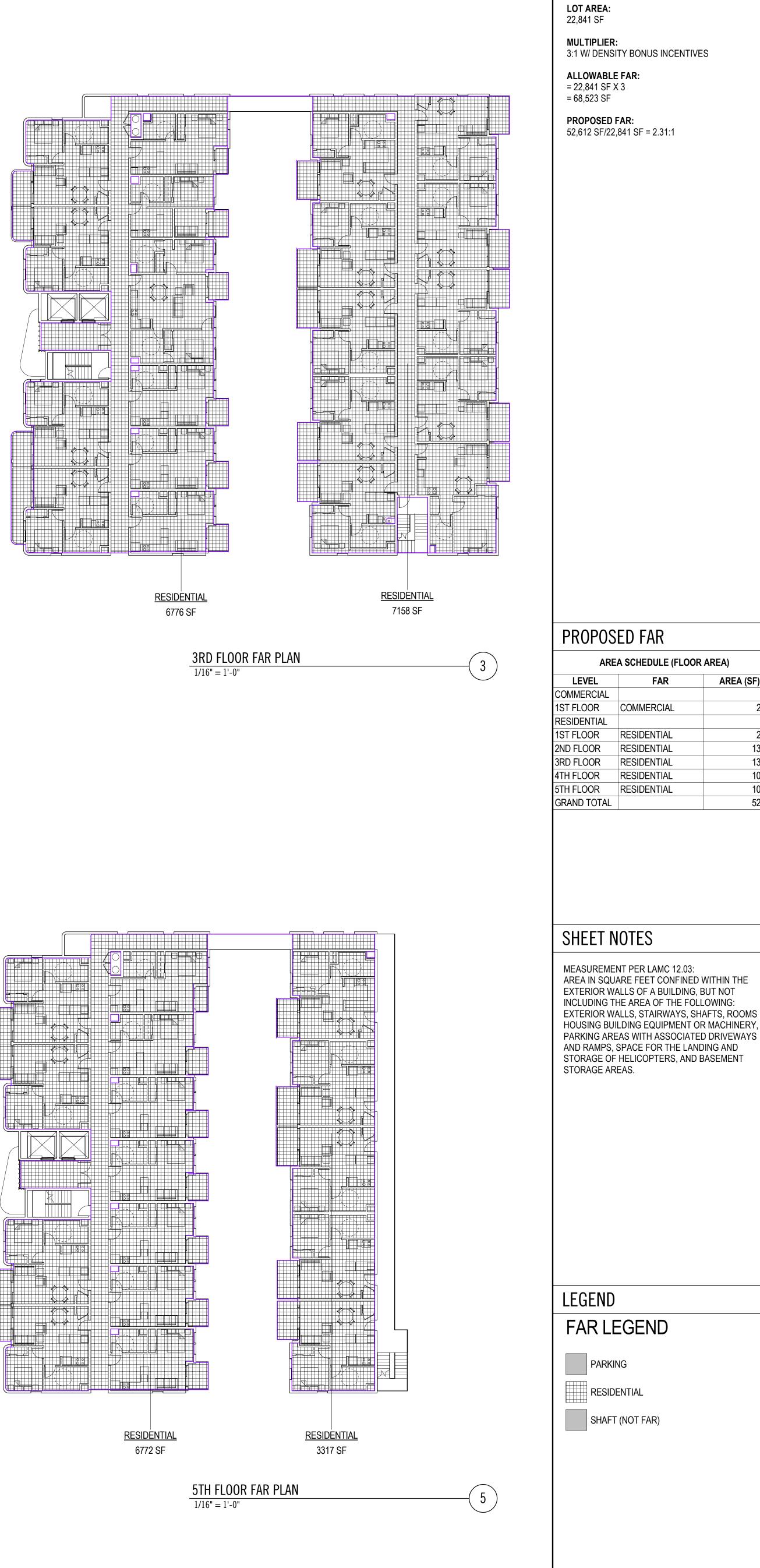


1ST FLOOR FAR PLAN 1/16" = 1'-0"

(1)—( I







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1625 OLYMPIC BOULEVARD SANTA MONICA, CA 90404 310.399.7975 KFALOSANGELES.COM _____







THE RELATED COMPANIES OF CALIFORNIA LLC

18201 Von Karman Ave. Suite 900 Irvine, CA 92612

WEST ANGELES COMMUNITY DEVELOPMENT CORPORATION

6028 Crenshaw Blvd

Los Angeles, CA 90043

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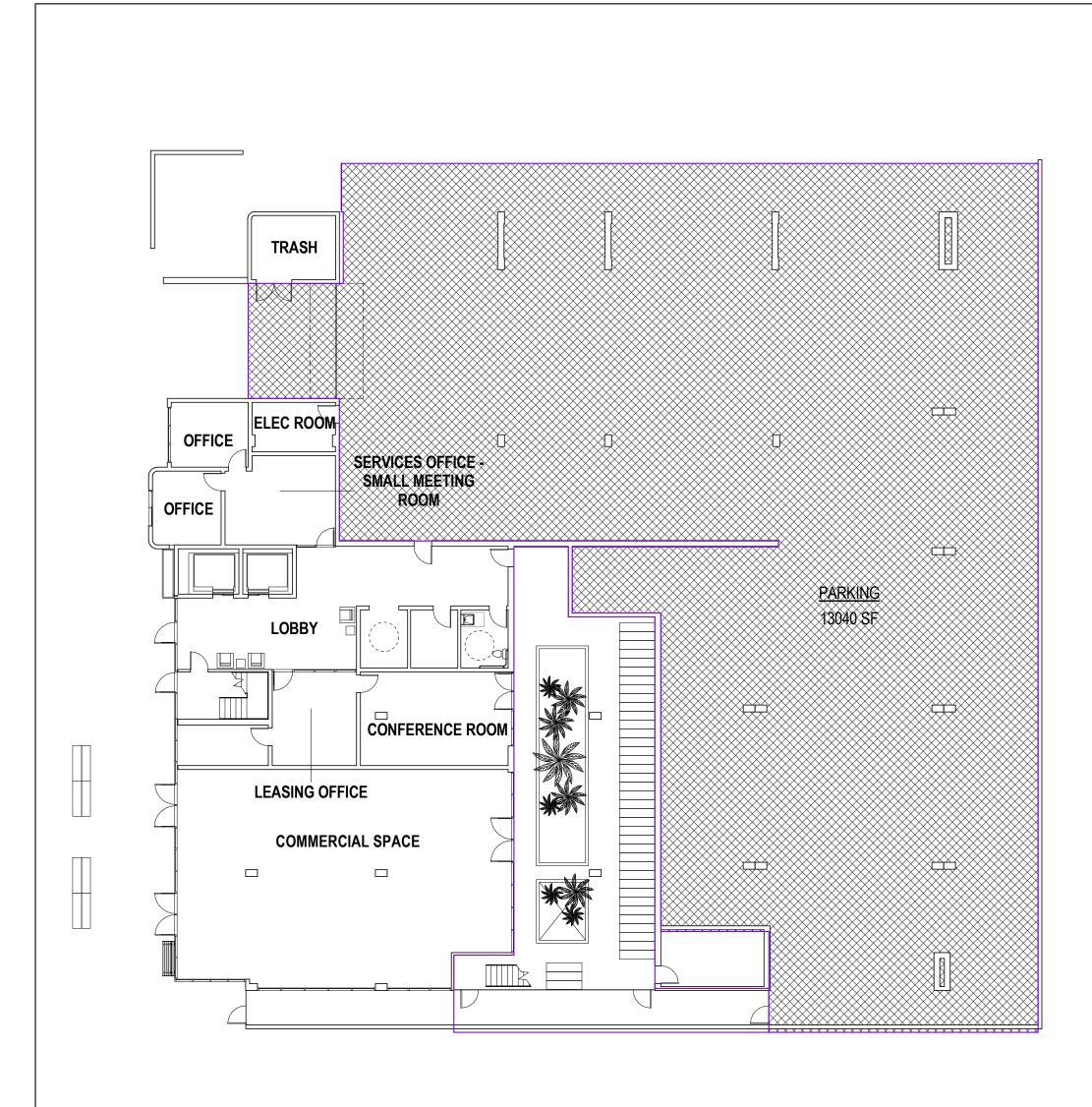
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**SITE PLAN REVIEW** 

JOB NUMBER: 15035 03/01/17 REVISIONS:

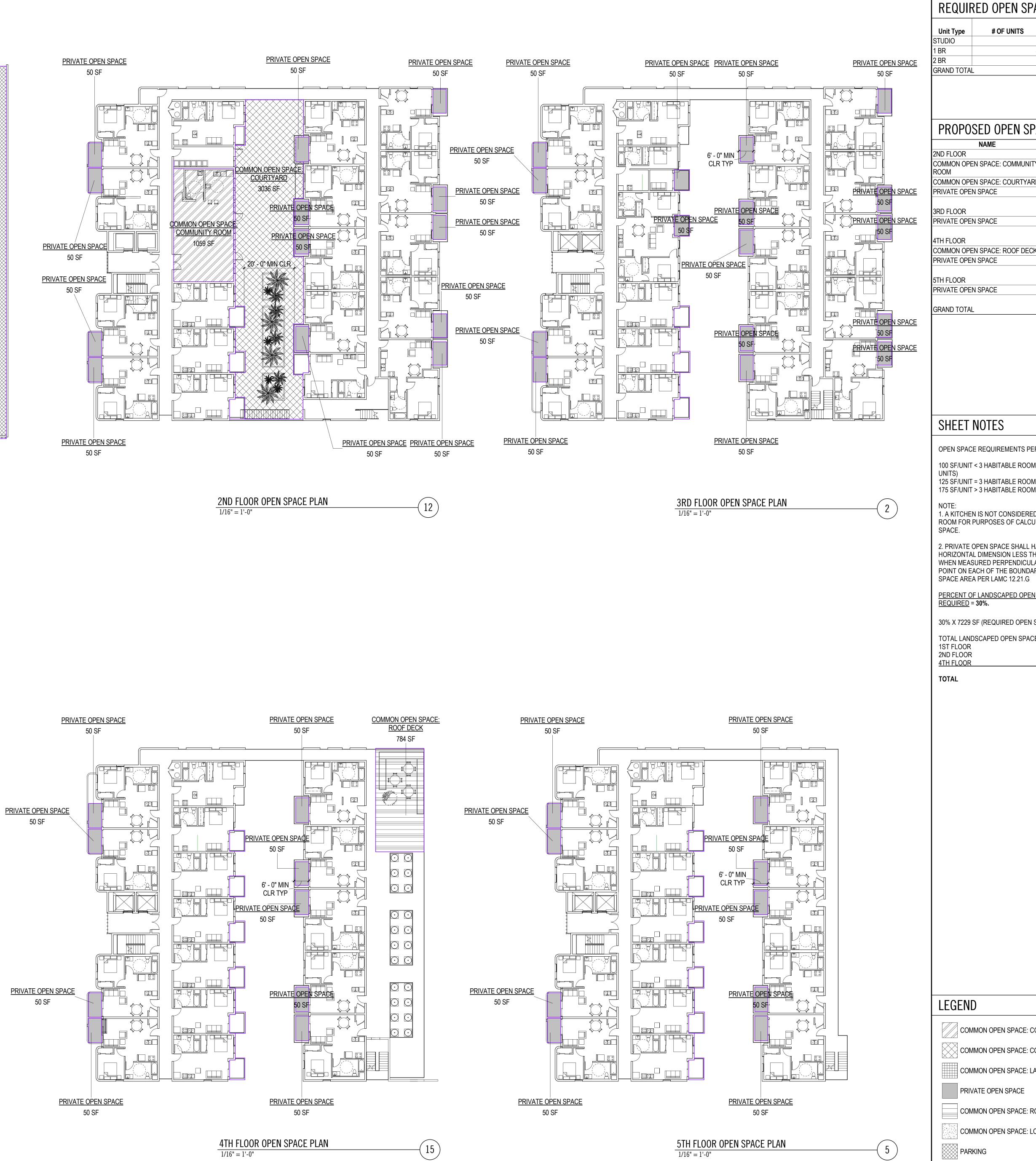


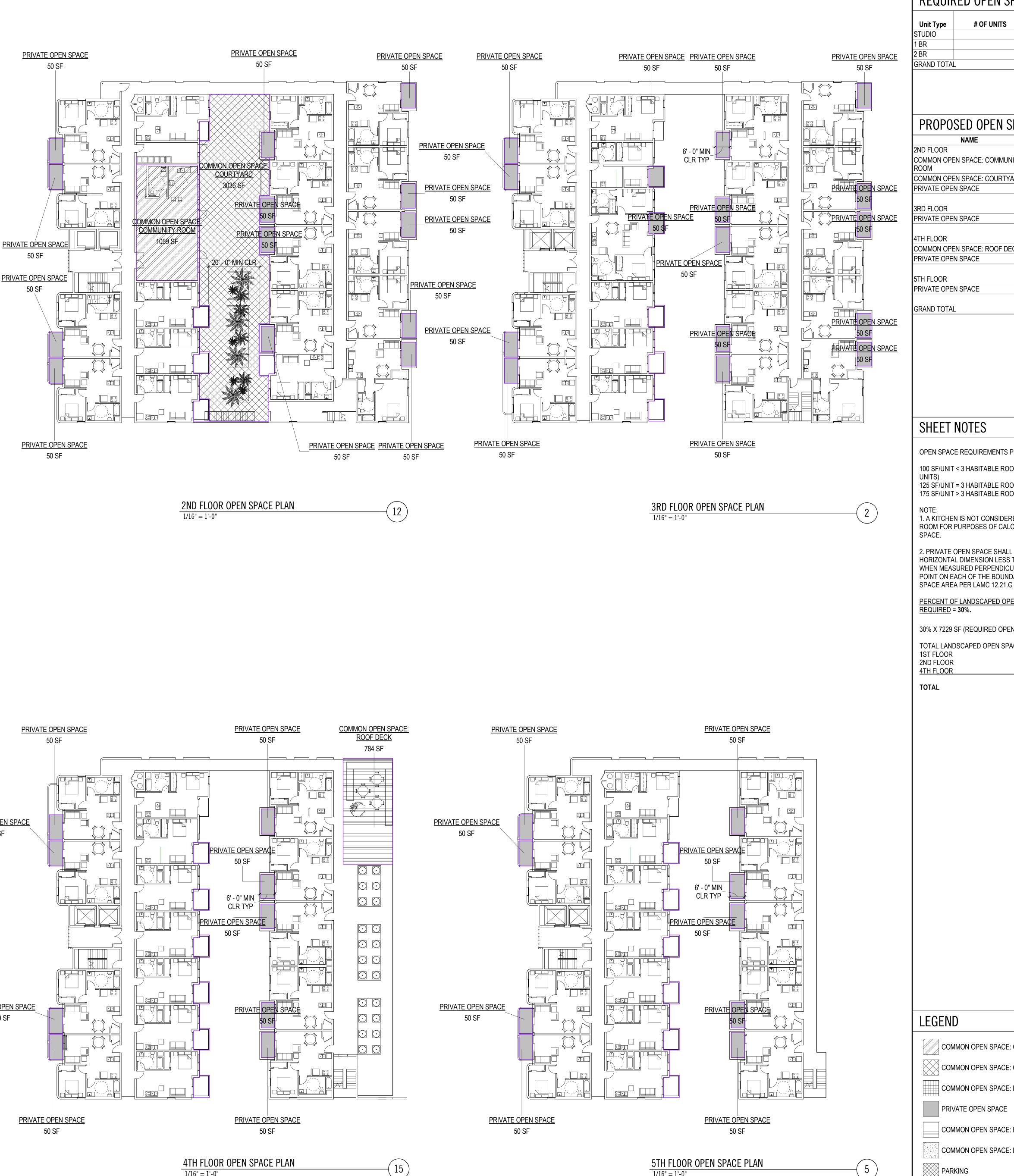












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6028 Crenshaw Blvd

Los Angeles, CA 90043

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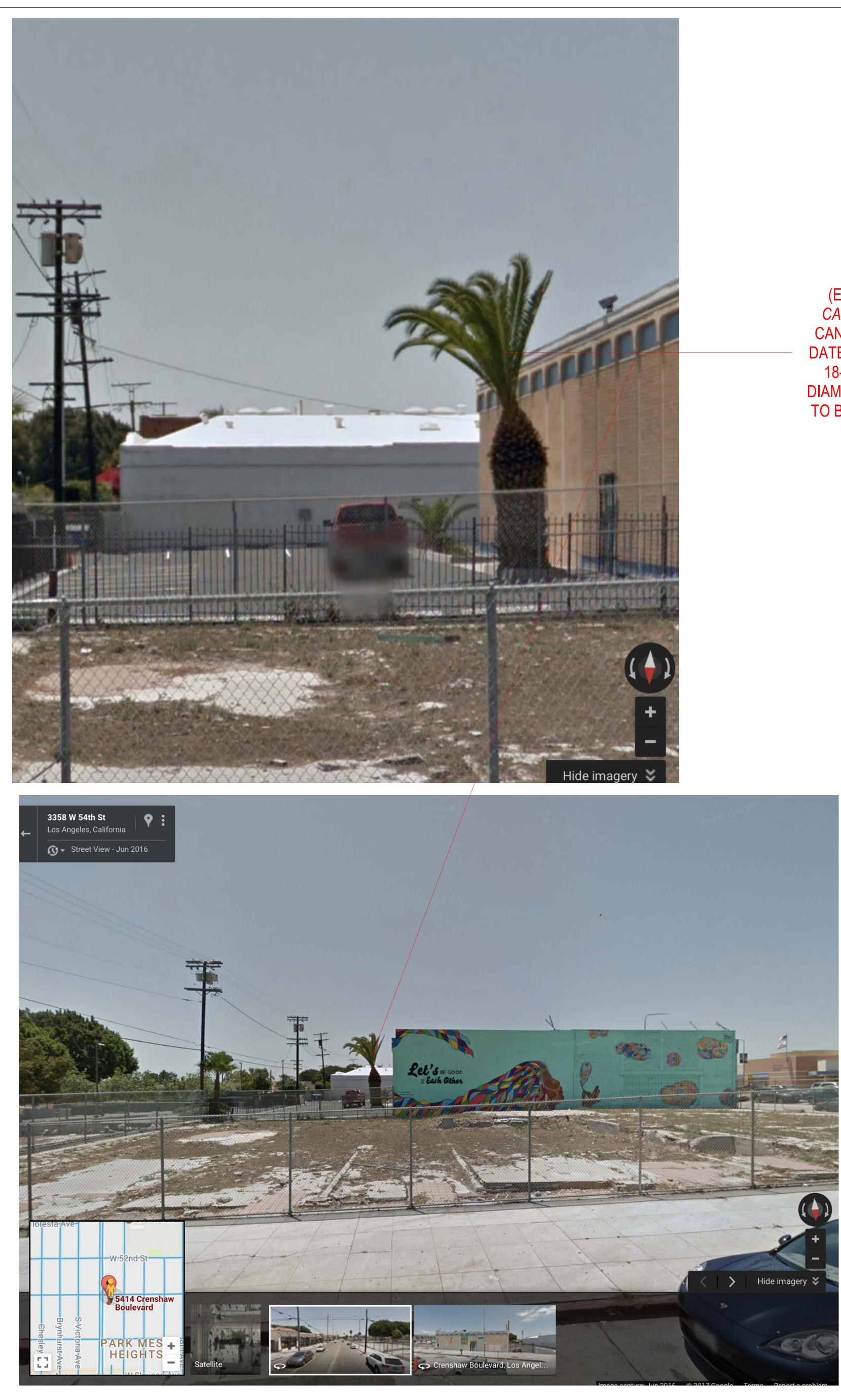
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## **SITE PLAN REVIEW**

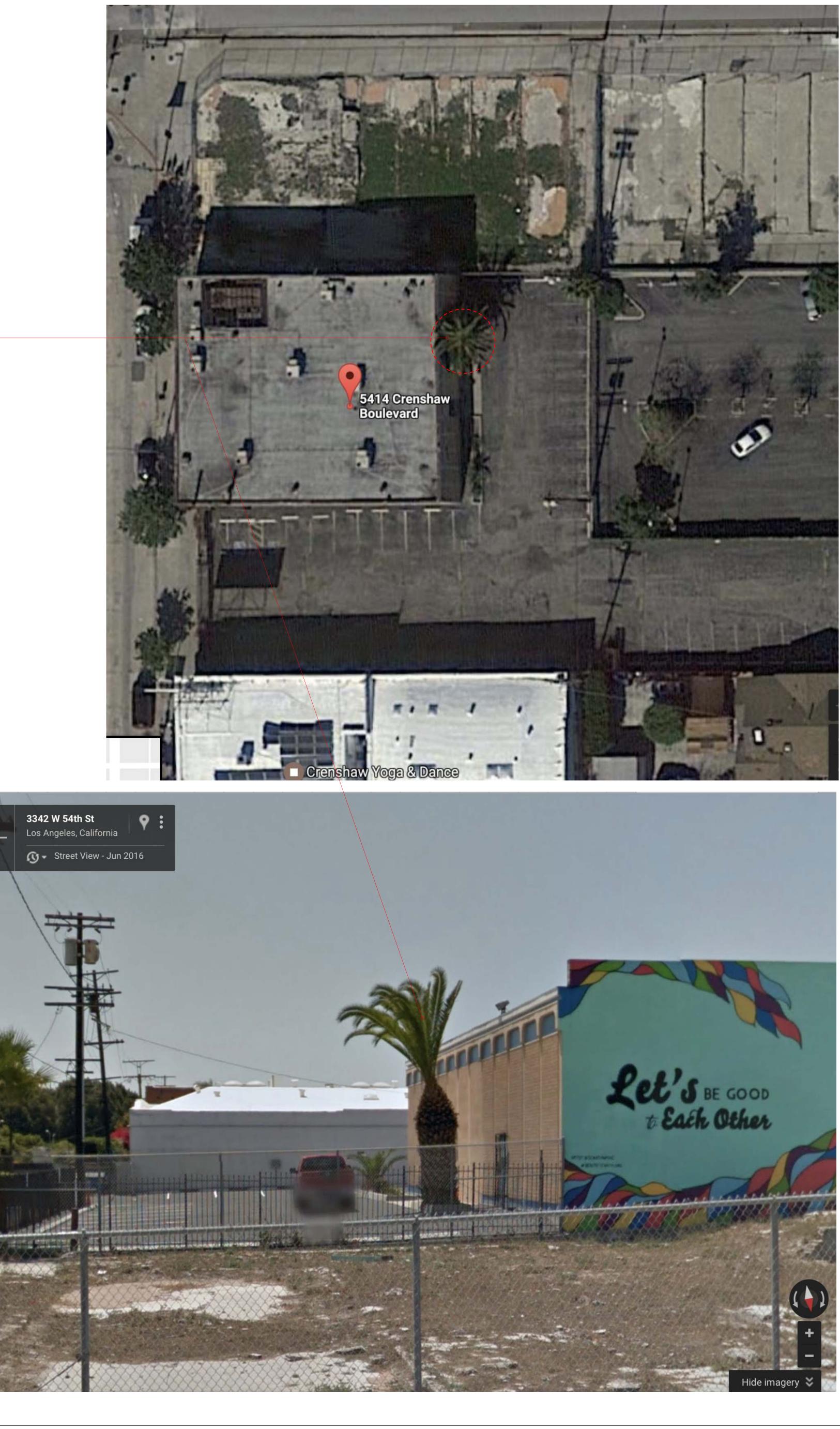
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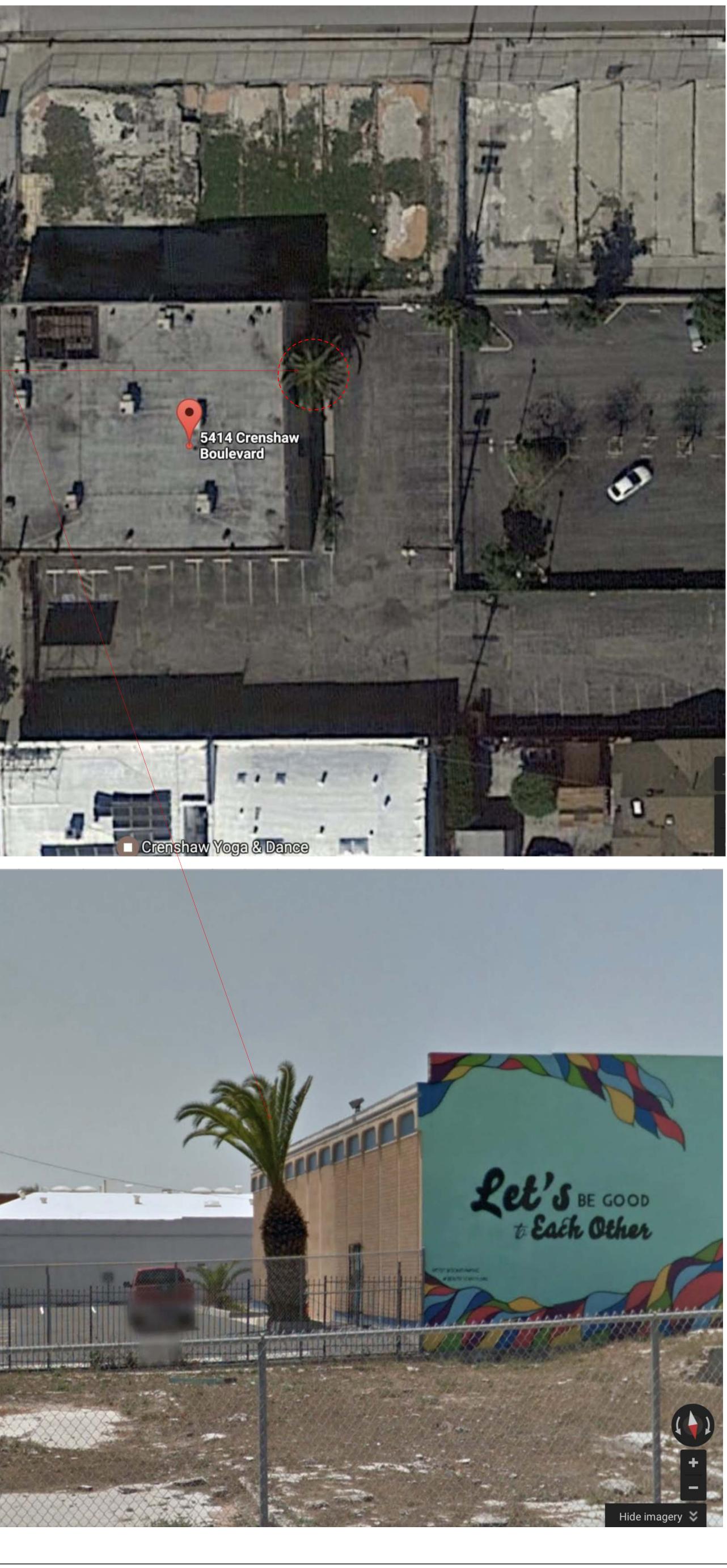






(E) PHOENIX CANARIENSIS, CANARY ISLAND DATE PALM TREE, 18-20' TALL, 6' DIAMETER TRUNK. TO BE REMOVED.







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**PLACE SENIOR APARTMENTS** >





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SITE PLAN REVIEW

JOB NUMBER: 15035 DATE: 03/01/17 REVISIONS:











JOB NUMBER: 15035 03/01/17 REVISIONS:

CALIFORNIA LLC 18201 Von Karman Ave. Suite 900 Irvine, CA 92612 WEST ANGELES COMMUNITY DEVELOPMENT CORPORATION 6028 Crenshaw Blvd Los Angeles, CA 90043

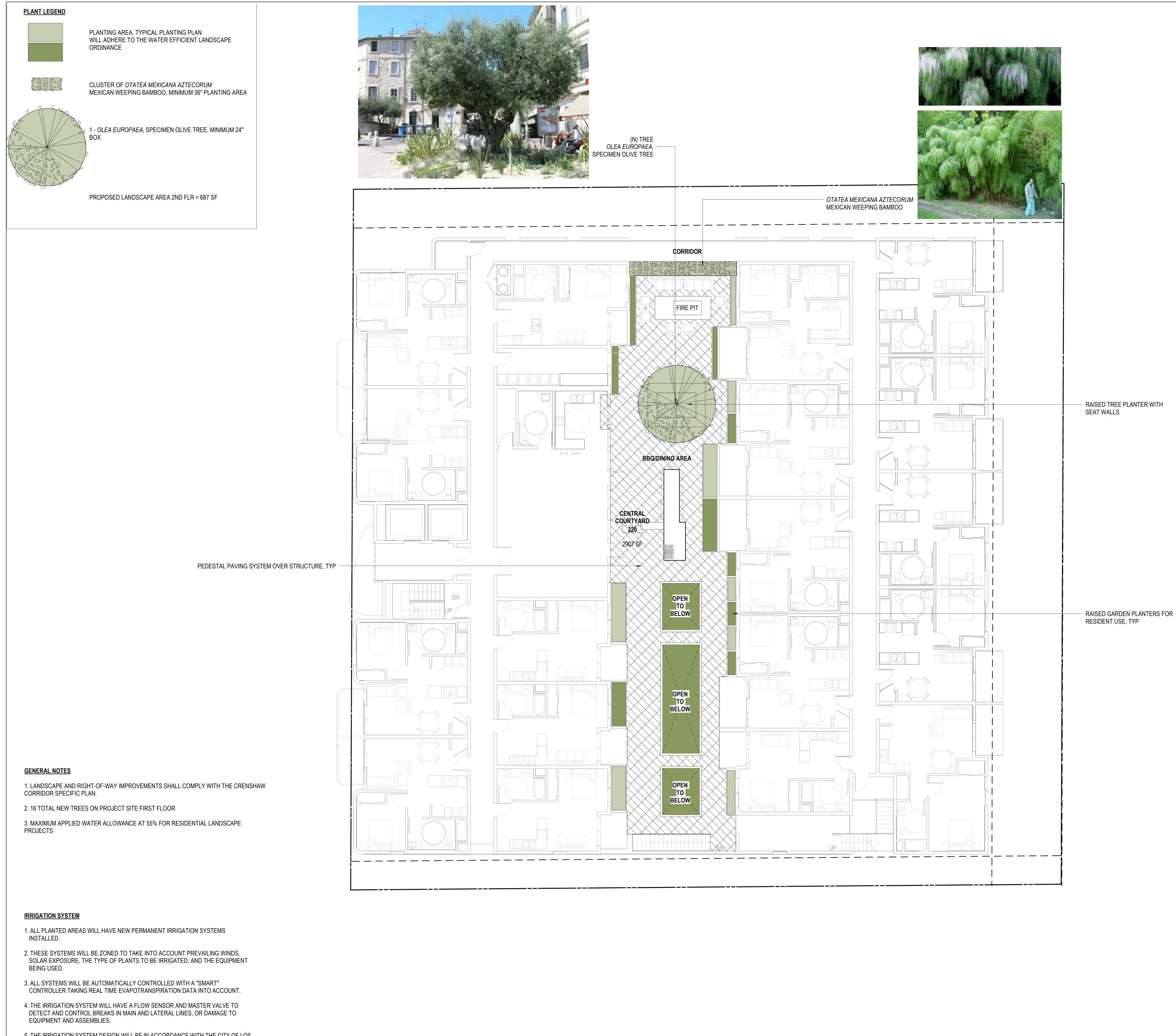
THE RELATED COMPANIES OF



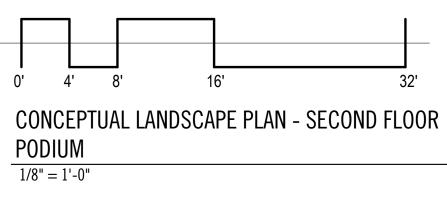




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^{5.} THE IRRIGATION SYSTEM DESIGN WILL BE IN ACCORDANCE WITH THE CITY OF LOS ANGELES LANDSCAPE ORDINANCE, WATER MANAGEMENT POINT SYSTEM, AND CURRENT WATER EFFICIENT ORDINANCES.





**1** 



### PLANT LEGEND



PLANTING AREA, TYPICAL PLANTING PLAN WILL ADHERE TO THE WATER EFFICIENT LANDSCAPE ORDINANCE

1 - *CITRUS JAPONICA* KUMQUAT TREE, MINIMUM SIZE 24" BOX, TYP.

PROPOSD LANDSCAPE AREA 4TH FLR = 355 SF



### **GENERAL NOTES**

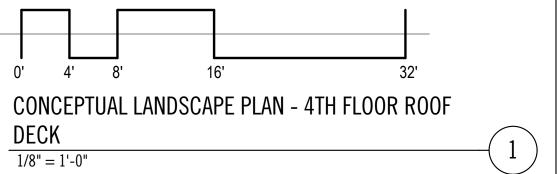
1. LANDSCAPE AND RIGHT-OF-WAY IMPROVEMENTS SHALL COMPLY WITH THE CRENSHAW CORRIDOR SPECIFIC PLAN.

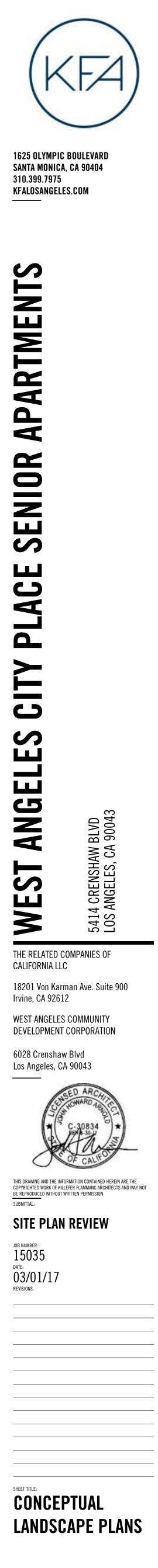
2. 16 TOTAL NEW TREES ON PROJECT SITE FIRST FLOOR

3. MAXIMUM APPLIED WATER ALLOWANCE AT 55% FOR RESIDENTIAL LANDSCAPE PROJECTS

### IRRIGATION SYSTEM

- 1. ALL PLANTED AREAS WILL HAVE NEW PERMANENT IRRIGATION SYSTEMS INSTALLED.
- THESE SYSTEMS WILL BE ZONED TO TAKE INTO ACCOUNT PREVAILING WINDS, SOLAR EXPOSURE, THE TYPE OF PLANTS TO BE IRRIGATED, AND THE EQUIPMENT BEING USED.
- 3. ALL SYSTEMS WILL BE AUTOMATICALLY CONTROLLED WITH A "SMART" CONTROLLER TAKING REAL TIME EVAPOTRANSPIRATION DATA INTO ACCOUNT.
- 4. THE IRRIGATION SYSTEM WILL HAVE A FLOW SENSOR AND MASTER VALVE TO DETECT AND CONTROL BREAKS IN MAIN AND LATERAL LINES, OR DAMAGE TO EQUIPMENT AND ASSEMBLIES.
- THE IRRIGATION SYSTEM DESIGN WILL BE IN ACCORDANCE WITH THE CITY OF LOS ANGELES LANDSCAPE ORDINANCE, WATER MANAGEMENT POINT SYSTEM, AND CURRENT WATER EFFICIENT ORDINANCES.







# SHRUBS



JUNIPERUS SQUAMATA 'BLUE STAR'

SEDUM 'AUTUMN JOY'



AGAVE ATTENUATA 'NOVA'

LAVENDULA ANGUSTIFOLIA

# MODULAR LOW PROFILE PLANTING







EUPHORBIA RIGIDA

COPROSMA REPENS

PUNICA GRANATUM 'CHICO'

WESTRINGIA 'BLUE GEM'

POTS & PLANTERS

CORDYLINE INDIVISA

SEDUM NUSSBAUMERIANUM

ROSEMARY 'ARP'



PAVING







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SITE PLAN REVIEW

SHEET TITLE: PLANT PALETTE &

MATERIALS

SHEET NUMBER: **L103** 4/19/17 8:23:14 AM

SUBMITTAL:

JOB NUMBER: 15035

03/01/17 REVISIONS

# RAISED BEDS



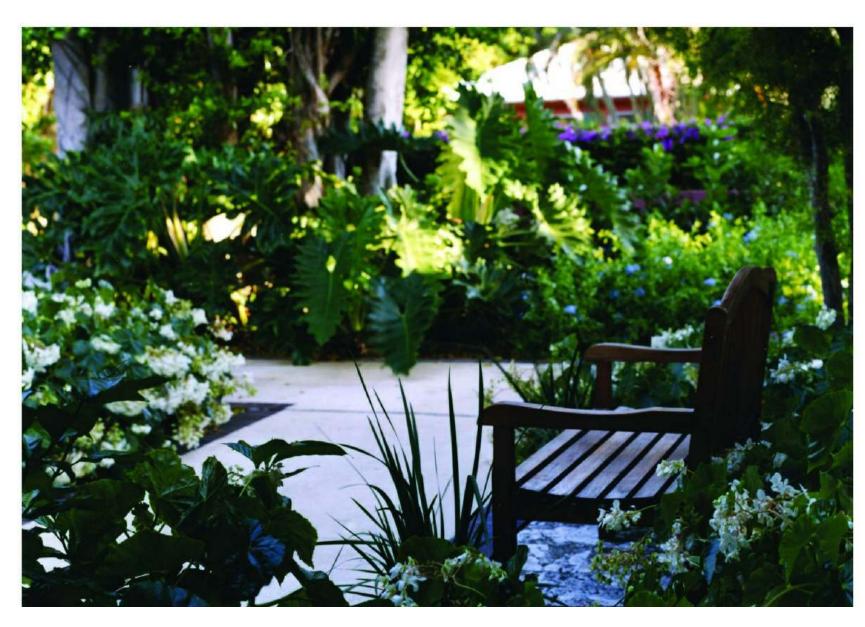
# OUTDOOR ROOMS

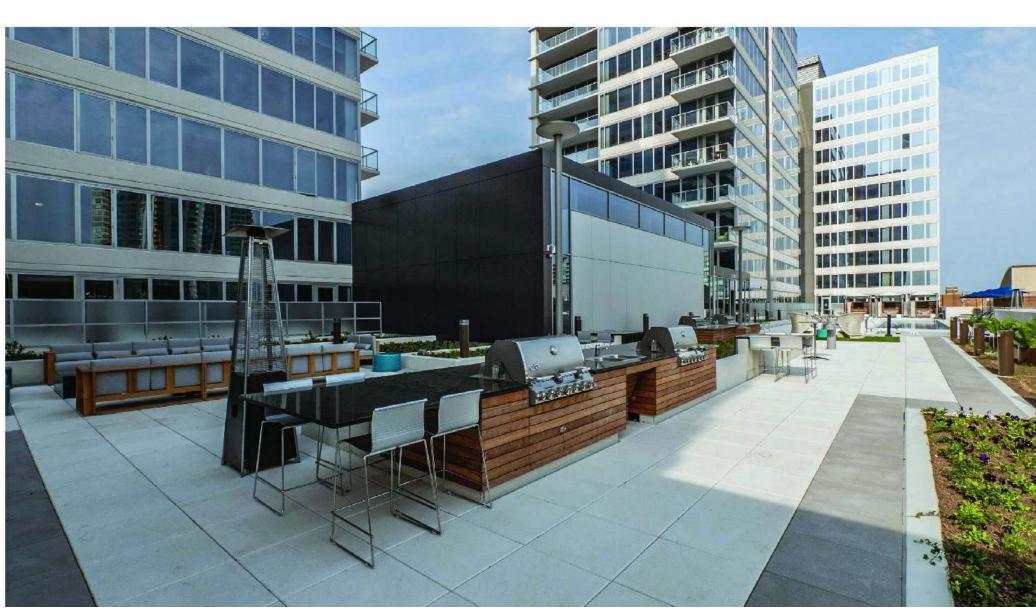


















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## SITE PLAN REVIEW

JOB NUMBER: 15035 DATE: 03/01/17 REVISIONS:





# EXHIBIT F

## Renderings

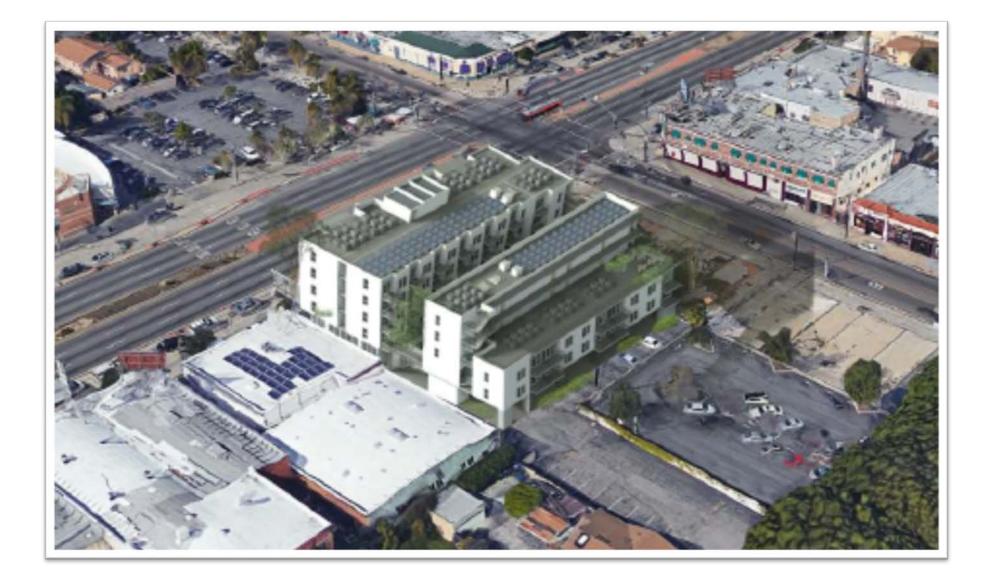
DIR-2017-298-DB-SPR-SPP-1A



**CRENSHAW RENDERING WEST (FACING EAST)** 



AERIAL RENDERING SOUTHWEST (FACING NORTHEAST)



### AERIAL RENDERING SOUTHEAST (FACING NORTHWEST)



**AERIAL RENDERING NORTHWEST (FACING SOUTHEAST)** 

# EXHIBIT G

## LADOT Referral Form February 28, 2017

DIR-2017-298-DB-SPR-SPP-1A



#### **REFERRAL FORMS:**

#### DEPARTMENT OF TRANSPORATION REFERRAL FORM: TRAFFIC STUDY ASSESSMENT

The Department of Transportation (DOT) Referral Form serves as an initial assessment to determine whether a project requires a traffic Study.

<u>Prior</u> to the submittal of a referral form with DOT, a Planning case must have been filed with the Department of City Planning, and:

□ The referral form must be accompanied by a proof of filing of an Environmental Assessment Form (EAF) or Environmental Impact Report (EIR) for a project with new floor area, change of use, new construction; and

Project exceeds a threshold as listed in the "Traffic Study Exemption Thresholds"

#### NOTES:

- 1. All new school projects, <u>including by-right projects</u>, must contact DOT for an assessment of the school's proposed drop-off/pick-up scheme and to determine if any traffic controls, school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones are needed.
- 2. Unless exempted, projects located within a transportation specific plan area may be required to pay a traffic impact assessment fee regardless of the need to prepare a traffic study.
- 3. Pursuant to LAMC Section 19.15, a review fee payable to DOT may be required to process this form. The applicant should contact the appropriate DOT Development Services Office to arrange payment.
- 4. DOT's Traffic Study Policies and Procedures can be found at http://ladot.lacity.org, under "B-Permit & Traffic Studies."

RELATED CODE SECTION/ORDINANCE: LAMC Section 16.05; various ordinances

**SPECIALIZED REQUIREMENTS:** When submitting this referral form to DOT, include the documents listed below:

- Copy of completed Planning Department Master Land Use Permit Application (CP-7771)
- Copy of a fully dimensioned site plan showing all existing and proposed structures, parking and loading areas, driveways, as well as on-site and off-site circulation.
- □ If filing for purposes of Site Plan Review, a copy of the completed Site Plan Review Supplemental Application (CP-2150)

**DOT DEVELOPMENT SERVICES DIVISION OFFICES:** Please route this form for processing to the appropriate DOT Office as follows:

Metro	West LA	Valley
213-972-8482	213-485-1062	818-374-4699
100 S Main St, 9 th Floor	7166 W Manchester Blvd	6262 Van Nuys Blvd, 3 rd Floor
Los Angeles, CA 90012	Los Angeles, CA 90045	Van Nuys, CA 91401

#### TO BE VERIFIED BY CITY PLANNING STAFF PRIOR TO DOT REVIEW PROJECT INFORMATION

Case Number:	
Project Address:	
Project Description:	

### TO BE COMPLETED BY DOT STAFF:

TRIP GENERATION CALCULATION	

	Land Use (list each use)	Size / Unit	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips
- Proposed -					
		Total new trips:			
- Existing					
LAISting		Total existing trips:			
DOT	Net Increase	/ Decrease (+ or - )			

Comments:

Please note that this form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, etc. These items require separate review and approval by DOT.

Transportation Specific Pla	n Area:	Yes □ Fee Calculati	No 🗆		
Traffic Study Required:	Yes 🗆	No 🗆			
Prepared by DOT Staff:	Name:			Phone:	
	Signature:			Date:	

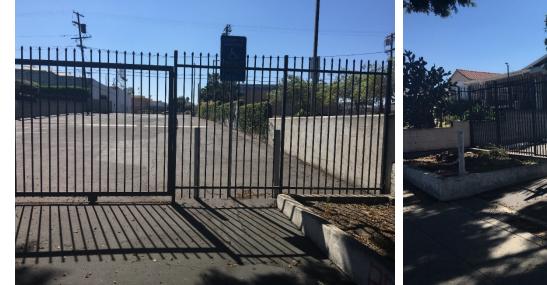
# EXHIBIT H

## Parking Lot Photographs

DIR-2017-298-DB-SPR-SPP-1A

#### 5414 - 5420 S. Crenshaw Blvd.

Site Photos provided by applicant. Photographs taken on August 10, 2016 around 10 a.m.



Closed gate off 11th Avenue entry.



Closed gate off 11th Avenue entry.



Closed gate off Crenshaw Blvd.



Signage for private parking on project site.



Closed gate off 11th Avenue entry.

Date: June 9, 2017 Time: 10:30 a.m. – 11:30 a.m.

### Field Investigation Photographs





LADOT Parking Lot 634

10-Hour public parking in Lot 634



Gated private parking lot abutting project site to the east, entrance off 11th Avenue



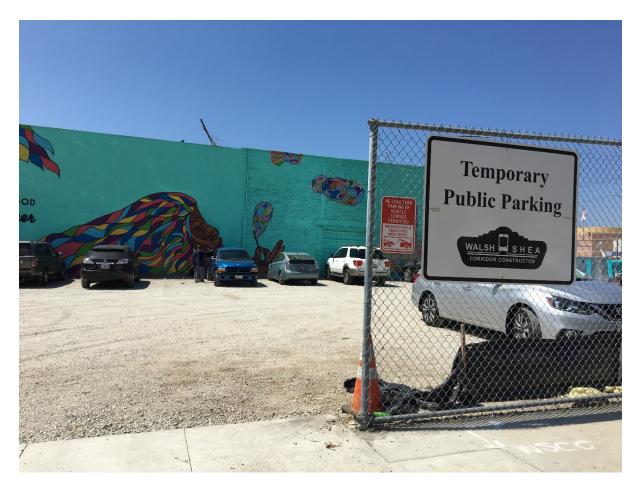
Looking into project site from LADOT Public Parking Lot 634



Project site: Existing commercial structure and surface parking lot (gated)



Signage posted on existing private parking lot at project site.



Temporary public parking lot adjacent to project site.



Temporary public parking lot adjacent to project site.



Street parking along Crenshaw Blvd.



Street parking along Crenshaw Blvd.



Street parking along Crenshaw Blvd.



Temporary parking lot adjacent to project site.

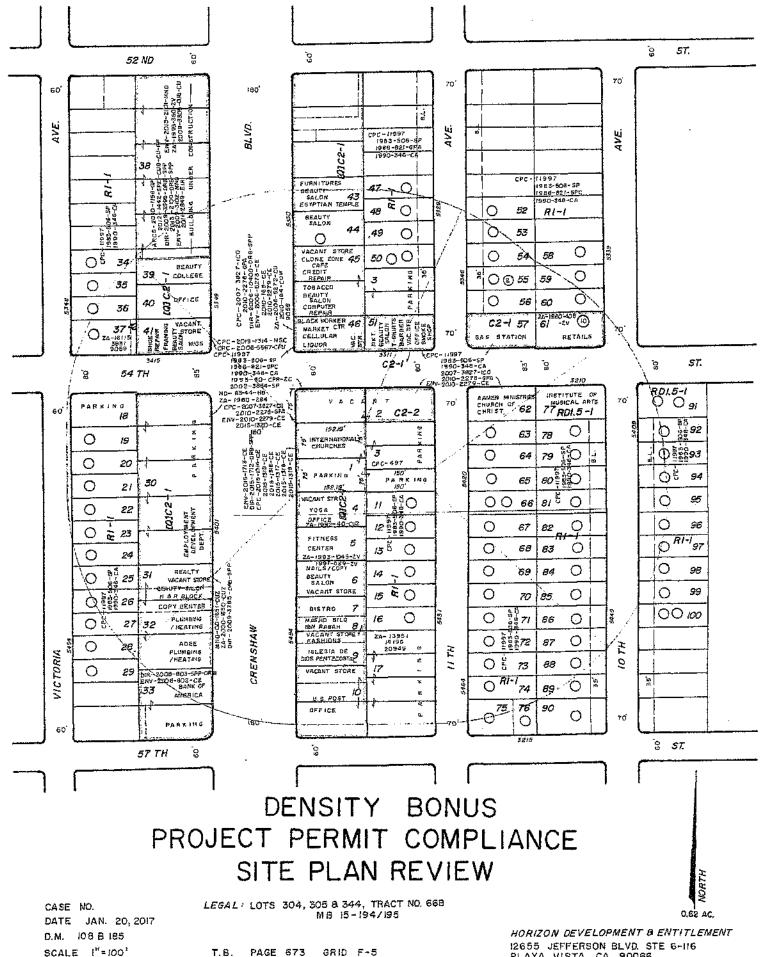


Street parking along Crenshaw Blvd.

# EXHIBIT I

## **Radius Map**

DIR-2017-298-DB-SPR-SPP-1A



C.D. 8 C.T. 2346.00 P.A. 104 WAD

USES

FIELD

12655 JEFFERSON BLVD. STE 6-116 PLAYA VISTA, CA 90066 (323) 528-7674

# EXHIBIT J

## Vicinity Map

DIR-2017-298-DB-SPR-SPP-1A

### SCALE 1"= 2800'

VICINITY MAP

.

No.         No.