



## DEPARTMENT OF CITY PLANNING

### RECOMMENDATION REPORT

#### City Planning Commission

**Date:** November 5, 2020  
**Time:** after 8:30 a.m.  
**Place:** In conformance with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the CPC meeting will be conducted entirely telephonically by Zoom [<https://zoom.us/>].

The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at <https://planning.lacity.org/about/commissions-boards-hearings> and/or by contacting [cpc@lacity.org](mailto:cpc@lacity.org)

**Public Hearing:** October 13, 2020  
**Appeal Status:** Density Bonus / Affordable Housing Incentives Program is not appealable. Project Permit Compliance, Site Plan Review, and the Director's Determination are appealable to City Council.  
**Expiration Date:** November 5, 2020  
**Multiple Approval:** Yes

**PROJECT LOCATION:** **4218-4248 South Crenshaw Boulevard**  
(legally described as Lots 92-108, Block None, Tract 10023)

**PROPOSED PROJECT:** The project is the construction, use, and maintenance of a 5-story, 69-foot tall mixed-use building comprised of 124 dwelling units (including 14 Very Low Income units), and 6,000 square feet of ground floor commercial retail space. The project will provide sixty (60) parking spaces at grade level, and will provide 90 long-term and 12 short-term bicycle parking spaces. The project will be 107,940 square feet in floor area with a Floor Area Ratio ("FAR") of 2.94:1. The site is currently developed with a car wash, and auto repair facility, with six (6) unprotected trees on the subject site proposed to be removed and six (6) trees along the public right-of-way which are proposed to remain.

#### REQUESTED ACTION:

1. Pursuant to CEQA Guidelines, Section 15332, an Exemption from CEQA Class 32 (In-Fill) and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.
2. Pursuant to Los Angeles Municipal Code ("LAMC") Section 12.22 A.25(g)(3), a Density Bonus Compliance Review, for a project totaling 124 dwelling units, including 14 dwelling units for Very Low Income household occupancy for a period of 55 years, with the following three (3) Off-Menu Incentives:

**Case No.:** CPC-2019-7006-DB-DRB-SPP-SPR-DD-MS  
**CEQA No.:** ENV-2019-7009-CE  
**Incidental Cases:** None  
**Related Cases:** ADM-2019-7008-RDP  
**Council No.:** 10 – Wesson, Jr.  
**Plan Area:** West Adams – Baldwin Hills – Leimert  
**Plan Overlay:** Crenshaw Corridor Specific Plan  
**Certified NC:** Empowerment Congress West Area  
**GPLU:** Neighborhood Commercial  
**Zone:** C1.5-1-SP  
**Applicant:** Christian Hart  
Community Builders Group  
**Representative:** Edgar Khalatian  
Mayer Brown, LLP

- a. To allow a 2.94:1 FAR in lieu of the 1.5:1 FAR otherwise required by the Crenshaw Corridor Specific Plan.
  - b. A 24-foot increase in height over the otherwise permitted 45-feet allowed per the Crenshaw Corridor Specific Plan in the C1.5-1-SP Zone; and
  - c. To allow a residential parking requirement of 0.5 parking spaces per unit.
3. Pursuant to LAMC Section 12.22 A.25(g)(3), a review of the following Waiver of Development Standards:
  - a. A 5-foot side yard setback in lieu of the minimum 6-foot side yard otherwise required for a 5-story building in the C1.5-1-SP Zone;
  - b. To waive the transitional height requirements of the Crenshaw Corridor Specific Plan ("CCSP" Ordinance No. 184,795) Section 10.D.1.
  - c. To allow 50% of the required parking spaces to be compact.
4. Pursuant to LAMC Section 11.5.7 and 16.50 a Project Permit Compliance Review and Design Review for a project within the Crenshaw Corridor Specific Plan area.
5. Pursuant to LAMC Section 16.05 a Site Plan Review for a project resulting in an increase of 50 or more dwelling units.
6. Pursuant to LAMC Section 12.24.Y Special permission by the Director for the reduction of commercial parking requirement by ten percent for a project within 1,500 proximity of a portal of a fixed rail transit station, bus station, or similar facility.

#### RECOMMENDED ACTIONS:

1. **Determine**, based on the whole of the administrative record, that the Project is exempt from CEQA pursuant to State CEQA Guidelines, Article 19, Section 15332 (Class 32 - Infill Development), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.
2. **Approve**, pursuant to Los Angeles Municipal Code ("LAMC") Section 12.22 A.25(g)(3), a Density Bonus Compliance Review, for a project totaling 124 dwelling units, including 14 dwelling units for Very Low Income household occupancy for a period of 55 years, with the following three (3) Off-Menu Incentives:
  - a. To allow a residential parking requirement of 0.5 parking spaces per unit.
  - b. To allow a 2.94:1 FAR in lieu of the 1.5:1 FAR otherwise required by the Crenshaw Corridor Specific Plan.
  - c. A 24-foot increase in height over the otherwise permitted 45-feet allowed per the Crenshaw Corridor Specific Plan in the C1.5-1-SP Zone;

3. **Approve**, pursuant to LAMC Section 12.22 A.25(g)(3), a review of the following Waiver of Development Standards:
- a. A 5-foot side yard setback in lieu of the minimum 6-foot side yard otherwise required for a 5-story building in the C1.5-1-SP Zone;
  - b. To waive the transitional height requirements of the Crenshaw Corridor Specific Plan ("CCSP" Ordinance No. 184,795) Section 10.D.1.
  - c. To allow 50% of the required parking spaces to be compact.
4. **Approve**, Pursuant to LAMC Section 11.5.7 and 16.50 a Project Permit Compliance Review and Design Review for a project within the Crenshaw Corridor Specific Plan area.
5. **Approve**, Pursuant to LAMC Section 16.05 a Site Plan Review for a project resulting in an increase of 50 or more dwelling units.
6. **Approve**, Pursuant to LAMC Section 12.24.Y Special permission by the Director for the reduction of commercial parking requirement by ten percent for a project within 1,500 proximity of a portal of a fixed rail transit station, bus station, or similar facility.

VINCENT P. BERTONI, AICP  
Director of Planning

Approved by:



for

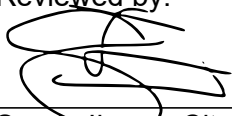
Faisal Roble, Principal Planner

Reviewed by:



Michelle Singh, Senior City Planner

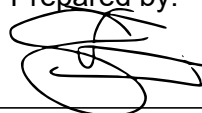
Reviewed by:



for

Sergio Ibarra, City Planner

Prepared by:



Kyle Winston, Planning Assistant

[kyle.winston@lacity.org](mailto:kyle.winston@lacity.org)

**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 273, 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 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 this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with 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 these 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 not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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## PROJECT ANALYSIS

### **PROJECT SUMMARY**

The project is the construction, use, and maintenance of a 5-story, 69-foot tall mixed-use building comprised of 124 dwelling units (including 14 Very Low Income units), and 6,000 square feet of ground floor commercial retail space. The project will provide sixty (60) parking spaces at grade level, and will provide 90 long-term and 12 short-term bicycle parking spaces. The project will be 107,940 square feet in floor area with a Floor Area Ratio ("FAR") of 2.94:1.

The residential units are located on floors two through five, and will be comprised of 20 studios, 48 one-bedroom and 56 2-bedroom units. Residential amenities will be provided through private balconies and a roof terrace. The project will also provide 6,000 square feet of flexible commercial space at the ground floor, which can be used for neighborhood serving uses such as neighborhood retail or neighborhood services defined by LAMC Section 13.07.C, or to the Cultural Overlay uses allowed in Appendix B pursuant to Section 6.C.2 of the Crenshaw Corridor Specific Plan .

The site is currently developed with a car wash, and auto repair facility, with six 6 unprotected trees on the subject site proposed to be removed and six (6) trees along the public right-of-way which are proposed to remain.

### **BACKGROUND**

#### **Subject Property**

The project site is located on the east side of Crenshaw Boulevard just south of Stocker Street in the West Adams – Baldwin Hills – Leimert Community Plan Area. The project site consists of ten (10) contiguous lots totaling approximately 36,717 square feet, with approximately 385 feet of frontage along the east side of Crenshaw Boulevard. The site is currently developed with a car wash, and auto repair facility, with six 6 unprotected trees on the subject site proposed to be removed and six (6) trees along the public right-of-way which are proposed to remain.. There are no known designated historic resources or cultural monuments on the subject site.

#### **Zoning and Land Use Designation**

The project site is located in the West Adams – Baldwin Hills – Leimert Community Plan, and is designated for Neighborhood Commercial land uses, with the corresponding zones of C1, C1.5, C2, C4, R3, and RAS3. The site is zoned C1.5-1-SP and is consistent with the land use designation. The site is located within the Crenshaw Redevelopment Project area and a Transit Priority Area. The site is also located within subarea D and a Pedestrian-Oriented Area of the Crenshaw Corridor Specific Plan. The Specific Plan contains additional regulations for use, ground floor uses, building height, density, floor area, building disposition, building design, and parking.

#### **Surrounding Uses**

The surrounding area is developed with a combination of single-family and multi-family residential, commercial uses, automotive repair, and related parking. Properties to the east across the alley are zoned R2-1 and are developed with one – two story single and multi-family residential. The property adjacent to the south is developed with a Mixed Use, 4 story building in the C1.5-1-SP Zone. Properties to the west across Crenshaw Boulevard are developed with one to two-story

commercial uses in the C1.5-1-SP Zone. The property adjacent to the north is developed with a one-story commercial use in the C1.5-1-SP Zone

### Streets and Circulation

Crenshaw Boulevard, abutting the property to the east, is a designated Modified Avenue I, with a designated right-of-way width of 100 feet and roadway width of 56 feet, and is currently dedicated to a 90 foot right-of-way with a 70 foot roadway, with a curb, gutter, and sidewalk.

Alley, abutting the property to the east, is 15 feet in width.

### Public Transit

The project site is located just south of the intersection of Stocker Street and Crenshaw Boulevard, which serves the Los Angeles County Metropolitan Transit Authority ("Metro") bus lines 40, 102, 105 and 210, Metro Rapid bus lines 705, 710, and 740 and is across the street from a future light rail station currently under construction.

### Relevant Cases and Building Permits

#### Subject Site:

No other relevant on-site cases.

#### Surrounding Sites:

Case No. CPC-2019-5778-DB-DRB-SPP-WDI: The Commission will consider a proposed project that includes the demolition of existing buildings for the construction of a new 6-story, 70-foot, 51,444 square-foot mixed-use building including 64 dwelling units (32 studio, 28 one-bedrooms & 4 two bedrooms), 5,000 square feet of retail, 50 parking spaces, and 60 bicycle parking spaces at 3600 Stocker Street.

## **REQUESTED ACTIONS**

### Density Bonus / Affordable Housing Incentives Program

Per Government Code Section 69515(c)(1), the Project qualifies for a density bonus increase of 35 percent or 33 additional market rate units. This density bonus is approved in exchange for setting aside 15% of the base density (14 units) for Very Low Income households for a period of 55 years. As a result of setting aside 15% of the 92 by-right density units, the applicant qualifies for three (3) incentives.

The applicant seeks the following three (3) Off-Menu Incentives as set forth in the Density Bonus Ordinance:

- a. To allow a residential parking requirement of 0.5 parking spaces per unit; and
- b. To allow a 2.94:1 FAR in lieu of the 1.5:1 FAR otherwise required by the Crenshaw Corridor Specific Plan; and
- c. A 24-foot increase in height over the otherwise permitted 45-feet allowed per the Crenshaw Corridor Specific Plan in the C1.5-1-SP Zone; and

In addition to the Off-Menu Incentives, the applicant requests the following Waiver of Development Standards:

- d. A 5-foot side yard setback in lieu of the minimum 6-foot side yard otherwise required for a 5-story building in the C1.5-1-SP Zone;
- e. To waive the transitional height requirements of the Crenshaw Corridor Specific Plan ("CCSP" Ordinance No. 184,795) Section 10.D.1
- f. To allow 50% of the required parking spaces to be compact.

#### Site Plan Review

In accordance with LAMC Section 16.05, the applicant has requested a Site Plan Review for a development project that creates or results in an increase of 50 or more dwelling units. As the site is currently developed with a car wash, and auto repair facility, there are zero (0) existing dwelling units. Given the proposed construction of 124 dwelling units, the project results in a net increase of 124 dwelling units on the subject site.

#### Project Permit Compliance Review

The applicant has requested a Specific Plan Project Permit Compliance and Design Review, in accordance with LAMC Sections 11.5.7.C and 16.50, for a Project within Subarea D of the Crenshaw Corridor Specific Plan. The term Project is defined by the Specific Plan as "*Any activity that requires the issuance of any of the following permits from the Department of Building and Safety: certificate of occupancy, building, grading, foundation, change of use, or sign.*"

#### Director's Determination

The applicant requests special permission by the Director for the reduction of commercial parking requirement by ten percent. If the Director finds that a commercial or industrial building is located on a lot not more than 1,500 feet distant from the portal of a fixed rail transit station, or bus station, or other similar transit facility, then the required number of parking spaces for that commercial or industrial building shall be decreased by ten percent of the number otherwise required by LAMC Section 12.21 A.4.(c).

#### CEQA

The project seeks to determine based on the whole of the administrative record, that the Project is exempt from CEQA pursuant to State CEQA Guidelines, Article 19, Section 15332 (Infill Development), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. The Notice of Exemption is attached as Exhibit E of this report.

#### Issues

The following section includes a discussion of issues and considerations related to the project.

##### *The Crenshaw Corridor Design Review Board*

The Design Review Board met on May 07, 2020, and reached a quorum of five Board Members. The vote was unanimous (five ayes and zero nays) recommending the project return to the Board after the board found the project to be inconsistent with the relevant design guidelines and development provisions of the Specific Plan. The Design Review Board reconvened on

June 17, 2020, and reached a quorum of five Board Members. The vote was unanimous (five ayes and zero nays) recommending that the project be approved with the following conditions:

- The balconies on the second floor shall have a solid flooring in lieu of the mesh flooring of the balconies on the upper levels.
- All rooftop equipment shall be screened to the top of the equipment as shown on "Exhibit A". The mechanical systems will be located at a minimum of 10 feet from the property line, ensuring it is not visible from adjacent properties.
- Street Furniture and trash receptacles that will be frequently emptied by building maintenance shall be provided along Crenshaw Boulevard adjacent to the subject property.

The Applicant was amenable to screening mechanical systems on the rooftop and providing street furniture and trash receptacles that will be frequently emptied along their property. The Applicant was not amenable to providing a solid flooring in lieu of the mesh flooring as it was part of the design vernacular of the project.

*Empowerment Congress West Area (ECWA) Neighborhood Council.*

The Applicant met with the neighborhood council for a total of 4 times and received a recommendation of approval for the project. ECWA indicated that the changes made in the Design Review Board meetings were positive and satisfactory and supports the residential project. ECWA requested that the applicant provide 15% of the total units as affordable housing, and the Applicant has agreed to provide 15% of the base density as affordable.

## **CONCLUSION**

Based on the information submitted to the record, staff recommends that the City Planning Commission approve the construction of a 124 unit mixed use building in the C1.5-1-SP zone, approve a Density Bonus Compliance Review of the requested Incentives and Waivers as set forth in the Density Bonus Ordinance including the following three incentives: A 24-foot increase in height over the otherwise permitted 45-feet allowed per the Crenshaw Corridor Specific Plan in the C1.5-1-SP Zone; to allow a 2.94:1 FAR in lieu of the 1.5:1 FAR otherwise required by the Crenshaw Corridor Specific Plan, and to allow a residential parking requirement of 0.5 parking spaces per unit and the following three Waivers a 5-foot side yard setback in lieu of the minimum 6-foot side yard otherwise required for a 5-story building in the C1.5-1-SP Zone,; to allow 50% of the required parking spaces to be compact.and to waive the transitional height requirements of the Crenshaw Corridor Specific Plan ("CCSP" Ordinance No. 184,795) Section 10.D.1.

Staff also recommends that the City Planning Commission approve a Project Permit Compliance Review and Design Review for a project within Subarea D of the Crenshaw Corridor Specific Plan area pursuant to LAMC Section 11.5.7; approve a Site Plan Review for a project resulting in an increase of 50 or more dwelling units pursuant to LAMC Section 16.05; and grant special permission for the reduction of commercial parking requirement by ten percent for a project within 1,500 proximity of a portal of a fixed rail transit station, bus station, or similar facility pursuant to LAMC Section 12.23.Y.

## 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 Los Angeles Municipal Code or the project conditions.

### Density Bonus

2. **Residential Density.** The project shall be limited to a maximum density of 124 residential units including Density Bonus Units.
3. **Affordable Units.** A minimum of 14 units shall be reserved as affordable units for Very Low Income household occupancy, as defined by the State Density Bonus Law 65915 (c)(1) or (c)(2) as determined by the California Department of Housing and Community Development ("HCD");.
4. **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 (a-d).
5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 14 units available to Very Low Income Households as determined by HCD, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with any monitoring requirements established by the HCIDLA.
6. **Automobile Parking (Incentive).** Pursuant to Los Angeles Municipal Code ("LAMC") Section 12.22 A.25(g)(3) the project shall provide residential parking at a rate of 0.5 spaces per unit.
  - a. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.
  - b. Any parking spaces provided above LAMC requirements shall be provided with EV chargers to immediately accommodate electric vehicles within the parking areas.
  - c. **Unbundled Parking.** Residential parking shall be unbundled from the cost of the rental units, with the exception of parking for Restricted Affordable Units.
7. **Automobile Parking (Waiver).** The project shall be allowed to provide up to 50% of the residential parking as compact parking.
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 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. **Floor Area Ratio (Incentive)).** The project shall be limited to a maximum floor area ratio ("FAR") of 2.94:1.
10. **Height (Incentive).**
  - a. The project shall be limited to five (5) stories and 62 feet in height to the parapet per Exhibit "A".
11. **Transitional Height (Waiver).** Transitional Height requirements of the Crenshaw Corridor Specific Plan ("CCSP" Ordinance No. 184,795) Section 10.D.1 shall not apply.
12. **Side Yard Setbacks (Waiver).** The project shall observe a minimum 5-foot northerly and southerly side yard setbacks in lieu of the six (6) feet otherwise required for a 5-story building in the C1.5-1-SP zone as provided in Exhibit 'A
13. **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".

#### **Project Permit Compliance**

14. **Ground Floor Use.** Ground Floor uses shall be limited to neighborhood retail or neighborhood services defined by LAMC Section 13.07.C, or to the Cultural Overlay uses allowed in Appendix B pursuant to Section 6.C.2 of the Crenshaw Corridor Specific Plan.
15. **(Project Permit Compliance) Building Façade.** All exterior building walls should provide a break in the plane, or a change in material, every 20 feet in horizontal length and every 15 feet in vertical length, created by an articulation or architectural detail.
16. **Open Space.** The project shall provide a minimum of 13,900 square feet of usable open space per Exhibit "A".
17. **Zoning.** The project shall comply with all other requirements of the C1.5-1-SP zone.
18. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21 A.16.
19. **Streetscape Plan.** The project shall be in substantial conformance with the Crenshaw Boulevard Streetscape Plan to the satisfaction of the Director of Planning.
20. **(Project Permit Compliance) Design Review Board.** The project shall comply with the following conditions of the Crenshaw Corridor Design Review Board.
  - a. All rooftop equipment shall be screened to the top of the equipment as shown on "Exhibit A". The mechanical systems shall be located at a minimum of 10 feet from the property line, ensuring it is not visible from adjacent properties.

- b. Street Furniture and trash receptacles that will be frequently emptied by building maintenance shall be provided along Crenshaw Boulevard adjacent to the subject property.
21. **Covenant and Agreement.** No building permit or change of use permit shall be issued for any project until a covenant committing the property owner to maintain the Commercial Use (ground floor uses), limited to neighborhood retail or neighborhood service as defined by LAMC Section 13.07.C, or to the Cultural Overlay uses allowed in Appendix B of the Crenshaw Corridor Specific Plan, is recorded in a manner approved by the City prior to issuance of a building permit.
22. **Development Standards for Pedestrian-Oriented Areas.** The project shall comply with the development standards in Subsections 1 and 7 of LAMC Section 13.07.E.
- i. **Subsection 1.** Building frontages shall conform to the following regulations:
    - a) **Blank Walls.** Blank walls in excess of 10 feet in width shall not be permitted. Blank walls shall be relieved by transparent windows, doors, recessed entryways, recessed courtyards, planters, murals, mosaic tile, public art and/or other means of creating visual interest.
    - b) **Openings in Exterior Walls of Buildings or Between Buildings for Vehicles.** Any opening in an exterior wall of a building or between buildings for purposes of vehicular entry shall not be permitted.
    - c) **Openings in Exterior Building Walls Not For Vehicles.** Openings in exterior building walls or building setbacks which are used for plazas or courtyards with outdoor dining, seating, water features, kiosks, paseos, open air vending or craft display areas shall be permitted.
    - d) **Pedestrian Access.** All new developments fronting on Pedestrian Oriented Streets shall provide at least one entrance for pedestrians to each ground floor.
    - e) **Pedestrian Views Into Buildings.** At least 75 percent of the building frontage at the ground floor of a building adjoining a Pedestrian Oriented Street shall be devoted to entrances for pedestrians, display windows or windows affording views into retail, office or lobby space. Nonreflective glass shall be used to allow maximum visibility from sidewalk areas into the interior of buildings.
    - f) **Second Floors.** Building frontage on the floor immediately above the ground floor shall be differentiated from the ground floor by recessed windows, balconies, offset planes, awnings or other architectural details, as determined by the Department of City Planning.
    - g) **Building Continuity With Openings.** In the event a building opening of 15 feet in width or greater is permitted, continuation of an architectural feature of the ground floor building facade shall be required to retain continuity of a building wall at the ground floor, as determined by the Department of City Planning.
    - h) **Requirement for Ground Floor.** Each building on a lot fronting on a Pedestrian Oriented Street shall have a ground floor.
  - ii. **Subsection 7.** Landscaping Standards.

- a) Prior to the issuance of a building permits, the Department of Planning shall approve a landscape plan for new projects. In approving this plan, the Department shall find that trees, compatible in size and variety with (b) below, are planted in all landscaped areas at the highest practical density and that planted window boxes, and hanging plant baskets and flower beds in parking lots are provided, where possible.
- b) Shade producing street trees shall be planted, where feasible, at a ratio of at least one for each 25 feet of frontage at a distance no greater than 10 feet from the curb. Elevated planters, tree grates and tree guards shall be provided, where needed.
- c) An automatic irrigation system shall be provided for all landscaped areas including shade trees and shall be indicated on landscape plans. Property owners shall maintain all landscaping in good healthy condition and shall keep planted areas free of weeds and trash.

### Standard Conditions

- 23. **Street Trees.** Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by Urban Forestry Division of the Bureau of Street Services. Parkway tree removals shall be replanted at a 2:1 ratio. All street tree plantings shall be brought up to current standards. Street Trees shall be in conformance with the Crenshaw Corridor Streetscape Plan.
- 24. **Lighting.** All pedestrian walkways and vehicle access points will 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. Utilize adequate, uniform, and glare-free lighting, such as dark-sky compliant fixtures, to avoid uneven light distribution, harsh shadows, and light spillage.
- 25. **Solar and Electric Generator.** Generators used during the construction process shall be electric or solar powered. Solar generator and electric generator equipment shall be located as far away from sensitive uses as feasible.  
  
Or: Where power poles are available, electricity from power poles and/or solar-powered generators rather than temporary diesel or gasoline generators shall be used during construction. (WL)
- 26. **Solar-ready Buildings.** The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.
- 27. **Signage.** There shall be no off-site commercial signage on construction fencing during construction.
- 28. **Security Devices.** Exterior roll-down doors shall be no less than 75 percent transparent



### Environmental Conditions

29. As a Regulatory Compliance Measure (HM1) of the West Adams-Baldwin Hills- Leimert Community Plan (ENV-2008-478-EIR), a detailed Soil Management Plan (SMP) for the treatment of contaminated soils and materials shall be developed and implemented in accordance with applicable laws and regulations. The SMP shall be prepared prior to the Department of Building and Safety's issuance of a grading permit to review and address any impacted soil that may be encountered during excavation and grading. The SMP shall provide for the sampling, testing, and timely disposal of such soil and shall specify the testing parameters and sampling frequency. Any impacted soils shall be properly treated and disposed of in accordance with applicable SCAQMD, DTSC, and LARWQCB requirements. An Environmental Professional shall be on-site during excavation and grading of the project site to monitor environmental conditions pertaining to soil. Written confirmation by the Environmental Professional stating that required site remediation was completed consistent with the relevant federal, state or local requirements shall be provided to the City prior to issuance of certificates of occupancy.

### Administrative Conditions

30. **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.
31. **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.
32. **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.
33. **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.
34. **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.
35. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
36. **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 but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- (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 any federal, state or local law.

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

## FINDINGS

### **DENSITY BONUS / AFFORDABLE HOUSING INCENTIVES PROGRAM FINDINGS**

#### **Density Bonus / Affordable Housing Incentives Program**

The applicant proposes a project totaling 124 dwelling units, 14 of which will be restricted to Very Low Income Households for a period of 55 years. As a result of setting aside 15 percent of the 92 by-right density units for Very Low Income Households, the applicant qualifies for three (3) incentives. The applicant seeks the following three (3) Off-Menu Incentives as set forth in the Density Bonus Ordinance:

- a. To allow a residential parking requirement of 0.5 parking spaces per unit; and
- b. To allow a 2.94:1 FAR in lieu of the 1.5:1 FAR otherwise required by the Crenshaw Corridor Specific Plan
- c. A 24-foot increase in height over the otherwise permitted 45-feet allowed per the Crenshaw Corridor Specific Plan in the C1.5-1-SP Zone

In addition to the three (3) Off-Menu Incentives, the applicant requests the following Waiver of Development Standards:

- d. A 5-foot side yard setback in lieu of the minimum 6-foot side yard otherwise required for a 5-story building in the C1.5-1-SP Zone;
- e. To waive the transitional height requirements of the Crenshaw Corridor Specific Plan ("CCSP" Ordinance No. 184,795) Section 10.D.1
- f. To allow 50% of the required parking spaces to be compact.

Based on the set aside of 15 percent of the base unit for Very Low Income households, the applicant is entitled to three (3) incentives under both the Government Code and LAMC. Therefore, the Off-Menu requests qualify as the proposed development's incentives. The remaining request must be processed as Waiver of Development Standards.

Following is a delineation of the findings related to the request for three (3) Off-Menu Incentives, pursuant to LAMC Section 12.22 A.25(g) and Government Code Section 65915.

1. **Government Code Section 65915 and LAMC Section 12.22 A.25(c) state that the Commission shall approve a density bonus and requested incentive(s) unless the Commission finds that:**

- a. ***The incentives do not result in identifiable and actual cost reductions 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 City Planning Commission to make a finding that the requested incentives do not result in identifiable and actual cost reduction 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 requested incentives would result in building design or construction efficiencies that provide for affordable housing costs. Allowing the additional height and parking requirements increase the number of units of comfortable types and sizes to be accommodated on the Project site and thus contributes to the Project's ability to sustain affordable rents and marketability of the Project. The requested incentive allows the Project developer to expand the building envelope so the additional units can be constructed and the overall space dedicated to residential uses is increased. The reduced parking requirement minimizes the area dedicated for parking and expands the active commercial use and residential space. Otherwise, there are increased costs to provide parking spaces per LAMC Section 12.21-A.4 requirements, which would either increase the building height to allow an additional level of podium parking that would ultimately change the type of construction to allow such height structurally; or, increase construction cost to excavate, haul, and grade an additional subterranean level for additional parking.

Without the incentives there would be a reduction in the Project's ability to provide the range of unit configurations and sizes and would potentially jeopardize the financial feasibility of constructing such a development.

*FAR Increase:* The subject site is zoned C1.5-1-SP with a Height District No. 1 that permits a maximum Floor Area Ratio ("FAR") of 1.5:1, however the Crenshaw Corridor Specific Plan allows mixed use projects in Subarea D a maximum FAR to 1.5:1. LAMC Section 12.22 A.25 permits an FAR increase of 35 percent to 2.7:1 FAR through an On-Menu Incentive for eligible projects within 1,500 feet of transit. The applicant has requested an Off-Menu Incentive to allow a 2.94:1 FAR in lieu of the otherwise permitted 1.5:1 FAR. The proposed project requests a maximum 2.94:1 FAR, providing a maximum floor area of 107,940 square feet. The proposed 2.94:1 FAR creates additional square feet. As proposed, the additional FAR will allow for the construction of the affordable residential units. The requested incentive will 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.

FAR by-right	Lot Area (sf)	Total Floor Area (sf)
1.5:1	36,717	$36,717 \times 1.5 =$

FAR Requested	Buildable Lot Area (sf)	Total Floor Area (sf)	Additional Floor Area (sf)
2.94:1	40,435		$- 40,435 =$

*Parking Reduction:* The project requests to allow for a reduction of the residential parking ratio to 0.5 parking space for every dwelling unit in lieu of the 102 spaces otherwise required by LAMC 12.21.A.4(a).

The Project includes a request to reduce its parking requirement to 0.5 space for each of its 124 residential units, adjusting its parking requirement from 102 to 62 parking spaces (see Sheet A1.1 of Exhibit A). The reduced parking ratio for the residential component would create great cost efficiencies for the project as it is able to locate all of its vehicular parking on one at-grade level. The Project is suited for the parking reduction as it is conveniently located on Crenshaw Boulevard in the Leimert Park neighborhood within walking distance of several major transit stops to regional and local bus lines, and also located one-quarter mile from two Crenshaw/LAX Metro Stations expected to open this year.

<b>J. AUTOMOBILE PARKING REQUIRED</b>					
<b>Automobile Parking: Required and Proposed</b>		<b>Residential Units</b>			
Location	Retail	Studio	1 Bed	2 Bed	Total
Units / SF	6,000	20	48	56	-
Ratio	0.002	0.5	0.5	1	-
Base Required	12	10	24	56	102
Incentive Ratio	0.002	0.5	0.5	0.5	-
Incentive Required	12	10	24	28	74
Bike Replacement	-30%	-15%			-
Credit	-4	-9			-13
Director Determination for 10% Reduction	-1.2				
<b>On-site Required</b>	<b>7</b>	<b>53</b>			<b>60</b>

The Project was designed in an efficient manner incorporating good urban design principles in order to accommodate all vehicular parking at-grade that is screened by its ground floor commercial uses and residential lobby. The cost savings afforded by the parking reduction stems from not having to excavate, shore and construct subterranean parking. It also avoids having to construct above-grade parking that would otherwise compromise a level of residential uses, 31 residential units, and thus the feasibility of the Project.

The parking reduction was also required in order to accommodate all of the vehicular parking for the Project at-grade. Because vehicular parking also needs to comply with various building codes and policies such as parking dimensions, back-up space, and turning radius, the reduction of parking was necessary. The parking lot was also limited by the placement of its structural columns, while also complying with the aforementioned parking design standards.

Not having to excavate or build above-grade parking are also preferred for environmental and health reasons, where otherwise the project may not have qualified for a Categorical Exemption under CEQA, which would have increased construction and mitigation costs for the Project. The reduction of half of the vehicles to be parked at the Project also contributes to fewer vehicle miles traveled and greenhouse gas emissions for the Project.

Therefore, the benefits from the reduced residential parking requirement include significant cost savings and a preferred environmental and health situation, that otherwise would have made the Project infeasible. Additional benefits of the cost savings also allow the savings to be invested back into the quality and design of the Project, improving its construction and operation, and quality of life for its future residents.

*Height Increase:* The subject site is zoned C1.5-1-SP, with a Height District No. 1 that permits unlimited building height, however the Crenshaw Corridor Specific Plan permits a maximum 45-foot building height. The height waiver requests relief from the 45-foot height limit in order to construct the Project that would exceed it by 24 feet to 62 feet to the top of the parapet (see Sheet A2.1 of Exhibit A). Without the increase in height, the various rooftop amenities, mechanical equipment, elevator shafts, and parapet would need to be below the 45-foot height limit, which would preclude the Project from the 4<sup>th</sup> and 5<sup>th</sup> levels of residential units. Without two levels of residential units, 62 units would not be accommodated, which significantly affect the construction efficiencies of the Project. Further, the reconfiguration of the mechanical equipment and open space amenities would further compromise the spatial dimensions and feasibility of the Project.

The requested incentives allow the developer to expand the building envelope so the additional and affordable units can be constructed, provide for design and cost efficiencies, and allow the overall space dedicated to residential uses to be increased. These incentives support the applicant's decision to set aside the specified number of dwelling units for Low Income Households for 55 years.

- b. The incentive(s) will have a 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 are 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 (Government Code Section 65915(d)(1)(B) and 65589.5(d)).**

There is no substantial evidence in the record that the proposed incentive(s) 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)). As required by Section 12.22 A.25 (e)(2), the project meets the eligibility criterion that is required for density bonus projects. The project also does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. Therefore, there is no substantial evidence that the proposed incentive(s) will have a specific adverse impact on public health and safety.

- c. The incentive(s) are contrary to state or federal law.**

There is no evidence in the record that the proposed incentives are contrary to state or federal law.

Following is a delineation of the findings related to the request for three (3) Waivers of Development Standards, pursuant to Government Code Section 65915.

- 2. Government Code Section 65915 and LAMC Section 12.22 A.25(c) state that the Commission shall approve a density bonus and requested Waiver of Development Standard(s) unless the Commission finds that:**

- a. The waiver(s) or reduction(s) of development standard(s) are contrary to state or federal law.**

There is no evidence in the record that the proposed waivers are contrary to state or federal law.

A project that provides 15 percent of base units for Very Low Income Households qualifies for three (3) Incentives, and may request other “waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]” (Government Code Section 65915(e)(1)).

Therefore, the request for the following are recommended as a Waiver of Development Standards. Without the below Waivers, the existing development standards would preclude development of the proposed density bonus units and project amenities:

*Side Yards:* LAMC Section 12.14 C.2 requires side yards to conform to the requirements of the R4 Zone for buildings erected and used for residential purposes. The R4 Zone requires side yards of a minimum of 5 feet, and requires one additional foot in the width of the required side yards for each additional story above the 2<sup>nd</sup> story. The Project is a 5-story mixed-use building containing a ground floor with retail, and grade-level parking and the upper Levels 2 through 5 are comprised of residential units. Given all levels of the project would be utilized in whole or in part by residential uses, the Project would therefore be required to provide 8-foot side yard setbacks. The Applicant has requested Waivers for reduced yards, and proposes two 5-foot side yard setbacks in lieu of the 8 feet otherwise required. As indicated on Sheet A0.5G of Exhibit A, the required setback and proposed setback areas are outlined for those residential uses on Levels 2 through 5 affect four units on four levels, impacting a total of 16 units.

Level	Retail Area per floor	Residential Floor Area	Accessory Floor Area	Total Per floor (with modified setbacks)	Setback relief yield	Total with required setbacks
1	6,000	1,460	320	7,780	0	
2		24,940	100	25,040	775	24,265
3		24,940	100	25,040	775	24,265
4		24,940	100	25,040	775	24,265
5		24,940	100	25,040	775	24,265
<b>Total</b>	<b>6,000</b>	<b>101,220</b>	<b>720</b>	<b>107,940</b>	3,100	<b>104,840</b>

As indicated in the table above, the setbacks would otherwise impact bedrooms and bathrooms of those affected units, physically limiting the full construction of units in order to maintain a well-balanced project of varied unit types for a range of households and rent levels. In addition, as the table below also indicates, relief from the requested yard setbacks would be able to accommodate approximately 775 square feet on each of the four residential levels, which would provide approximately 3,100 square feet of relief. Strict compliance with the yard requirements would reduce the buildable lot area by 3 feet for the side yards, and would require the floor plan to be reconfigured, thereby



limiting the buildable area for new development and reducing the number and range of units that could be developed.

The Project was designed in an efficient manner incorporating good urban design principles and incorporating articulation and variability as opposed to maximizing its permitted block envelope. And in order to achieve a more efficient and elegant design, relief from yard setbacks were necessary in order to accommodate the number of units and mix of unit types to ensure a healthy range of households at different rent levels.

*Compact Spaces.* The Project includes a request permit up to 50 percent of its 60 parking spaces to be compact spaces (see Sheet A1.1). The increased allowance for compact spaces is a great benefit to the design of the Project as it is constrained by site dimensions, structural columns, and building code parking design dimensions; and so it is able to locate all of its vehicular parking on one at-grade level. The Project is suited for the modified parking design as it is conveniently located on Crenshaw Boulevard in the Leimert Park neighborhood within walking distance of several major transit stops to regional and local bus lines, and also located one-quarter mile from two Crenshaw/LAX Metro Stations expected to open this year.

The Project was designed in an efficient manner incorporating good urban design principles in order to accommodate all vehicular parking at-grade that is screened by its ground floor commercial uses and residential lobby. Because vehicular parking also needs to comply with various building codes and policies such as drive aisle dimensions, back-up space, and turning radius, the compact parking design was necessary. The parking lot was also limited by the placement of its structural columns, while also complying with the aforementioned parking design standards. Because of the structural and building code limitations that could not be modified, strict compliance with the required standard parking design would have precluded the Project from meeting its parking requirement and design at-grade.

The compact parking design also provides cost savings that stem from not having to excavate, shore and construct subterranean parking in order to accommodate the typically required standard parking design. It also avoids having to construct above-grade parking that would otherwise compromise a level of residential uses, 31 residential units, and thus the feasibility of the Project. Not having to excavate or build above-grade parking are also preferred for environmental and health reasons, where otherwise the Project may not have qualified for a Categorical Exemption under CEQA, which would have increased construction and mitigation costs for the Project.

Therefore, the benefits from a more compact parking design allows for a more compact development for the Project to provide parking at-grade within its structural limitations whilst complying with parking dimensions of the building code. This compact design also includes significant cost savings and a preferred environmental and health situation, that otherwise would have made the Project infeasible. Additional benefits of the cost savings also allow the savings to be invested back into the quality and design of the Project, improving its construction and operation, and quality of life for its future residents.

*Transitional Height.* Section 10.D of the Crenshaw Corridor Specific Plan requires projects on a lot zoned for commercial where the rear or side yard property line is contiguous with that of a residential lot, or separated by an alley, the entire building shall be setback or individual floors “stepped back” one foot for every one foot in height as measured 15 feet above grade at the residential property line. The applicant is requesting a waiver to exceed the transitional height requirement as providing it would reduce their unit count and reduce the size of the common open space provided on the

roof. The second height waiver requests relief from the transitional height requirement as it would otherwise exceed its 45-degree angle from the neighboring R2 zone to the east (see Sheet A2.1 of Exhibit A). As indicated on the plan sheet, the transitional height line would cut into the residential units on the 5<sup>th</sup> level along the east edge by approximately 6-feet and 6-inches in height and depth. The impact to the 5<sup>th</sup> level would preclude the 17 residential units located along the east edge. The transitional height would also preclude a significant amount of the mechanical equipment along the east edge of the rooftop, which would have to be reconfigured on the rooftop and impact much of the residential amenities. Without 17 units and significantly reduced open space amenities, the Project would cease to be able to provide the number of residential units, including affordable units, and also further compromising the construction of quality and design as proposed.

The requested waivers allow the developer to reduce setback requirements so the affordable housing units can be constructed and the overall space dedicated to residential uses is increased. By waiving these development standards, the developer will not be physically precluded from constructing the proposed development with 124 dwelling units including 14 affordable units.

- b. The waiver 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 substantial evidence in the record that the proposed incentive(s) 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)). As required by Section 12.22 A.25 (e)(2), the project meets the eligibility criterion that is required for density bonus projects. The project also does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The project does not involve the demolition of a historic structure that was placed on a national, state, or local historic register prior to the submission of the application. Therefore, there is no substantial evidence that the proposed waivers of development standards will have a specific adverse impact on public health and safety.

### **PROJECT PERMIT COMPLIANCE FINDINGS**

- 3. The project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan.**
- a. Section 6: Land Uses.** The Crenshaw Corridor Specific Plan Map No. 4 designates the subject property as located in Subarea D and in the Pedestrian-Oriented Area. 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. Subarea D is limited to Commercial retail or services on the ground floor.

- i. **Prohibited Uses.** *Section 6.A.1 of the Crenshaw Corridor Specific Plan prohibits the following uses in the Specific Plan Area: (a) gun and/or pawn shops; (b) swap meets; (c) public self-storage; (d) motels; (e) bars not attached to dining, dancing and/or entertainment related uses; (f) recycling collection or buyback centers and mobile recycling centers, except as permitted by State Law.* The proposed project is a mixed-use project with 124 units and 6,000 square-feet of ground floor commercial space, which will not contain any of the aforementioned prohibited uses. Therefore, the project is in compliance with the land use section of the Specific Plan.
  - ii. **Limited Uses.** *Section 6.B of the Crenshaw Corridor Specific Plan limits the following uses in all areas of the Specific Plan Area: (a) Off-Site Alcohol Sales; (b) Automobile-Related Use; (c) Free-Standing Fast-Food Establishments.* The proposed project is a mixed-use project with 124 units and 6,000 square-feet of ground floor commercial space, which will not contain any of the limited uses. Therefore, the project is in compliance with the limited uses section of the Specific Plan.
  - iii. **Use Limitations in Pedestrian-Oriented and TOD Areas.** *Section 6.C.2 of the Crenshaw Corridor Specific Plan limits ground floor uses to neighborhood retail or neighborhood services defined by LAMC Section 13.07.C, or to the Cultural Overlay uses allowed in Appendix B.* The project is a mixed-use project with 124 residential units and 6,000 square-feet of ground floor commercial space along the Crenshaw Boulevard frontage, which is limited to neighborhood retail or neighborhood services defined by LAMC Section 13.07.C, or to the Cultural Overlay uses allowed in Appendix B of the Crenshaw Corridor Specific Plan per Condition 18, and therefore is in compliance with Section 6.C.2.
- b. **Section 9: Floor Area Ratios and Height.** The Crenshaw Corridor Specific Plan Map No. 7 designates the subject property with a 45-foot height limit. The proposed project will build to a maximum height of 69-feet. The proposed project qualifies for a Density Bonus incentive and has requested an off-menu incentive for an additional height of up to 24 additional feet, allowing the project a maximum height of 69-feet.

In all Subareas, lots zoned commercial or industrial shall be permitted a maximum floor area ratio (FAR) of 1.5:1. The proposed project requests an Off Menu Density Bonus incentive for an increase in FAR, allowing the project a maximum FAR of 2.94:1. The project is mixed use and has a proposed Floor Area of 107,940 square-feet on a 36,717 square-foot lot for a total FAR of 2.94:1. Therefore, the project is in compliance with the Floor Area Ratio and height regulations of the Specific Plan.

- c. **Section 10: Building Setbacks and Open Space Areas.** Section 10.B.1, 10.B.2 and 10.B.3 of the Crenshaw Corridor Specific Plan regulates projects involving new construction in Pedestrian-Oriented Areas. The project requests Waivers for reduced yards, and proposes (2) 5-foot northerly side yard setbacks in lieu of the 8 feet otherwise required by the C1.5-1-SP zone.

Section 10.B.1 requires a five-foot setback along any lot line that abuts a public street for projects that do not provide Pedestrian Amenities. Section 10.B.2 allows projects that provide a Pedestrian Amenity up to a 15-foot Setback along any portion of a lot line that abuts the amenity. The project provides a Pedestrian Amenity in the form of a landscaped public plaza within a 6-foot setback and therefore complies with Section 10.B.1 and 10.B.2.

The building frontage extends at least 65 percent of the length of the front lot line and therefore complies with Section 10.B.3. Section 10.C does not apply to the subject site because it is not located in a Specific Plan TOD area. Section 10.D requires projects where the property is zoned commercial and the rear or side yard property line is contiguous with that of a residential lot, or separated by an alley, to have a transition in height, by which the entire building shall be setback or individual floors “stepped back” one foot for every one foot in height as measured 15 feet above grade at the residential property line. The applicant has requested a waiver of this development standard as a waiver of development standard.

- d. **Design Guidelines and Design Review Board.** The Design Review Board met on May 07, 2020, and reached a quorum of five Board Members. The vote was unanimous (five ayes and zero nays) recommending the project return to the Board after the board found the project to be inconsistent with the relevant design guidelines and development provisions of the Specific Plan.

The Design Review Board reconvened on June 17, 2020, and reached a quorum of five Board Members. The vote was unanimous (five ayes and zero nays) recommending that the project be approved with the following conditions:

- The balconies on the second floor shall have a solid flooring in lieu of the mesh flooring of the balconies on the upper levels.
- All rooftop equipment shall be screened to the top of the equipment as shown on “Exhibit A”. The mechanical systems will be located at a minimum of 10 feet from the property line, ensuring it is not visible from adjacent properties.
- Street Furniture and trash receptacles that will be frequently emptied by building maintenance shall be provided along Crenshaw Boulevard adjacent to the subject property.

The project is consistent with policies of the Crenshaw Corridor Specific Plan Design Guidelines **Section III. Guidelines and Standards for New Residential Projects of Five Units or More**

**GUIDELINE 1.** Create a space around which the building is designed that serves as an amenity for residents and increases the quality of the environment.

The roof terrace of the building is proposed with 8,450 square feet of usable open space for residents, of which 3,600 square feet is landscaped. The roof deck is designed with seating areas, outdoor cooking areas, and recreation space. Additionally, the ground floor of the building is comprised of 6,000 square feet of commercial retail space that will be convenient to the building’s residents.

**GUIDELINE 2.** Provide open space within a project that is usable and well designed.

The project includes approximately 13,900 square-feet of open space areas, including 3,600 square-feet of landscaping, 4,600 square feet of private balconies, an 850 square foot private deck on the second floor and an 8,450 square foot roof deck. The roof deck is designed with seating areas, outdoor cooking areas, and recreation space.

**GUIDELINE 3.** Design all buildings with a quality and character that improve community appearance by avoiding excessive variety and monotonous repetition.

To achieve this, the volume of all buildings should be composed of a variety of forms, contrasting shapes and should employ attractive and complementary building materials and architectural features.

The project provides a variety of architectural materials and building planes, with special attention to create a pedestrian-scaled project with substantial landscaping, common open space, commercial space and residential amenities. The architectural design of the building incorporates perpendicular lines and differentiating color tones and materials to create articulation and contrast along every façade. The design alternates different textures, colors, materials, and distinctive architectural treatments to every façade.

**GUIDELINE 4.** Screen all roof top equipment and building appurtenances from view of adjacent properties by architecturally integrating them into the design of the building

All rooftop equipment is designed to be screened to the top of the equipment as shown on “Exhibit A” and conditioned by Condition 27.b. of this Determination. The mechanical systems will be located at a minimum of 10 feet from the property line, ensuring it is not visible from adjacent properties.

**GUIDELINE 5.** Design trash and storage areas which are safe, attractive and secure.

A 324 square-foot trash room will be located on the ground floor directly accessible from the parking garage which is accessible from the alley. Each floor will have a trash convenient to residents.

**GUIDELINE 6.** Design walls that are architecturally interesting and compliment architectural styles and/or themes.

The western façade, facing Crenshaw Boulevard, consists of a commercial ground floor storefront glazing and the upper residential floors consisting of painted cement board. Units are articulated with balconies which feature variations in pattern and material to enliven the facades. The northern building face will also incorporate public art.

**GUIDELINE 7.** Incorporate the design of parking structures into the building(s), which it serves.

The at grade parking is completely screened along Crenshaw Boulevard by the retail spaces and lobby to the residential portion of the building. Vehicular access to the parking structure is only accessible from the alley.

As conditioned, the project substantially complies with the applicable regulations, findings, standards, and provisions of the Crenshaw Corridor Specific Plan, the Crenshaw Corridor Design Manual and the Crenshaw Corridor Design Review Board.

4. **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 Categorical Exemption, ENV-2019-7009-CE, has been prepared for the proposed project consistent with the provisions of the California Environmental Quality Act. The project proposes the construction of a five-story, mixed-income, mixed-use building with a maximum height of 69-feet and approximately with 124 dwelling units and 101,220 square-feet of residential Floor Area and 6,000 square-feet of commercial space.

The Categorical Exemption prepared for the proposed project is appropriate pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32 In-fill Developments), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

## **SITE PLAN REVIEW FINDINGS**

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

The subject site is located at 4218 - 4248 South Crenshaw Boulevard. The project site is located in the West Adams – Baldwin Hills – Leimert Community Plan Area. The project site consists of ten (10) contiguous lots totaling approximately 36,717 square feet, with approximately 385 feet of frontage along the east side of Crenshaw Boulevard just south of Stocker Street with a land use designation of Neighborhood Commercial. The project site is located in Subarea D of the Crenshaw Corridor Specific Plan which limits building height to a maximum of 45 feet. The project is for the construction, use, and maintenance of a 5-story, 69-foot tall mixed-use building comprised of 124 dwelling units (including 14 Very Low Income units), and 6,000 square feet of ground floor commercial retail space. The project will provide sixty (60) parking spaces at grade level (53 residential and 7 commercial after parking reductions), and will provide 90 long-term and 12 short-term bicycle parking spaces. The project will be 107,940 square feet in floor area with a Floor Area Ratio ("FAR") of 2.94:1.

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 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 proposed project would be in conformance with several goals and objectives of the Framework including:

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 proposed mixed-use development's proximity to transit minimizes automobile trips and encourages walking to and from adjacent commercial and residential neighborhoods, thereby maximizing public infrastructure. Pedestrian activity is encouraged by the emphasis on residential uses, design of buildings, extensive publicly accessible open space, and incorporation of streetscape amenities. Therefore, the project complies with the Citywide General Plan Framework.

### Housing Element

The City's Housing Element for 2013-2021 was adopted by City Council on December 3, 2013. The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides an array of programs the City intends to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element aims to provide affordable housing and amenity-rich, sustainable neighborhoods for its residents, answering the variety of housing needs of its growing population. Specifically, the Housing Element encourages affordable units to accommodate all income groups that need assistance.

Additionally, the Housing Element indicates that permanent supportive housing and services must be provided to ensure the homeless population and persons who are at risk of being homeless remain housed and get the individualized help they may need.

The proposed project will replace an existing car wash and auto maintenance lot with 124 residential dwelling units, which reserves 15 percent of the base density for affordable units. The 14 affordable units will be reserved for Very Low Income residents for a minimum period of 55 years. Therefore, the project is consistent with the Housing Element's vision of providing housing on these applicable sites. As such, the proposed project substantially conforms to the purpose of the Housing Element of the General Plan.

### Mobility Element

The Mobility Plan 2035 includes goals that define the City's high-level mobility priorities. The Mobility Element sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. Among other objectives and policies, the Mobility Plan aims to support ways to reduce vehicle miles traveled (VMT) per capita by increasing the availability of affordable housing options with proximity to transit stations and major bus stops and offering more non-vehicle alternatives, including transit, walking and bicycling.

The proposed mixed-use building is a pedestrian-oriented development that provides 14 affordable units and 110 market-rate units in proximity to several transit options. As previously mentioned, the project site is located just south of the intersection of Stocker Street and Crenshaw Boulevard, which serves the Los Angeles County Metropolitan Transit Authority ("Metro") bus lines 40, 102, 105, and 210, Metro Rapid bus lines 710, and 740 and across the street from a future light rail station currently under construction. These transit stations provide access to employment centers and jobs, local and regional destinations, and other neighborhood services for project residents. The proposed project will also allow for the reduction of vehicle trips by placing a high density residential development within proximity to public transit. The availability of many transit options along the commercial corridors creates a lesser need for the use of personal vehicles. Additionally, the project will provide a total of 102 bicycle parking stalls, including 90 long-term and 12 short-term bicycle parking stalls on site. There will be one (1) centralized enclosed long-term bicycle parking storage area at the ground floor, and the short-term bicycle parking stalls will be located directly adjacent to the lobby area where they are easily accessible from the street. As such, the project conforms to the purpose of the Mobility Element of the General Plan.

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

The West Adams – Baldwin Hills – Leimert Community Plan was adopted by City Council in March 2017, with related zoning ordinances effective on April 19, 2017. The Community Plan's

purpose is to promote an arrangement of land use, circulation, and services which all encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the Community. The Land Use Designations and corresponding zones in the Community Plan are implemented through zoning regulations in the Los Angeles Municipal Code ("LAMC") including applicable ordinances that are codified in the LAMC.

The project site has a General Plan land use designation of Neighborhood Commercial, with the corresponding zones of C1, C1.5, C2, C4, R3, and RAS3 in the West Adams – Baldwin Hills – Leimert Community Plan. The site is zoned C1.5-1-SP. The C1.5 Zone allows R4 density at 400 square feet of lot area per dwelling. The project site containing 36,717 square feet (40,435 square feet including half-alley) is permitted a base density of 92 dwelling units. The project utilizes the State Density Bonus Law (California Government Code Section 65915) and the City's Ordinance No. 179,681 (Density Bonus Ordinance), codified in LAMC Section 12.22 A.25, to increase the maximum density from 92 to 124 dwelling units, 14 of which will be set aside for Very Low Income Households. The project will contribute to the West Adams – Baldwin Hills – Leimert area as a medium- to high-density residential development that provides housing and employment services. As such, the project conforms to the purpose of the West Adams – Baldwin Hills – Leimert Community Plan.

The Residential and Commercial Citywide Design Guidelines serve to implement the Urban Design Principles of the General Plan Framework Element. The Residential 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. 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. As proposed and conditioned, the project will achieve a significant number of these Guidelines, including:

#### Residential Citywide Design Guidelines

Site Planning: Objective 10 – Install bicycle racks and lockers near building entrances, especially in residential or mixed-use projects located on Major or Secondary highways, or on Local and Collector streets near commercial services. Ensure bicycle racks are placed in a safe, well-lit location, convenient for residents and visitors.

Entrances: Objective 7 – In mixed-use projects, ensure that ground floor uses maintain a high degree of transparency and maximize a visual connection to the street by providing clear and unobstructed windows, free of reflective glass coatings, exterior mounted gates, or security grills.

Relationship to Adjacent Buildings Objective 5 – Plant trees, shrubs, and vines to screen walls between property lines. Use decorative walls that include a change in color, material, and texture.

**Building Façade: Objective 4** – Alternate different textures, colors, materials, and distinctive architectural treatments to add visual interest while avoiding dull and repetitive façades.

**Building Materials: Objective 2** – Apply trim, metal- and woodwork, lighting, and other details in a harmonious manner, consistent with the proportions and scale of the building(s).



### Commercial Citywide Design Guidelines

Site Planning: Objective 10 – Install bicycle racks and lockers, especially in multi-tenant commercial or mixed-use buildings located on Major or Secondary highways where bike routes are existing or planned. Ensure bicycle racks are placed in a safe, convenient, and well-lit location to encourage alternative modes of transport for employees and consumers with small purchases.

Entrances: Objective 4 – Ground floor retail establishments in mixed-use projects should maintain at least one street-facing entrance with doors unlocked during regular business hours to maintain an active street presence.

Relationship to Adjacent Buildings: Objective 1 – Soften transitions between commercial districts and immediately surrounding residential neighborhoods with respect to building height, massing, and negative impacts of light and noise. Plant trees, shrubs, or vines to grow between property lines.

Relationship to Adjacent Buildings: Objective 3 – Where commercial or multi-family projects are adjacent to single-family zones, provide a sensitive transition by maintaining a height compatible with adjacent residential buildings. Mitigate negative shade/shadow and privacy impacts by stepping back upper floors and avoiding direct views into neighboring single-family yards.

Pedestrian Scale: Objective 3 – Differentiate the ground floor from upper floors. Changes in massing and architectural relief add visual interest and help to diminish the perceived height of buildings.

As proposed and conditioned, the project will conform to the Residential and Commercial Citywide Design Guidelines by providing active ground floor uses which maximize transparency, easily accessible bicycle racks, street facing entrances for the commercial and residential portions of the building, variations in massing, materials, colors, and textures. Additionally, shielded lighting and thoughtfully places common open space will minimize the potential impacts of light and noise on surrounding properties.

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

*Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of compatible new housing opportunities.*

*Maximizing the development opportunities of the future rail transit system while minimizing any adverse impacts.*

The proposed project meets these requirements by providing 124 new mixed income units and 6,000 square feet of new retail space across the street from the new light rail station.

Additionally, Chapter III Land Use Plan Policies and Programs of the West Adams-Baldwin Hills-Leimert Community Plan encourages a balancing between single-family, multi-family, and commercial uses to ensure compatibility while providing adequate housing for all persons. The proposed project aligns with the West Adams-Baldwin Hills-Leimert Community Plan and meets the following goals and policies for Multi-Family Residential projects, including:

Goal LU9. A community of neighborhoods where social capital is promoted by ensuring the provision of adequate housing for all persons regardless of income, age, racial or ethnic background.

LU10-5 Minimize Displacement. Encourage that new housing opportunities minimize displacement of existing residents, in particular extremely-low, very-low and low-income households.

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.

The proposed project meets these goals by providing 124 new mixed income units and 6,000 square feet of new retail space. The project site is located just south of the intersection of Stocker Street and Crenshaw Boulevard, which serves the Los Angeles County Metropolitan Transit Authority ("Metro") bus lines 40, 102, 105 and 210, Metro Rapid bus lines 705, 710, and 740 and is across the street from a future light rail station currently under construction. The mixed-used project also meets the following policies and goals set in the West Adams-Baldwin Hills-Leimert Community Plan for Commercial Areas

Policy LU14-1 Pedestrian Orientation. Foster preservation, conservation, maintenance and enhancement of existing pedestrian orientation along commercial and mixed-use boulevards.

Policy 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.

Policy LU15-2 Parking Reductions Near Transit Stations. Strive to reduce parking requirements for developments that locate near major bus centers and mass transit stations and that provide pedestrian, bicycle, and exceptional ADA facilities. (P56, P260)

The project meets the commercial area policies by providing new residential and commercial space with reduced parking directly adjacent to mass transit hubs. As conditioned, the proposed project is in compliance with the Land Use Chapter of the General Plan Framework; Mobility Element, and the Land Use Element– West Adams-Baldwin Hills-Leimert Community Plan and the Crenshaw Corridor Specific Plan. The site is located within the South Los Angeles Alcohol Sales Specific Plan but does not propose the off-site sale of alcohol.

6. **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.**

As shown in Exhibit A, the proposed project will be compatible with existing and future development on the neighboring properties, in conformance with the requirements of LAMC Section 16.05.F.4. The Crenshaw Corridor Specific Plan includes a series of Design Guidelines and Standards intended 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 the project complies with these guidelines.

#### Height

The subject site is zoned C1.5-1-SP, with a Height District No. 1 that permits unlimited building height, however the Crenshaw Corridor Specific Plan permits a maximum 45-foot building height. The applicant has requested an increase for 24 additional feet in height to allow for 62 feet to the parapet and 5 stories through an Off-Menu Incentive. The project is compatible with nearby properties. There is a proposed project under consideration across the street at 3600 Stocker Street that will have a similar height to the subject project. Additionally, a recently completed mixed use building next door to the subject project at 4252 South Crenshaw Boulevard is just 1 story shorter than the proposed project. Furthermore, the Baldwin Hills Crenshaw Plaza just north of Stocker Street at 3650 West Martin Luther King Jr. Boulevard has a similar height to the proposed project.

#### Bulk and Setbacks

LAMC Section 12.14 C.2 requires rear and side yards to conform to the requirements of the R4 Zone for buildings erected and used for residential purposes. The R4 Zone requires rear yards of a minimum of 15 feet, and one additional foot in the width of the rear yard for each additional story above the 3rd story; and side yards of a minimum of 5 feet, and requires one additional foot in the width of the required side yards for each additional story above the 2nd story. The Project is a 5-story mixed-use building containing a ground floor with retail, and grade-level parking and the upper Levels 2 through 5 are comprised of residential units. Given all levels of the project would be utilized in whole or in part by residential uses, the Project would therefore be required to provide a 17-foot rear yard setback and 8-foot side yard setbacks. The project is providing the required rear yard setback as it would be providing 26 feet and 3 inches, inclusive of one-half of the adjacent alley's width, pursuant to LAMC Section 12.22.C.10. The Applicant has requested Waivers for reduced yards, and proposes (2) 5-foot side yard setbacks in lieu of the 8 feet otherwise required. The surrounding area is developed with a combination of single-family and multi-family residential, commercial uses, automotive repair, and related parking. Properties to the east across the alley are zoned R2-1 and are developed with one – two story single and multi-family residential. The property adjacent to the south is developed with a Mixed Use, 4 story building in the C1.5-1-SP Zone. Properties to the west across Crenshaw Boulevard are developed with one to two-story commercial uses in the C1.5-1-SP Zone. The property adjacent to the north is developed with a one-story commercial use in the C1.5-1-SP Zone. The area is a mix of varying setbacks with some properties built to the property line while others are set further back to allow for landscaping, wider sidewalks, or off-street parking. Similarly, there are varied building massing with existing structures ranging from one- to four-stories in height. However the prevailing setback is to have the building near the sidewalk to create a pedestrian friendly environment as encouraged by the Crenshaw Corridor Specific Plan, therefore, the project is compatible with the setbacks in the area.

#### Off-Street Parking Facilities

The project will provide a total of 60 parking spaces within an at grade parking level that is completely screened along Crenshaw Boulevard by the retail spaces and the residential lobby. Vehicular access to the parking structure is only accessible from the alley. Additionally, the project will provide a total of 102 bicycle parking stalls, including 90 long-term and 12 short-term bicycle parking stalls on site. There will be one (1) centralized enclosed long-term bicycle parking storage area at the ground floor, and the short-term bicycle parking stalls will be located directly adjacent to the lobby area where they are easily accessible from the street.

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. As required by Condition Number 23 all outdoor lighting will be shielded to prevent excessive illumination and mitigate light impacts on adjacent residential properties and the public right-of-way.

Landscaping

The project includes approximately 13,900 square-feet of open space areas, including 3,600 square-feet of landscaping, 4,600 square feet of private balconies, an 850 square foot private deck on the second floor and an 8,450 square foot roof deck. The roof deck is designed with seating areas, outdoor cooking areas, and recreation space. Various types of vegetation and trees are incorporated into the design of the building facades to minimize the visual impact of the building. The proposed project's landscaping creates a pedestrian-friendly environment along the sidewalk, providing an attractive and inviting entrance to the residential components.

Trash Collection

A 324 square-foot trash room will be located on the ground floor directly accessible from the parking garage which is accessible from the alley. Each floor will have a trash convenient to residents.

**7. 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 building is designed with an active ground floor that will provide extensive retail amenities for residents in the form of 6,000 square-feet of commercial space. There will be approximately 13,900 square-feet of open space areas, including 3,600 square-feet of landscaping, 4,600 square feet of private balconies, an 850 square foot private deck on the second floor and an 8,450 square foot roof deck. The roof deck is designed with seating areas, outdoor cooking areas, and recreation space. Therefore, the project provides residential and service amenities to improve the habitability for its residents and the surrounding community.

**DIRECTOR'S DETERMINATION FINDINGS**

**8. The Director shall find that a commercial or industrial building is located on a lot not more than 1,500 feet distant from the portal of a fixed rail transit station, or bus station, or other similar transit facility, then the required number of parking spaces for that commercial or industrial building shall be decreased by ten percent of the number otherwise required by Section 12.21 A.4.(c).**

The project site is located just south of the intersection of Stocker Street and Crenshaw Boulevard, which serves the Los Angeles County Metropolitan Transit Authority ("Metro") bus lines 40, 102, 105 and 210, Metro Rapid bus lines 705, 710, and 740 and is across the street from a future light rail station currently under construction. Therefore, the project is located less than 1,500 feet from the portal of a fixed rail transit and bus station. LAMC requires 2 commercial spaces for every 1,000 square feet of commercial, which in this case is a total of 6,000 square feet of commercial, or 12 parking spaces. The Bicycle Ordinance allows for up to a 30% reduction in commercial parking, or 4 spaces, allowing for 8

commercial parking spaces. Pursuant to the 10% reduction otherwise required by Section 12.21 A.4.c, the project is providing 7 commercial parking spaces.

### **CEQA FINDINGS**

The Categorical Exemption prepared for the proposed project is appropriate pursuant to CEQA Guidelines, Article 19, Section 15332, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. **Please see “Exhibit E”.**

### **Categorical Exemption under CEQA**

Section 21084 of the CEQA statute states that the CEQA guidelines shall include a list of classes of projects determined not to have a significant effect on the environment that shall be exempt from CEQA review. The list of exemption classes is included under Section 15300 of the CEQA Guidelines. The Project is considered to qualify as exempt under Class 32, described in Section 15322 of the CEQA Guidelines, as meeting the following conditions:

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- (c) The project site has no value as habitat for endangered, rare, or threatened species.
- (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- (e) The site can be adequately served by all required utilities and public services.

Additionally, CEQA Guidelines Section 15300.2 states that there are exceptions to exemptions:

- (a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
- (b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.
- (c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
- (d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.
- (e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
- (f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The following discusses how the Project is consistent with the criteria of the Class 32 Exemption.

**(a) Consistency with general plan designation, general plan policies, zoning designation and regulations.**

As previously discussed, the Project Site is located within the Community Plan area, designated as Neighborhood Commercial and zoned C1.5-SP. It is also located within the Specific Plan Subarea D. The Project proposes uses permitted in the C1.5 zone. The Project complies with the Affordable Housing Incentives Guidelines by including 15 percent Very Low Income and therefore is eligible for a 35 percent density bonus. Applicable plans, goals, objectives, and policies are discussed below.

***General Plan Framework Element***

The Framework Element, adopted in December 1996 and readopted in August 2001, sets forth a City-wide, comprehensive, long-range growth strategy and defines City-wide policies that are implemented at the community level through community plans and specific plans. The Project is consistent with the Framework Element's goals, objectives, and policies, including those identified below:

**Chapter 3: Land Use**

- Goal 3C:** Multifamily neighborhoods that enhance the quality of life for the City's existing and future residents.
- Objective 3.4:** Encourage new multifamily residential, retail commercial, and office development in the city's neighborhood districts, community, regional and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.
- Objective 3.7:** Provide for the stability and enhancements of multifamily residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.
- Policy 3.7.1:** Accommodate the development of multifamily residential units in areas designated in the community plans in accordance with land use designations and Zoning Ordinance densities with the density permitted for each parcel to be identified in the community plans.

The vicinity of the Project Site includes a mix of commercial, residential, and public facility uses, and is well served by existing infrastructure. Surrounding uses include the residential neighborhood to the east and commercial uses to the west, north and south along Crenshaw Boulevard. The Project would maintain consistency with the land use and zoning designations of the existing and surrounding sites by developing a 5-story mixed-use building with 124 residential units, 15 percent of which would be designated as VLI affordable housing units. The Project would locate affordable housing opportunities along Crenshaw Boulevard, a major transit corridor served by existing public transit lines including two LADOT DASH Lines (Crenshaw and Leimert) located approximately 200 feet to the north, four Metro bus lines (Routes 40, 102, 105, and 210) and two Rapid Lines (Routes 710 and 740, and the future Metro Crenshaw/LAX Line at Martin Luther King Jr. and Leimert Park Stations).

**Chapter 6: Housing**

- Goal 4A:** An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.
- Objective 4.2:** Encourage the location of new multifamily housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between

higher-density developments and surrounding lower-density residential neighborhoods.

As stated previously, the Project would include 124 residential units, 15 percent of which would be designated as VLI affordable housing units and also a range of unit types from studios to one- and two-bedroom units for a variety of household needs and preferences. In addition, the Project Site is located along a commercial corridor and within a TPA where there are several transit services available.

### ***General Plan Housing Element***

The Project advances the following objectives and policies from the General Plan's Housing Element:

**Objective 1.1.2:** Expand affordable rental housing for all income groups that need assistance.

The Project would expand available rental housing by providing both market-rate and covenant-restricted units affordable to households of Very Low Income in a community with a critical shortage of both.

**Objective 2.5.1:** Target housing resources, policies, and incentives to include affordable housing in residential development, particularly in mixed use development, Transit Oriented Districts, and designated Centers.

The Project seeks to utilize Affordable Housing Incentives Guidelines for a density increase to facilitate an additional 32 units, including the provision of VLI units in a development within a transit priority area. The increased number of units, the affordable units, and the range of unit types promote a more equitable distribution of affordable housing opportunities.

**Objective 2.5.2:** Foster the development of new affordable housing units citywide and within each Community Plan area.

The Project advances this objective by incorporating VLI units in a community with a critical need for such units. The Project Site is zoned C1.5-1-SP, which permits multifamily dwellings equivalent to an R4 zoning designation and is subject to R4 density. With the requested bonus incentives pursuant to Government Code Section 65915 and LAMC Section 12.22.A.25, the Project would be consistent with the applicable zoning regulations.

### **West Adams—Baldwin Hills—Leimert Community Plan**

The Community Plan is one of 35 community plans established for different areas of the City that are intended to implement the policies of the General Plan Framework Element (Framework Element). The specific purpose of the Community Plan is to promote an arrangement of land use, circulation, and services that encourages and contributes to the economic, social, and physical health, safety, welfare, and convenience of the Community Plan area community within the larger framework of the City. In addition, the Community Plan serves to guide the development, betterment, and change of the community to meet existing and anticipated needs and conditions, as well as to balance growth and stability, reflect economic potentials and limits, land development and other trends, and to protect investment to the extent reasonable and feasible.

The Project Site is located within the Community Plan (adopted in 2016), which designates the Project Site as a Neighborhood Commercial land use with the corresponding zone of C1.5. The C1.5 zone permits mixed-use residential projects. According to the Framework Element, neighborhood districts are intended focal points of surrounding residential neighborhoods and serve populations of 15,000 to 25,000 residents. These districts contain a diversity of uses that serve daily needs such as restaurants, retail, grocery stores, child-care facilities, community meeting rooms, pharmacies, religious facilities, and other similar uses. The clustering of uses within districts minimizes automobile trips and encourages walking to and from adjacent residential neighborhoods. Pedestrian-oriented areas are encouraged, and the district may be served by a local shuttle service, like LADOT Dash.

The Land Use and Urban Design Chapter of the Community Plan focuses on the elimination of urban decay through the revitalization of underutilized opportunity sites; conserving prevailing neighborhood character; making walking, bicycling, and public transportation convenient, safe, and enjoyable; and providing strategies to fuse previously disconnected neighborhoods together socially, culturally, and structurally. The Project would remove the existing auto body shop, car wash/detail center and take-out food stand for a new mixed-use development consisting of 124 units and approximately 6,000 square feet of commercial, ground-level space. This would be consistent with the goals that revitalize existing commercial and industrial uses which improve economic vitality and physical conditions. The Project Site would also be accessible to numerous transit options, including two LADOT DASH Lines (Crenshaw and Leimert/Slauson) located approximately 200 feet to the north, four Metro lines (Routes 40, 102, 105, and 210) and two Rapid Lines (Routes 710 and 740). As shown in **Table 2: Community Plan Consistency of Exhibit E**, the Project is consistent with the following goals, objectives, and policies of the Community Plan's Land Use and Urban Design Chapter.

Additionally, the Mobility Chapter of the Community Plan integrates City-wide policies established in the General Plan Framework Element and Mobility Element with community-specific land use and transportation objectives. The Project would encourage transit-oriented development near fixed guideway light rail transit stations and in major economic activity area in order to accommodate growth and reduce the need for driving. As mentioned previously, the Project Site is located within a TPA and less than 750 feet from bus stops that provide service to regular bus services lines and Metro Rapid Bus lines. The Project Site is also well served by regional and local public transit, including the Metro and LADOT DASH lines, further reducing automobile dependency. In addition, since the Project is located within a TPA, the Project would stimulate walking as a more viable option for short trips. The Project will include 90 long-term and 12 short-term bicycle parking stalls, therefore contributing accessible bikeways that will increase transportation and recreation opportunities. As such, the Project would be consistent with the Community Plan's goals, objectives, and policies.

### **Crenshaw Corridor Specific Plan**

The purpose of the Crenshaw Corridor Specific Plan is to promote controlled development and redevelopment and establish a coordinated aesthetic for the area. Additionally, the plan seeks to promote pedestrian activity and reduce traffic congestion in those areas designated as "pedestrian oriented." The Project Site is located within Subarea D of the Crenshaw Corridor Specific Plan. The Project is consistent with the applicable goals and policies of this Specific Plan, as discussed in **Table 3: Crenshaw Corridor Specific Plan Consistency of Exhibit E**.

### ***Zoning and Other Regulations***



As mentioned previously, the Project Site is zoned commercial. The C1.5-1-SP (Limited Commercial) zone permits a range of retail, theaters, hotels, broadcasting studios, parking structures, parks, and playgrounds, and R4 uses. Height District 1 permits a maximum of 1.5:1 FAR for commercial zones. The commercial zones in Specific Plan Subarea D permits a maximum FAR of 2:1 for mixed-use developments with a height limit of 45-feet. Through the Density Bonus incentives, the permitted height allows a building height of 69 feet with a permitted maximum FAR of 3:1.

The Project would maintain consistency with the land use and zoning designations of the existing and surrounding sites by developing a 5-story mixed-use building with 124 residential units, 15 percent of which would be designated for VLI affordable housing units. The C1.5-1-SP zone, permits multifamily dwellings equivalent to an R4 zoning designation and is subject to R4 density. With the requested bonus incentives pursuant to Government Code Section 65915 and LAMC Section 12.22.A.25, the Project would be consistent with the applicable zoning regulations.

**(b) The proposed development occurs within city limits on a Project Site of no more than five acres substantially surrounded by urban uses.**

The Project Site is approximately 0.85 acres—less than 5 acres—and is located in the Community Plan Area of the City of Los Angeles, surrounded by a mix of commercial, low to high-medium residential uses, public facilities, and surface parking lots, and located in a fully improved area within walking distance of several high frequency transit services.

**(c) No value as habitat for endangered, rare, or threatened species.**

The Project Site is currently developed with an auto body shop, car wash/detail center and a take-out food stand and surrounded with other neighborhood-serving commercial uses. The Project Site is not part of any draft or adopted habitat conservation plan, natural community conservation plan, or other approved local, regional or state habitat conservation plan.<sup>1</sup> The Project Site does not contain any critical habitat, including wetlands, nor is it known to support 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 US Fish and Wildlife Service.<sup>2</sup> Due to the highly urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites in the Project vicinity. The Project Site contains ornamental trees placed along the perimeter of active building and parking areas that do not provide valuable habitat areas. The Project Site does not contain any protected tree species. There are street trees along Crenshaw Boulevard adjacent to the Project Site that will remain and additional street trees will be planted as part of the Project as required. Any potential nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10) and Section 3503 of the California Department of Fish and Game Code. As such, through compliance with existing regulations, the Project would not have significant value as a habitat for endangered, rare, or threatened species.

**(d) No significant effects relating to traffic, noise, air quality, or water quality.**

***Traffic***

The following section summarizes and incorporated by reference information from the Transportation Assessment and the Los Angeles Department of Transportation (LADOT)

<sup>1</sup> CDFW, “NCCP Plan Summaries,” accessed June 2019, <https://www.wildlife.ca.gov/conservation/planning/nccp/plans>.

<sup>2</sup> California Department of Fish and Wildlife (CDFW), California Natural Diversity Database (CNDDB), “Maps and Data,” accessed June 2019, <https://www.wildlife.ca.gov/Data/CNDDB>.

Approval Letter for this Project; the findings are included as **Appendix A of Exhibit E** of this Categorical Exemption.

Pursuant to LADOT Transportation Assessment Guidelines (TAG) dated July 2019, any discretionary project that is estimated to generate a net increase of 250 or more daily vehicle trips or increase in Vehicle Miles Traveled (VMT) is required to prepare a Transportation Assessment. CEQA Guidelines 15064.3(b)(1) states that projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. As mentioned previously, the Project Site is well served by regional and local public transit as the Project Site is located within a TPA. A TPA is defined as an area within one-half mile of a major transit stop that is existing or planned. The Project Site is within a transit area that is adequately served by existing public transit. This includes Metro Transit Line 40, 102, 105, 210, Rapid 705, 710, and 740. The Expo/Crenshaw station is located approximately one mile to the north of the Project. It is important to note the Metro Crenshaw/LAX Line with two stations on Crenshaw Boulevard at Martin Luther King Jr. Boulevard and at Leimert Park Plaza are currently under construction. The Martin Luther King Jr. Station would be located approximately 0.2 miles north of the project Site and the Leimert Park Station would be located approximately 0.3 miles south of the Project Site.

### Construction

A Construction Traffic Management program would be implemented to minimize potential conflicts associated with construction activity. The Project's potential construction impacts may involve temporary construction activities along Crenshaw Boulevard that would cause lane or street closures and a temporary loss of on-street parking.

Truck hauling would be limited to off peak hours. As part of the Project's required Construction Management plan, peak hour restrictions on construction worker and haul truck traffic would be imposed. Safe pedestrian circulation paths adjacent to or around the work areas will be provided by covered walkways if necessary and will be maintained as required by a City-approved Construction Management and Work Area Traffic Control Plans. In addition, the City of Los Angeles will require a Truck Haul Route program for approval by LADOT. Deliveries of construction material will be coordinated to non-peak travel periods, to the extent possible. Construction worker vehicles that cannot be accommodated on site will be provided off-street parking and encouraged to use public transit services and/or shuttle service to the site, if needed. The Applicant would be required to submit Work Area Traffic Control Plans for review and approval by the City prior to the issuance of any construction permits. Therefore, traffic impacts during construction would not be considered significant.

### Operation

The Project would result in a net increase of 382 more daily vehicle trips, including 28 AM peak-hour trips (3 inbound and 25 outbound) and 34 PM peak-hour trips (23 inbound and 11 outbound). Since the Project has a net increase of greater than 250 daily vehicle trips, a transportation assessment was prepared (refer to **Appendix A of Exhibit E**). Existing and future traffic volumes were assessed in the transportation assessment. The circulation deficiency evaluation was conducted for four (4) nearby intersections:

1. Crenshaw Boulevard and Martin Luther King Jr. Boulevard
2. Crenshaw Boulevard and Stocker Street
3. Crenshaw Boulevard and Homeland Drive / 43<sup>rd</sup> Street; and Crenshaw Boulevard and Vernon Avenue

LADOT developed the vehicle miles traveled (VMT) to measure whether a development project exceeds the VMT thresholds established by the City. The calculator reports daily vehicle trips,

household VMT per capita, and work VMT per employee. The VMT calculator also includes VMT reductions for implementing transportation demand management (TDM) strategies.

LADOT TAG identified thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) sub-areas. The Project's VMT are compared against the City's threshold goals for household VMT per capita and work VMT per employee to evaluate the significance of the VMT increases. A development will have a potential impact if the development would generate VMT exceeding 15 percent below the existing average VMT for the Area Planning Commission (APC) area in which the project is located. The Project is in the South Los Angeles APC sub-area, which has a daily household VMT per capita threshold of 6.0 and a daily work VMT per employee threshold of 11.6 (15 percent below the existing VMT for the South APC).

TAG Section 2.2.2 states that, in addition to utilizing the VMT calculator tool screening criteria, the portion of, or the entirety of a project that contains small scale (less than 50,000 square feet) local serving retail/restaurant uses are assumed to have less than significant VMT impacts and a no impact determination is made for the small scale retail/restaurant portion of the Project. Therefore, the proposed 6,000 square feet of commercial is exempt and only the project's residential daily household VMT per capita is considered for the South APC threshold criteria. As shown in the LADOT Transportation Approval Letter (refer to **Appendix A of Exhibit E**), the Project would generate a net increase of 3,198 daily VMT and would include unbundled parking and 102 bicycle parking stalls (90 long term and 12 short term). As such, the Project would result in a household VMT per capita of 6.0, below the household VMT threshold of 6.0 for the South Los Angeles APC. The Project would not result in impacts related to traffic.

### **Noise**

The following section summarizes and incorporates by reference information from the Noise Study that was conducted for this Project; the findings are included as **Appendix B of Exhibit E** of this Categorical Exemption.

Noise impacts could occur if sensitive receptors were exposed to excessive noise. The nearest sensitive uses that may potentially be impacted include the single- and multifamily residential uses to the east.

The City's Noise Ordinance (Section 112.05 of the LAMC) prohibits construction equipment noise that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet. However, the Noise Ordinance also states that this limitation does not apply where compliance is technically infeasible.

To identify the existing ambient noise levels both at nearby off-site sensitive receptors and in the general vicinity of the Project Site, noise measurements were taken using monitoring equipment that conforms to industry standards and the requirement specified in Section 111.01(l) of the LAMC. In addition, the noise meter meets or exceeds all requirements in the American National Standards Institute standards for Type 1 sound level meters for quality and accuracy (precision). The measured ambient noise levels were found to be between 53.4 and 70.8 dBA. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the Project Site.

### **Construction**

#### ***On-Site Construction***

Construction of the Project would require the use of heavy equipment for demolition, grading, foundation preparation, installation of utilities, paving, and building construction. During each construction phase, there would be a different mix of equipment operating; noise levels would vary based on the number of equipment pieces in operation and the location of each activity. Typical operating cycle for these types of construction equipment may involve 1 or 2 minutes of

full power operation followed by 3 to 4 minutes at lower power settings. Pursuant to Section 41.40 of the LAMC, construction would be limited to the hours between 7:00 AM and 9:00 PM, Monday through Friday, and between 8:00 AM and 6:00 PM on Saturday. No construction activities would occur on Sundays or federal holidays. All construction-related noise would be required to comply with the provisions of Section 112.05 of the LAMC. Pursuant to Section 112.05, the operation of any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet from the source of the noise between the hours of 7:00 AM to 9:00 PM when the source is located within 500 feet of a residential zone, the Project will be required to use noise reduction devices or techniques.

The noise levels at the multifamily residential uses adjacent to the site from construction activity are shown in **Table 4: Construction Maximum Noise Estimates of Exhibit E**. As shown, construction noise levels would result in a maximum increase of 17.8 dBA above the significance threshold without implementation of regulatory compliance measures.

As a condition of approval, the Project would be required to comply with Section 112.05 of the LAMC which includes the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques. Other noise-reduction techniques include a construction management plan specifying that all construction equipment, fixed or mobile, will be equipped with properly operating and maintained mufflers and other state-required noise attenuation devices; identifying the maximum distance between construction equipment staging areas and occupied residential areas; and requiring the use of electric air compressors and similar power tools. Optimal muffler systems for all equipment and the break in line of sight to a sensitive receptor would reduce construction noise levels by approximately 10 dB or more.<sup>3</sup> Limiting the number of noise-generating heavy-duty off-road construction equipment (e.g., backhoes, dozers, excavators, loaders, rollers, etc.) simultaneously used on the Project Site within 25 feet of off-site noise sensitive receptors surrounding the site to no more than one or two pieces of heavy-duty off-road equipment would further reduce construction noise levels by approximately 14 dB. Also, limiting the number of noise-generating heavy-duty construction equipment to two (2) pieces operating simultaneously would reduce construction noise levels by approximately 5 dB. Temporary abatement techniques include the use of temporary and/or movable shielding for both specific and nonspecific operations. An example of such a barrier utilizes noise curtains in conjunction with trailers to create an easily movable, temporary noise barrier system.<sup>4</sup> As such, by identifying feasible techniques, construction noise levels would be reduced by a minimum of 19 dB and reduced to noise levels below the 75 dBA threshold.

Additionally, a sign legible at a distance of 50 feet will be posted at the Project construction site providing a contact name and a telephone number where residents can inquire about the construction process and register complaints. This sign will indicate the dates and duration of construction activities. In conjunction with this required posting, a noise disturbance coordinator will be identified to address construction noise concerns received. The contact name and the telephone number for the noise disturbance coordinator will be posted on the sign. The coordinator will be responsible for responding to any local complaints about construction noise and will notify the City to determine the cause and implement reasonable measures to the complaint, as deemed acceptable by the City.

### **Off-Site Construction**

Construction of the Project would require haul and vendor truck trips to and from the site to export soil and delivery supplies to the site. Trucks traveling to and from the Project Site would be

<sup>3</sup> FHWA, *Special Report—Measurement, Prediction, and Mitigation*, updated June 2017, accessed July 2019, [https://www.fhwa.dot.gov/Environment/noise/construction\\_noise/special\\_report/hcn04.cfm](https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm).

<sup>4</sup> FHWA, *Special Report – Measurement, Prediction, and Mitigation*, updated June 2017, accessed July 2019, [https://www.fhwa.dot.gov/Environment/noise/construction\\_noise/special\\_report/hcn04.cfm](https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm)

required to travel along a haul route approved by the City. Approximately 101 worker trips per day and 71 total hauling trips would take place during demolition, which total to approximately 1 haul truck trips per work day. Haul truck traffic would take the most direct route to the appropriate freeway ramp.

Noise associated with construction truck trips were estimated using the Caltrans FHWA Traffic Noise Model based on the maximum number of truck trips in a day. Project truck trips which includes medium- and heavy-duty trucks would generate noise levels of approximately 41.2 to 51.7 dBA, respectively, measured at a distance of 25 feet along Crenshaw Boulevard. As discussed in **Appendix B of Exhibit E**, existing noise levels along Crenshaw Boulevard was 70.8 dBA (refer to Site 3). The noise level increases from truck trips would be below the significance threshold of 5 dBA.

### **Vibration**

An analysis of noise impacts also includes an analysis of vibration impacts caused by the Project. The City has not adopted a significance threshold to assess vibration impacts during construction. Therefore, the Caltrans *Transportation and Construction Vibration Guidance Manual*<sup>5</sup> is used as a screening tool to assess the potential for adverse vibration effects related to structural damage. **Table 5: Construction Vibration Levels Estimates – Building Damage of Exhibit E** presents construction vibration impacts associated with on-site construction in terms of building damage. As shown in **Table 5**, the forecasted vibration levels due to on-site construction activities would exceed the building damage significance threshold of 0.12 PPV ips at the multifamily residential uses to the east for vibratory rollers operating within 25 feet. Compliance with Section 112.05 of the LAMC, noise reduction techniques that would limit vibration inducing impacts include limiting the distance of vibratory rollers to a minimum of 40 feet from the nearest sensitive receptor which would reduce vibration levels to below the significance threshold of 0.12 PPV ips.

### **Operation Roadway Noise**

The Project would cause operational noise impacts if it would cause any ambient noise level to increase by 5 dBA CNEL or more in an area categorized by either “normally acceptable” or “conditionally acceptable” and by 3 dBA CNEL or more in an area categorized by either “normally acceptable” or “clearly unacceptable.” Roadway noise levels were evaluated with respect to the following modeled traffic scenarios: (1) existing; (2) existing plus Project; (3) future (Year 2022); and (4) future (Year 2022) plus Project. As discussed in **Appendix B of Exhibit E**, the maximum roadway noise level increase along existing roadways would be 0.2 dBA CNEL along Stocker Street east of Crenshaw Boulevard during the morning (AM) peak hour and evening (PM) peak hour and along Homeland Drive/43<sup>rd</sup> Street east of Crenshaw Boulevard during the morning (AM) and evening (PM) peak hour. Thus, the Project would not cause roadway noise levels to increase by 3 dBA or 5 dBA CNEL.

### **Stationary Noise**

Project operation would introduce various stationary noise sources, including heating, ventilation, and air conditioning systems, which would be located either on the roof, the side of a structure, or on the ground. All Project mechanical equipment would be required to be designed with appropriate noise-control devices, such as sound attenuators, acoustics louvers, or sound screens/parapet walls, to comply with noise-limitation requirements provided in LAMC Section 112.02, which prohibits the noise from such equipment from causing an increase in the ambient noise level of more than 5 dB.

Based on the above, noise and ground borne vibration impacts would not be significant.

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<sup>5</sup> Caltrans, *Transportation and Construction Vibration Guidance Manual* (September 2013), accessed July 2019, <https://cityofdavis.org/home/showdocument?id=4521>.

### ***Air Quality***

The following section summarizes and incorporated by reference information from the Air Quality study that was conducted for this Project; the findings are included as **Appendix C of Exhibit E** of this Categorical Exemption.

### **Construction Emissions**

Estimated construction emissions were quantified based on the type and number of equipment associated with demolition, site preparation, grading, construction, paving, and architectural coating. Emissions calculations assumed (1) all construction activities would be conducted in compliance with the South Coast Air Quality Management District (SCAQMD) rules pertaining to Fugitive Dust (Rule 403)<sup>6</sup> and Architectural Coatings (Rule 1113);<sup>7</sup> and (2) heavy-duty diesel equipment would meet minimum California Air Resources Board off-road fleet requirements.

The analysis of daily construction emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod) recommended by the SCAQMD, with an expected buildout year of 2022. Approximately 15,576 square feet of building would be removed. **Table 6: Maximum Construction Emissions of Exhibit E** presents the maximum estimated daily emissions anticipated to occur throughout the duration of Project construction. Emissions of volatile organic compounds (VOC), nitrogen oxides (NOx), carbon monoxide (CO), sulfur oxides (SOx), and particulate matter (PM10 and PM2.5) are compared against the applicable SCAQMD mass daily thresholds of significance.

As shown in **Table 6**, maximum daily emissions during construction would be below the applicable SCAQMD maximum daily emission thresholds. While air quality emissions associated with construction of the Project would not have a significant impact the Project would be subject to SCAQMD Rules 402 (Nuisance), 403 (Fugitive Dust), 403.1 (Supplemental Fugitive Dust), and 1113 (Architectural Coatings) to further reduce specific construction-related emissions.

### ***Operational Emissions***

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities of the Project. Area-source emissions would be generated by the consumption of natural gas and landscape maintenance. Mobile emissions would be generated by the motor vehicles traveling to and from the Project Site.

The analysis of daily operational emissions associated with the Project was prepared utilizing CalEEMod, as recommended by the SCAQMD. The estimated emissions from existing uses on the Project Site were subtracted from the estimated emissions resulting from the Project to calculate a potential net change in emissions. The results of these calculations are presented in **Table 7: Maximum Operational Emissions of Exhibit E**. As shown in **Table 7**, the net daily operational emissions attributed to the Project's operation would not exceed the SCAQMD established operational significance threshold. Air quality impacts generated by use of the Project would not have a significant effect on the environment.

### **Locally Significance Emission Concentrations**

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<sup>6</sup> South Coast Air Quality Management District (SCAQMD), Fugitive Dust (Rule 403), <http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf>.

<sup>7</sup> SCAQMD, Architectural Coatings (Rule 1113), <http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf>.

The SCAQMD *Final Localized Significance Threshold [LST] Methodology*<sup>8</sup> provides guidance on analysis of localized air quality impacts to assist in preventing violations of the ambient air quality standards. Maximum daily LST values were derived for emissions of NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> that would be generated during construction activities and long-term operation of projects.

The result of the LST analysis are provided in **Table 8: Localized Construction and Operational Emissions of Exhibit E**. These estimates assume the maximum area that would be disturbed during construction on any given day during Project buildout. Construction would comply with the SCAQMD's Rule 403 (Fugitive Dust), which requires watering of the site during dust-generating construction activities, stabilizing disturbed areas with water or chemical stabilizers, and preventing track-out dust from construction vehicles. As shown in **Table 8 of Exhibit E**, emissions would not exceed the localized significance construction and operational thresholds.

### Odors

As shown in **Table 8 of Exhibit E**, the construction and operation of the Project would result in emissions below the localized significance thresholds. Mandatory compliance with SCAQMD Rule 1113 would limit the number of VOCs in architectural coatings and solvents. According to the SCAQMD, while almost any source may emit objectionable odors, some land uses are more likely to produce odors because of their operation. Land uses more likely to produce odors include agriculture, chemical plants, composting operations, dairies, fiberglass molding manufacturing, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants. The Project does not contain any active manufacturing activities and would not convert current agricultural land to residential land uses. Therefore, objectionable odors would not be emitted by the residential uses.

Any unforeseen odors generated by the Project will be controlled in accordance with SCAQMD Rule 402. As previously noted, Rule 402 prohibits the discharge of air contaminants that harm, endanger, or annoy individuals or the public; endanger the comfort, health or safety of individuals or the public; or cause injury or damage to business or property. Failure to comply with Rule 402 could subject the offending facility to possible fines and/or operational limitations in an approved odor control or odor abatement plan.

### Water Quality

As authorized by the Clean Water Act, the National Pollutant Discharge Elimination System Permit (NPDES) program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances, such as pipes or man-made ditches. Three general sources of potential short-term, construction-related stormwater pollution are associated with the Project: (1) the handling, storage, and disposal of construction materials containing pollutants; (2) the maintenance and operation of construction equipment; and (3) earthmoving activities that, when not controlled, may generate soil erosion via storm runoff or mechanical equipment.

The State Water Resources Control Board (SWRCB) oversees the implementation of NPDES in California through the General Construction Activity Storm Water Permit (GCASWP). Compliance with the requirements of GCASWP include the preparation of a Stormwater Pollution Prevention Plan (SWPPP) that includes Best Management Practices (BMPs) to address such things as erosion control, cleanup, and maintenance of dumpsters. The purpose of a SWPPP, prepared in compliance with SWRCB requirements, is to ensure that construction of the Project would not violate water quality standards and/or discharge requirements, or otherwise substantially degrade water quality.

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<sup>8</sup> SCAQMD, *Final Localized Significance Threshold Methodology* (2008), p. 3-3, <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2>.

The Project would be required to demonstrate compliance with Low Impact Development (LID) Ordinance standards and retain or treat the first three-quarters of an inch of rainfall in a 24-hour period. Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Project site as compared to the current conditions. City of Los Angeles Ordinance Nos. 172,176 and 173,494 specify Storm Water and Urban Runoff Pollution Control and require the compliance and application of storm water BMPs. The Project would also be required to comply with water quality standards and wastewater discharge requirements set forth by the SUSMP for Los Angeles County and Cities in Los Angeles County and approved by the Los Angeles Regional Water Quality Control Board (LARWQCB). Full compliance with the LID Ordinance and implementation of design-related storm water BMPs would ensure that the operation of the Project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality.

After compliance with GCASWP during construction and the LID Ordinance during operations, the Project would have a less than significant impact on water quality, and therefore the Project satisfies this criterion of the Class 32 Exemption.

**(e) Adequately served by all required utilities and public services.**

**Utilities  
Water**

Currently, the Project Site is fully served by public sewer and water. The Project would remove the existing auto body shop, car wash/detail center and take-out food stand resulting in a change in demand for these utility services. Water is provided by the Los Angeles Department of Water and Power (LADWP). Based on forecasted growth, the LADWP's 2015 Urban Water Management Plan (UWMP) projects adequate water supplies through 2040.<sup>9</sup> The 2015 UWMP reports that LADWP's current water demand is approximately 611,800 acre-feet per year and forecasts a demand of 675,700 acre feet per year in 2040, with supply available to meet this demand. As shown in **Table 9: Estimated Water Demand of Exhibit E**, it is estimated that the Project would have a daily water demand of 15,371 gallons.

Water conservation design features as part of current building code are likely to reduce this estimate. This is the equivalent of approximately 17.2 acre feet per year. The Project is within the assumed growth projections LADWP utilized in developing the UWMP. The Project would also be designed to current building codes that would reduce water demand. As such, it is expected that LADWP has sufficient water supplies available to serve the Project.

**Wastewater**

The Project site is located in a developed, urbanized portion of Los Angeles that is served by the existing wastewater system operated by the City of Los Angeles Sanitation Department (LASAN). LASAN serves over 4 million residential and industrial customers and processes approximately 328 million gallons per day (mgd) of wastewater.<sup>10</sup> LASAN estimated that wastewater flow will increase to 376 mgd by 2040 and has planned capacity to serve this forecasted growth. As shown in **Table 10: Estimated Sewage Generation of Exhibit E**, it is estimated that the Project would generate 12,565 gallons per day (gpd) of wastewater. The Project wastewater generation is within the assumed growth projections of the City. As such, it is expected that LASAN has sufficient capacity to serve the Project.

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<sup>9</sup> City of Los Angeles Department of Public Works, 2015 *City of Los Angeles Urban Water Management Plan* (2016).

<sup>10</sup> City of Los Angeles Sanitation Department, SEWERS, [https://www.lacitysan.org/san/faces/wcnav\\_externalId/s-lsh-wwd-cw-s?\\_adf.ctrl-state=1cvj6ecyxf\\_5&\\_afLoop=8617779647821654#!](https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-s?_adf.ctrl-state=1cvj6ecyxf_5&_afLoop=8617779647821654#!)



**Stormwater**

The Project Site is located in a developed portion of Los Angeles that is currently served by existing stormwater infrastructure. The Project Site would continue to be predominantly impervious surface. In addition, the Project would be required to demonstrate compliance with the LID Ordinance standards, which are more rigorous than the standards to which the existing uses were built. The primary purpose of the LID Ordinance is to ensure that development and redevelopment projects manage runoff in a manner that captures rainwater and removes pollutants while reducing the volume and intensity of stormwater flows. Through implementation of design features and Best Management Practices, stormwater would be captured and managed on-site. As such, the volume of stormwater runoff entering the public stormwater infrastructure during peak events would not increase as compared to existing conditions. Therefore, the Project can adequately be served by the stormwater utility system.

**Solid Waste**

Solid waste generated within the City is disposed of at landfill facilities throughout Los Angeles County. While the City Bureau of Sanitation provides waste collection services to single-family and some small multifamily developments, private haulers provide waste collection services for most multifamily residential and commercial developments within the City, including the Project Site.

The County of Los Angeles Department of Public Works prepares an annual report on solid waste management in the County in order to help meet long-term needs and maintain adequate capacity. As described in the County's most recent report, a shortfall in permitted solid waste disposal capacity within the County is not anticipated to occur under forecasted growth and ongoing municipal efforts at waste reduction and diversion.<sup>11</sup> As shown in **Table 11: Expected Operational Solid Waste Generation of Exhibit E**, the Project's generation during the life of the Project would be 532 pounds per day or 97 tons per year. This estimate is conservative because it does not factor in any recycling or waste diversion programs or the net change from the removal of existing uses. When compared to the three nearest landfill sites (Sunshine Canyon City/County, Chiquita Canyon, and Scholl Canyon)<sup>12</sup> this would yield to less than 0.01 percent of the remaining disposal capacity for all three landfills. As such, the amount of solid waste generated by the Project is within the available capacities of the landfills.

**Electric Power, Natural Gas, and Telecommunications**

The Project Site is located in a developed, urbanized portion of Los Angeles that is served by existing electric power, natural gas, and telecommunications services. The Project would replace existing commercial buildings, already served by electric power, natural gas, and telecommunications services. In the context of the greater Los Angeles service area, the Project would not be a substantial source of new demand for services. New connections would be established for the Project; however, no substantial additional infrastructure would need to be installed or relocated to provide electric power facilities, natural gas facilities, or telecommunication services. Furthermore, the Project Applicant shall be required to implement applicable building code and LA Green Building Code requirements that would further reduce demand as compared to the existing structures. Thus, the Project would be adequately served by existing electric power, natural gas and telecommunications services.

**Public Services**

The Project would create new residences and increase the population on Project Site, thereby increasing the potential demand on public services. An impact could occur if the Project were not

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<sup>11</sup> County of Los Angeles, Department of Public Works, 2018 Annual Report, *Los Angeles Countywide Integrated Waste Management Plan* (December 2019).

<sup>12</sup> Remaining Disposal Capacity: Sunshine Canyon City/County = 59,752,250 tons; Chiquita Canyon = 12,001,395 tons; Scholl Canyon = 2,264,431 tons.

able to be adequately served by existing facilities and would require the expansion or building of new facilities.

### Fire Protection

The nearest Los Angeles Fire Department (LAFD) Station to the Project Site is Station No. 94, located at 4470 Coliseum Street, approximately 1-mile northwest of the Project Site. Station No. 94 features an engine company and ambulance unit. Based on the response distance criteria specified in LAMC Section 57.09.07A and the relatively short distance from Station No. 94 to the Project Site, fire protection response would be considered adequate. Additionally, the National Fire Protection Association has published target response times for fire stations of 5 minutes, 20 seconds or less.<sup>13</sup> Station 94 currently meets these response time standards.<sup>14</sup> As such, a new fire station would not be needed to serve the Project.

The adequacy of fire protection is also based upon the required fire flow, equipment access, and LAFD's safety requirements regarding needs and service for the area. The required fire flow necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. Pursuant to LAMC Section 57.507.3.1, City-established fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch ("PSI") is to remain in the water system while the required gpm is flowing. LAMC Section 57.507.3.3 identifies a fire flow requirement of 4,000 gpm from four adjacent hydrants flowing simultaneously for High Density Residential and Commercial Neighborhood land uses such as the Project as well as the maximum response distances to engine and truck companies discussed above. Moreover, the Project would include automatic fire sprinkler systems as required by the Fire Code. The adequacy of existing water pressure and availability in the Project area with respect to required fire flow would be confirmed by LAFD during the plan check review process. As part of the normal building permit process, the Project would be required to upgrade water service laterals, meters, and related devices, as applicable, in order to provide required fire flow. Pursuant to LAMC Section 57.507.3.2, an approved fire hydrant must be located within 300 feet. The nearest fire hydrants to the Project Site are located approximately 25 feet to the west, 165 feet to the southwest, 200 feet to the northwest, and 225 feet north in the right-of-way along Crenshaw boulevard, adjacent to the Project Site boundary. Notwithstanding the existing hydrant, if LAFD were to determine that additional fire hydrants are required during its review of the building design and LAFD requirements, such improvements would be completed as part of the Project either on-site or off-site within the right-of-way under the City's B-Permit process. Construction activities to install any new pipes or pumping infrastructure would be temporary and of short duration and would not result in any significant environmental impacts.

### Police Protection

The Project Site is located within Reporting District 393 of the Southwest division of the Los Angeles Police Department's (LAPD) South Bureau. The Southwest Community Police Station is located at 1546 West Martin Luther King Jr. Boulevard, 2.1 miles west of the Project Site. LAPD would provide police protection services for the Project Site. The proposed building would result

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<sup>13</sup> National Fire Protection Association, *NFPA 1710: Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments* (2015).

<sup>14</sup> Los Angeles Fire Department, "Find Your Station," [http://www.lafd.org/fire\\_stations/find\\_your\\_station](http://www.lafd.org/fire_stations/find_your_station).

in an incremental increase in activity at the Project Site and thus could increase the frequency of service calls. The Project would result in an incremental population increase of 355 residents, which would be within growth projections for the City. Given the proximity of the existing facilities, the Project would not result in the need to construct any new or physically altered governmental facilities.

During construction, all sides around the Project Site would need to be secured to prevent trespass and theft of building materials. The Project would employ construction security features, such as fencing, which would serve to minimize the need for LAPD services. Temporary construction fencing would be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

The development of the Project would result in an increase of on-site residents, visitors, patrons, and employees to the Project Site, thereby generating a potential increase in the number of service calls from the Project Site. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons may escalate as a result of the increased on-site activity and increased traffic on adjacent streets and arterials. The Project would include adequate and strategically positioned functional and security lighting to enhance public safety. Visually obstructed and infrequently accessed “dead zones” would be limited and, where possible, security controlled to limit public access. The building and layout design of the Project would also include crime prevention features, such as nighttime security lighting and secure parking facilities. In addition, the continuous visible and nonvisible presence of residents at all times of the day would provide a sense of security during evening and early morning hours. As such, the Project guests and employees would be able to monitor suspicious activity at the building entry points.

The potential for crime can be reduced with site-specific designs and features. The Project would include standard security measures such as adequate security lighting, secure access to nonpublic areas and separate residential access points. Parking would be in a parking structure integrated into the building. The LAPD will require that the commanding officer of the Station be provided a diagram of each portion of the property showing access routes, and any additional information that might facilitate police response.

Moreover, additional, or expanded police stations have not yet been identified as planned projects in the Project area. However, in the event that the LAPD determines that a new or expanded police station is warranted, or that police stations need to be consolidated or relocated, the environmental effects that may result from such endeavors would be subject to the City’s environmental review process. In the case of the Project area, land parcels for future police stations would likely be comprised of infill lots with existing land uses that would be replaced by the police station. Due to the size and limited function, or land use, of police stations, it is unlikely that development of a police station would result in significant and unavoidable impacts. However, if such an impact were identified, the police station project would be required to implement mitigation measures, as necessary, to avoid or minimize adverse impacts. As such, the Project would not result in significant impacts related to police services.

## **Schools, Libraries, and Parks**

### ***Schools***

A significant impact would occur if the Project would include substantial employment or population growth which would create a demand for school facilities that would exceed the capacity of the Los Angeles Unified School District (LAUSD).

Construction workforce would include 101 trips per day, equaling to a maximum of 50 employees and an estimated 11 students.<sup>15</sup> There are currently 21 existing public schools within the West Adams-Baldwin Hills-Leimert Community Plan Area. The Project would generate an estimated total of the Project would generate an estimated total of 37 elementary school students, 10 middle school students, and 21 high school students.<sup>16</sup> Nevertheless, California Education Code Section 17620(a)(1) states that the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirements against any construction within the boundaries of the district, for the purposes of funding the construction or reconstruction of school facilities. The LAUSD School Facilities Fee Plan has been prepared to support the school district's levy of the fees authorized by California Education Code Section 17620. The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to mitigate a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits and subdivisions. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA, or other State or local law (Government Code Section 65996). Furthermore, per Government Code Section 65995.5-7, LAUSD has imposed developer fees for commercial/industrial and residential space. Overall, the payment of school fees in compliance with SB 50 would be mandatory and would provide full and complete mitigation of school impacts for the purposes of CEQA. The Project would be required to pay the imposed fee by LAUSD for the purpose of augmenting school facilities. Payment of the statutory school fee would assist LAUSD in accommodating increased enrollment via expanded facilities.

### ***Libraries***

The City of Los Angeles Public Library (LAPL) provides library services throughout the City through its Central Library, 8 regional branches, and 64 community branches. The LAPL collection has 6.4 million books, magazines, electronic media, 120 online databases, and 34,000 e-books and related media.<sup>17</sup> On February 8, 2007, The Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes Criteria for new Libraries, which recommends new size standards for the provision of LAPL facilities – 12,500 sq. ft. for communities with less than 45,000 people, 14,500 sq. ft. for community with more than 45,000 people, and up to 20,000 sq. ft. for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area.

The Project would not directly necessitate the need for a new library facility. Further, the LAPL has indicated that there are no planned improvements to add capacity through expansion. There are no plans for the development of any other new libraries to serve this community. The LAPL uses the most recent Census figures to determine if a branch should be constructed in a given area. Employees do not typically frequent libraries during work hours but are more likely to use facilities near their homes during nonwork hours.

Additionally, Measure L has provided funds to restore adequate services to the existing library system. Further, the Project would result in an incremental population increase of 355 residents, which would be within growth projections for the City. For all of these reasons, it is not anticipated that the Project would result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, or need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for library services.

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<sup>15</sup> Los Angeles Unified School District, 2018 Developer Fee Justification Study, Los Angeles School District (March 2018).

<sup>16</sup> Los Angeles Unified School District, 2018 Developer Fee Justification Study, Los Angeles School District (March 2018).

<sup>17</sup> LAPL website: <http://www.lapl.org/about-lapl/press/2012-library-facts>.

**Parks**

A significant impact would occur if the project would exceed the capacity or capability of the local park system to serve the proposed project.

There are numerous parks within a 2-mile radius of the Project Site that would provide recreational and open space opportunities.<sup>18</sup> In addition, the Project would feature 13,900 square feet of open space including a 8,450-square-foot landscaped roof deck consisting of 31 trees. In addition, the Project Applicant would be required to pay the Quimby Act Fees or, if applicable, fees in accordance with the Parks Dedication and Fee Update ordinance (Ordinance No. 184,505), which would be used to provide additional park facilities in the Project area.

Thus, for the reasons set forth above, the Project meets all criteria for the Class 32 Exemption.

**E. APPLICABILITY OF EXCEPTIONS**

The following discusses how the specified exceptions to a Class 32 Exemption do not apply to the Project.

**Location**

The Project is being evaluated for applicability of the Class 32 exemption and not for a Class 3, 4, 5, 6, or 11 Exemption. Therefore, this exception does not apply.

**Cumulative Impact**

A categorical exemption is inapplicable “when the cumulative impact of successive projects of the same type in the same place, over time is significant.” The Project consists of an individual infill development consisting of demolition of auto body shop, car wash/detail center and a take-out food stand and development of a five-story 124 unit mixed-use building with 6,000 square feet of ground floor retail space and associated parking. The Project complies with the existing zoning designation and promotes the City’s policies goals for creating a greater supply of transit-oriented residential development. Furthermore, the Project Site is designated as Neighborhood Commercial and taken into account in future growth projections of the Crenshaw Corridor Specific Plan. As discussed previously, the Project would not generate a considerable increase in population, traffic, noise, or air pollutant emissions. As such, the Project would not make a significant contribution to cumulative traffic, noise, air quality, water quality, public services or utilities impacts. Successive projects of this type over time within the same general area would further enhance the goals of the City for transit-oriented infill development in compliance with existing zoning. However, there are no related projects that are located within a 500 foot radius of the Project Site. As such, this exception does not apply.

**Unusual Circumstances**

A categorical exemption may not be used for an activity with a reasonable possibility of a significant effect due to unusual circumstances. The Project would redevelop a previously developed site in an existing urban area. The proposed use is for a mixed-use residence, which is common in the City. The Project Site is not of unusual size or condition. As described below, soil and soil vapor concentrations from the USTs are below applicable residential and commercial screening levels. As such, there are no known unusual circumstances associated with the Project or the Project Site.

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<sup>18</sup> City of Los Angeles Department of Recreation and Parks, <http://www.laparks.org/>, accessed May 2020.

The Project would not have a significant effect on the environment and there are no unusual circumstances associated with the Project, the Project Site, or the vicinity. The Project Site and vicinity are highly urbanized, previously developed, and flat. There are no unusual circumstances related to development of the Project's uses at this location. The Project proposes an infill development that is consistent with the existing zoning, General Plan land use designation, and all provisions and regulations of the Community Plan. Additionally, the Project Site is not located in a designated "environmentally sensitive area" or other overlay that would denote special circumstances.

Based upon on-site exploration, laboratory testing, and research, the development of the Project Site is considered feasible from a geotechnical engineering standpoint, as discussed in the Phase I and Phase II ESA prepared for the Project (refer to **Appendix D of Exhibit E**). The Project Site is not located within an earthquake fault zone, or a seismically-induced landslide zone. Additionally, the Project Site is not located within an area identified as liquefiable. The conditions are typically of sites within this area of Los Angeles, and of a type that are routinely addressed through regulatory requirements.

There is not a reasonable possibility that any significant environmental impacts could result from development of the Project. Specifically, as analyzed above, the Project would not result in any impacts related to traffic, noise, air quality, water quality, public services, and/or utilities.

### Scenic Highways

A categorical exemption would not apply to a project which may result in damage to scenic resources. The Project Site is not adjacent to a scenic highway area or along a designated scenic highway, corridor, or parkway.<sup>19</sup> No unique geologic features or rock outcroppings are located on the Project Site. The Project will have no significant impact, and no mitigation measures are required. Accordingly, this exception does not apply.

### Hazardous Waste Sites

The following section summarizes and incorporated by reference information from the Phase I and Phase II Environmental Site Assessment (ESA) that was conducted for this Project; the findings are included as **Appendix D of Exhibit E** of this Categorical Exemption.

This exception applies if a project is included on any list compiled pursuant to Section 65962.5 of the Government Code. Section 65962.5 of the California Government Code requires the Department of Toxic Substances Control, Department of Health Services, and Water Resources Control Board to compile lists of hazardous waste sites. The Project Site is not included on any list compiled pursuant to Section 65962.5. As such, this exception would not apply.

The Project would remove the existing auto body shop, car wash/detail center and take-out food stand. The Project Site is not included on any state hazardous site list.<sup>20</sup> Furthermore, as discussed in both the Phase I and Phase II ESA (refer to **Appendix D of Exhibit E**), the distribution of detected concentrations of Volatile Organic Compounds (VOCs) and Total Petroleum Hydrocarbons (TPH) in soil and soil vapor sampled at the Project Site suggests that historical Project Site uses have not impacted the Site subsurface and the reported concentrations of constituents are below applicable regulatory screening criteria.<sup>21</sup> Since the soil would be excavated and disposed off-Site during future residential redevelopment, the low concentrations

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<sup>19</sup> City of Los Angeles, *Mobility Plan 2035* (2016).

<sup>20</sup> California Department of Toxic Substances Control, EnviroStor, "Hazardous Waste and Substances Site List," accessed June 2019, <http://www.envirostor.dtsc.ca.gov/public/map/?myaddress=Hazardous+Waste+and+Substances+Site+List>.

<sup>21</sup> GSI Environmental, *Phase I ESA*, September 26, 2018.

of VOCs and TPH would require implementation of a Soil Management Plan (SMP) during redevelopment activities (sampling, segregation, profiling and off-site disposal at a licensed facility).<sup>22</sup> The SMP would be prepared and executed in accordance with SCAQMD Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil. SCAQMD Rule 1166 requires the control of VOC emissions from excavating, grading, handling and treating VOC contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition.<sup>23</sup> As required by Rule 1166, any excavation of underground storage tank and/or transfer piping storing or previously storing VOC material, or excavating or grading soil containing VOC material would require a SMP approved by the Executive Officer prior to commencement of excavation or handling. The Contaminated SMP shall be written to minimize VOC emissions to the atmosphere during excavation, grading, handling and treatment of VOC contaminated soil. The SMP shall consist of three types: (1) various locations; (2) site specific; and (3) facility treatment.

The historical use of the Project Site for gasoline service and automotive repair, including the use of gasoline and waste-oil underground storage tanks (USTs) from 1940 to 1952 and from 1964 to 1989 represent Recognized Environmental Conditions (RECs) for the reported presence of the abandoned-in-place and potential for localized soil impacts in the UST areas.<sup>24</sup> Removal of the abandoned-in-place USTs would require permit and oversight from the City of Los Angeles Fire Department, which serves as the local environmental oversight agency for UST removal and associated soil impacts. Removal of the UST would occur within the scope of the SMP mentioned above. Oversight would be required if the USTs are disturbed or otherwise encountered during future Project Site redevelopment activities. Soil and soil vapor sampling were conducted to evaluate potential chemical impacts to shallow soil and soil vapor from the Project Site. The results indicated that all reported soil and soil vapor concentrations from the USTs are below applicable residential and commercial screening levels. As such, impacts are unlikely due to the abandoned-in-place USTs.

### Historical Resources

Section 15064.5 of the State CEQA Guidelines defines a historical resource as: (1) a resource listed in or determined to be eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain State guidelines; or (3) an object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.

Further, CEQA defines historically significant resources as "resources listed or eligible for listing in the California Register of Historical Resources (CRHR)" (PRC Section 5024.1).

The Project Site is not listed in the California Register of Historical Resources or in a local register of historical resources. The Project Site is not identified as a historic resource in HistoricPlacesLA, SurveyLA or other City parcel reports or references. Additionally, the Project Site is not located in

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<sup>22</sup> GSI Environmental, *Phase I ESA*, September 26, 2018.

<sup>23</sup> SCAQMD Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil, amended May 11, 2011, accessed July 2020, <http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1166.pdf?sfvrsn=4>

<sup>24</sup> GSI Environmental, *Phase I ESA*, June 20, 2017.

a City Historic Preservation Overlay Zone or Historic District.<sup>25</sup> The Project Site is located approximately 0.1 miles to the northwest to the Leimert Park Historic District. As discussed in **Appendix B of Exhibit E**, noise impacts related to construction and operation of the Project would not result in significant impacts, thus would not alter any of the physical characteristics of the nearby nonadjacent historic resources, including through construction activities, vibration from off-road equipment, and operation of the Project. Therefore, this exception does not apply.

## F. ADDITIONAL FINDINGS

The Class 32 Exemption is not applicable if a project requires mitigation measures to reduce potential environmental impacts to less than significant. Additional topics from the Initial Study Checklist not addressed above are discussed below to demonstrate that no potential significant environmental impacts are expected to occur as a result of the Project.

### Aesthetics

Considering that the Project is located within a 750-foot radius of a major transit stop, Senate Bill (SB) 743 would apply.

Section 21099(d)(1) of SB 743 states that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” City of Los Angeles Zoning Information File ZI No. 2452 provides that projects meeting these criteria are exempted from evaluating visual resources, aesthetic character, shade and shadow, light and glare, scenic vistas, or any other aesthetic impact in a CEQA document. A “transit priority area” (TPA) is defined as an area within 0.5 mile of a major transit stop.

As discussed previously, the Project would remove the existing auto body shop, car wash/detail center and take-out food stand to construct a new 5-story, mixed-use development in a TPA. Because of the mixed-use character of the Project and its location within a designated urban TPA, the Project qualifies for exemption under SB 743 and ZI No. 2452. As such, the evaluation of the Project’s aesthetic impacts is not required.

The Project Site is located on relatively flat land in an urbanized portion of the City. Views in the vicinity of the Project Site are largely constrained by the existing structures surrounding the Project Site, structures on adjacent parcels, and the area’s relatively flat topography. Due to the existing built environment, there are limited and obstructed views of the nearby Santa Monica Mountains/Hollywood Hills. Moreover, as documented in the West Adams-Baldwin Hills-Leimert Community Plan EIR, the majority of the community plan area is flat and the only views that are available are of distant features, including hills and cityscapes.

With respect to building height and massing, the Project’s five-story building would be consistent with the height of surrounding buildings. The Project would not obstruct views on any existing residential neighborhoods as the Project would include low-rise five-story residential units along the Project’s western frontage along Crenshaw Boulevard to provide an appropriate transition between the Project and the nearby residential uses. Buildings within the vicinity of the Project Site include a 2-story multifamily residential apartment building to the east. Therefore, in combination with existing buildings the Project would not encroach upon scenic vistas through street corridors.

Because the Project is a residential mixed-use development within a TPA, operational impacts are less than significant. Moreover, consistent with State and local regulations, SB 743 and ZI File No. 2452, impacts to scenic resources or any other aesthetic impact as defined in the City’s

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<sup>25</sup> City of Los Angeles Office of Historic Resources, *SurveyLA*, “SurveyLA Findings and Reports,” accessed June 2019, <https://preservation.lacity.org/surveyla-findings-and-reports>.



CEQA Threshold Guide shall not be considered a significant impact for infill projects within a TPA pursuant to CEQA.

As such, the Project will not result in any significant aesthetic impacts.

### **Agricultural and Forest Resources**

There is no existing zoning for agricultural uses in the Project area. Consequently, the Project does not contain any farmland or agricultural land that could potentially be impacted. Therefore, the Project would not result in any significant agricultural impacts.

### **Biological Resources**

The lack of value of the Project Site as a habitat for endangered, rare, or threatened species was discussed previously. There are no riparian or wetland habitats on Project Site. There are no trees on the Project Site. None of the existing street trees surrounding the Project are protected species nor would they be removed. Existing parking perimeters would be removed and replaced with new landscaping. The Project would plant 31 new trees (1 tree per 4 units) of similar type and size as perimeter landscaping. Therefore, the Project would not result in any significant biological impacts.

### **Cultural Resources**

The Project Site does not contain any known cultural resources. The Project would include removal of the existing uses and would not require grading and excavation activities. If subsurface cultural resources are inadvertently unearthed, the City has regulations on how artifacts found during construction must be handled. As previously discussed, while the Project Site is located near the Leimert Park Historic District, the Project does not contain any features that are listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources and does not impact the Historic District. The Project design takes inspiration from the surrounding residential and commercial buildings to enhance the distinctive character of the immediate area, which is predominantly block-form with matte colors. As such, no significant impacts to cultural resources would occur.

### **Geology and Soils**

The Project Site is not in a designated Earthquake Fault Zone (Alquist-Priolo).<sup>26</sup> The Project Site is not within a liquefaction zone as defined by the City's General Plan and as noted in the City's parcel information report.<sup>27</sup> The Project would be designed in accordance with the latest California Building Code and applicable local codes. As such, the potential for hazardous events related to flooding, subsidence, slope instability, and seismic activity is considered low. Therefore, the Project would not result in any significant geology and soils impacts.

### **Greenhouse Gas Emissions**

The following section summarizes and incorporated by reference information from the Air Quality study that was conducted for this Project; the findings are included as **Appendix C of Exhibit E** of this Categorical Exemption.

The current accepted method for accounting for the construction GHG emissions within the SCAQMD service area is to annualize these emissions over a project's operational lifetime, which is generally defined as 30 years for analysis purposes. A summary of the GHG emissions for the construction phases is provided in **Table 12: Construction GHG Emissions of Exhibit E**. As shown below, total construction emissions would be approximately 460 MTCO<sub>2</sub>e. Construction emissions amortized over 30 years would be approximately 31 MTCO<sub>2</sub>e/year.

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<sup>26</sup> Department of City Planning, ZIMAS, "Parcel Profile Report."

<sup>27</sup> City of Los Angeles, Department of City Planning, *General Plan*, "Safety Element" (1996).

The GHG emissions from the operation of the Project involves the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment, hearth combustion, and the generation of solid waste and wastewater. The annual net GHG emissions associated with the operation of the Project are provided in **Table 13: Operational Greenhouse Gas Emissions of Exhibit E**. The sum of the direct and indirect emissions associated with the Project is compared with SCAQMD's screening threshold of 3,000 MTCO<sub>2</sub>e/year. As shown in **Table 13**, the net increase in GHG emissions generated by the Project would be 1,251 MTCO<sub>2</sub>e per year, below the recommended SCAQMD screening threshold of 3,000 MTCO<sub>2</sub>e per year.

As discussed in **Appendix C of Exhibit E**, demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment), developed by Southern California Association of Governments (SCAG) for their 2016 Regional Transportation Plan (RTP) were used to estimate future emissions within the 2016 AQMP. Projects that are consistent with the growth projections are considered consistent with the AQMP. According to the SCAG estimates, the 2012 and 2040 population with the Los Angeles subregion is 3,845,500 and 4,609,400, respectively. The Project would include 124 units with a projected population increase of 355. This increase would yield to approximately less than 0.1 percent of the anticipated increase within the region, thus would be consistent with the growth projections.

The Project is consistent with regional strategies to reduce passenger VMT to achieve the per capita GHG emissions reduction targets of SB 375 for the SCAG region. The Project Site is within a high-quality transit area and is adequately served by existing public transit. This includes Metro Transit Line 40, 102, 105, 210, Rapid 705, 710, and 740. The Expo/Crenshaw station is located approximately 1 mile to the north of the Project. It is important to note the Crenshaw/LAX Extension Rail Line is currently under construction. The Martin Luther King Jr. Station is located 0.2 miles north and the Leimert Park Station is located approximately 0.3 miles to the south of the Project Site. Consequently, the Project would not conflict with the strategies with the 2016-2040 RTP/SCS to reduce per capita passenger vehicle GHG emissions.

### **Hazards and Hazardous Materials**

The following section summarizes and incorporated by reference information from the Phase I and Phase II Environmental Site Assessment (ESA) that was conducted for this Project; the findings are included as **Appendix D of Exhibit E** of this Categorical Exemption. For additional discussion related to Hazards, refer to discussion in Section E. of this document.

The Project would not involve the routine use, handling, or transport of hazardous materials that would create a substantial risk to the public. The Project would not exacerbate hazardous conditions related to airports or wildland fires. Roadways used for emergency evacuation would not be obstructed. Therefore, the Project would not result in any significant hazardous materials impacts.

### **Hydrology and Water Quality**

Water quality was discussed previously. The Project would be required to implement drainage measures that comply with the City's regulatory requirements. The Project would also not place housing or residents within a flood zone. Therefore, the Project would not result in any significant hydrology impacts.

### **Land Use and Planning**

The following findings are in addition to what was stated beforehand regarding general plan and zoning designations and policies. The neighborhood is urbanized and contains uses similar to the Project. No alteration of street pattern is proposed, and no separation of existing uses or disruption of access would occur. The Project Site is not located within a habitat conservation plan or natural community conservation plan. Therefore, no significant land use or planning impacts would result from the Project.

### Mineral Resources

The Project area does not contain any known mineral resources, and the Project would not result in the loss of availability of a known mineral resource or locally important mineral resource recovery site. The Project Site is not located within a MRZ-2 Area, an Oil Drilling/Surface Mining Supplemental Use District, or an Oil Field/Drilling Area.<sup>28</sup> No mineral resources are known to exist beneath the Project Site. Therefore, the Project would not result in any significant mineral resource impacts.

### Population and Housing

SCAG forecasts population and job growth of the cities and counties in the six county Southern California Region. The Department of City Planning refines the City's allocation so that projected growth is directed to centers and districts that are located near transit, consistent with the Framework Element and other City policies **Table 14: Los Angeles Department of City Planning Adjusted SCAG Population Forecast of Exhibit E.** provides a comparison of the population and housing capacity for 2008 and 2030.

The Project would include 124 units with a projected population increase of 355. This increase would yield to approximately one percent of the anticipated increase within the Community Plan area, thus would be consistent with the growth projections. The Project would not accelerate development in an undeveloped area that exceeds projected/planned levels for the year of Project occupancy and buildout that would result in an adverse physical change in the environment; nor would the Project introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan. Therefore, the Project would not result in any significant population or housing impacts.

### Recreation

The Project would construct a new mixed-use apartment building and would include 13,900 square feet of open space including a 8,450-square foot landscaped roof deck. The Project would not generate a substantial increase in demand for existing recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated and would not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Furthermore, the Quimby Act authorizes cities and counties to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. LAMC Section 17.12 requires developers to set aside land, donate conservation elements or pay fees for park improvements. Standards for parkland acreage requirements are identified in LAMC Section 17.12, as are fees per unit. Therefore, the Project would not have a significant effect on recreation facilities.

### Transportation

Traffic associated with the Project was discussed previously. The Project would make no changes to or have direct effects on transit services or roadways in the vicinity. As discussed in **Appendix A of Exhibit E**, the Project would not result in any traffic deficiencies on the existing street network or nearby intersections, pedestrian, bicycle, and transit facilities. Roadway design and access would be equivalent to the existing or would comply with City standards. The Project would utilize the Density Bonus parking reduction mechanism and Bike Parking ordinance to reduce parking requirements. The Project would provide both short-term and long-term bicycle parking spaces in accordance with LAMC Section 12.21A.16. Therefore, the Project would not result in any significant transportation impacts.

### Tribal Cultural Resources

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28 City of Los Angeles, Department of City Planning, *General Plan*, Conservation Element, Exhibit A: Mineral Resources (2001).

The Project Site is located in an urban area that has been previously developed. The Project Site contains no known historic or other cultural resources, including Tribal Cultural Resources. Furthermore, the Project Site has been previously disturbed and no unique archeological resources are known to be present on or around the Project Site. If subsurface cultural resources are unearthed, the Project would comply with City regulations on how artifacts found during construction must be handled. As such, the probability for the Project to unearth significant subsurface artifacts during excavation is considered low and impacts to Tribal Cultural Resources would not be significant.

**Wildfire**

The Project Site is in a previously developed and urbanized area of the City that does not contain wildlands or high fire hazard terrain or vegetation. The Project Site is not located in or near a state responsibility area or on lands classified as very high fire hazard severity zones.<sup>29</sup> No impacts related to wildfire hazards would occur.

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<sup>29</sup> California Department of Forestry and Fire Protection (Cal Fire), Los Angeles County, Fire Hazard Severity Zones in SRA, map, November 7, 2007, accessed June 2019, available at [http://frap.fire.ca.gov/webdata/maps/los\\_angeles/fhszs\\_map.19.pdf](http://frap.fire.ca.gov/webdata/maps/los_angeles/fhszs_map.19.pdf).

## **PUBLIC HEARING AND COMMUNICATIONS**

The public hearing was held on October 13, 2020 at approximately 11:00 am telephonically via Zoom in conformance with the Governor's Executive Order N-29-20 (March 17, 2020). The hearing was conducted by the Hearing Officer, Sergio Ibarra, on behalf of the City Planning Commission in taking testimony for Case No. CPC-2019-7006-DB-DRB-SPP-SPR-DD-MS. All interested parties were invited to attend the public hearing at which they could listen, ask questions, or present testimony regarding the project. The purpose of the hearing was to obtain testimony from affected and/or interested parties regarding this application. Interested parties are also invited to submit written comments regarding the request prior to hearing. The environmental determination was among the matters considered at the hearing.

The public hearing was attended by the applicant's representative (Edgar Khalatian) and approximately one other member from the applicant team, and approximately twenty five (25) members from the community. Seven members of the public spoke at the hearing, all in support of the project, with two concerned with the reduced parking's impact on the immediate neighborhood. There were no comments in opposition to the project.

### **Applicant Presentation:**

The applicant's representative described the site location, project description, requested entitlements, and community outreach, which was ongoing. The Applicant had presented the project to the neighborhood council, receiving support for the project. The Applicant indicated that the project's base affordability level was raised to 15 percent of the base density, as a result of outreach efforts with the Empowerment Congress West Area neighborhood council.

Jamie Hwang, Planning Deputy of Council District 10, spoke at the hearing in support of the project, giving praise to the applicant for their extensive public outreach and concessions with the community.

### **WRITTEN CORRESPONDENCE**

Five (5) letters or emails were received from the public at the time of preparing this report, all in support of the project, including a letter from the Empowerment Congress West Area Neighborhood Council.

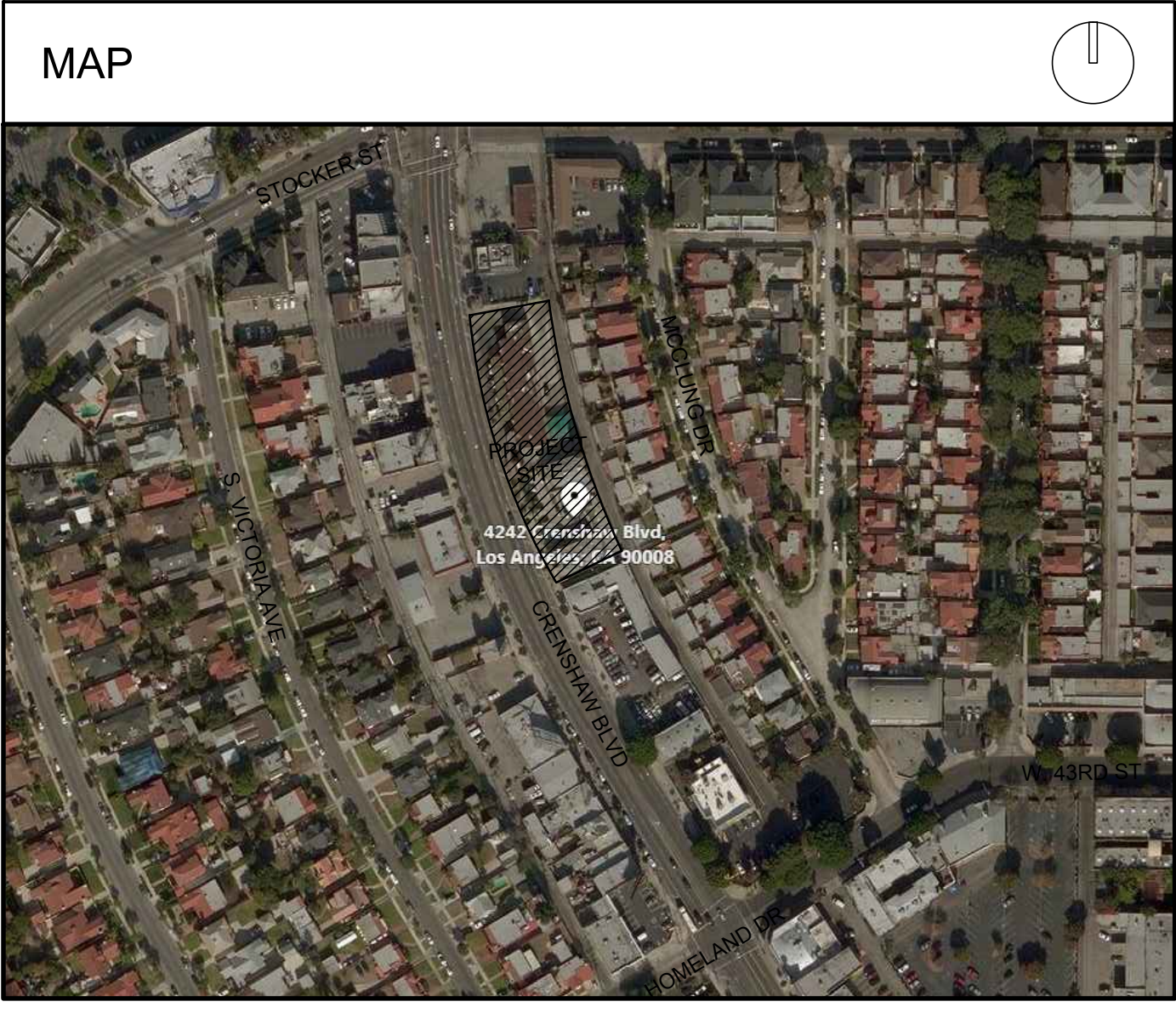


ABBREVIATIONS			
A.C.–A/C	ASPHALT CONCRETE	OPNG.	OPENING
ACOUS.	ACOUSTICAL	OPP.	OPPOSITE
ADJ.	ADJACENT	OPP.HD.	OPPOSITE HAND
ALUM.	ALUMINUM	OZ.	OUNCE
AGG.	AGGREGATE	PERF.	PEFORATED
APPROX.	APPROXIMATE	PL.	PLASTIC
ARCH.	ARCHITECTURAL/ ARCHITECT	P/L	PROPERTY LINE
B.C.	BOTTOM OF CONC./ CURB	PLAS	PLASTER
BLDG.	BUILDING	PLYWD.	PLYWOOD
B.O.	BOTTOM OF	PR.	PAIR
BLK.	BLOCKING/ BLOCK		
BM.	BEAM		
BTWN.	BETWEEN		
B.U.R.	BUILT-UP ROOF		
B.W.	BOTTOM OF WALL		
CAB.	CABINET		
C.B.	CATCH BASIN		
CEM.	CEMENT		
C.L.	CENTERLINE		
CLG.	CEILING		
CMU.	CONCRETE MASONRY UNIT		
CNTL. JT.	CONTROL JOINT		
C.O.	CLEANOUT		
COL.	COLUMN		
CONC.	CONCRETE		
CONT.	CONTINUOUS		
CTR.	CENTER		
DEMO.	DEMOLITION		
D.F.	DRINKING FOUNTAIN		
DIA.	DIAMETER		
DIM.	DIMENSIONS		
DISP.	DISPENSER		
DN.	DOWN		
DWGS.	DRAWINGS		
(E)	EXISTING		
EA.	EACH		
ELEC.	ELECTRICAL		
ELEV.	ELEVATION		
EQ.	EQUAL		
E	EQUAL		
EQUIP.	EQUIPMENT		
EX.	EXISTING		
EXP.	EXPANSION		
EXT.	EXTERIOR		
F.D.	FLOOR DRAIN		
FDN.	FOUNDATION		
F.F.	FINISHED FLOOR		
FIN.	FINISH		
FL.	FLOOR		
FLR.	FLOOR		
FNDN.	FOUNDATION		
F.O.C.	FACE OF CONCRETE		
F.O.FRM'G	FACE OF FRAMING		
F.O.F	FACE OF FINISH		
F.O.P	FACE OF PLYWOOD		
F.O.SHT'G.	FACE OF SHEATHING		
GA.	GAUGE		
GALV.	GALVANIZED		
G.B.	GRAB BAR		
GL.	GLASS		
GSM.	GALVANIZED SHEET METAL		
GYP.	GYPSUM		
H.B.	HOSE BID		
H.C.	HANDICAPPED		
HDWE.	HARDWARE		
H.M.	HOLLOW METAL		
HORIZ.	HORIZONTAL		
H.P.	HIGH POINT		
HT.	HEIGHT		
I.D.	INSIDE DIAMETER		
JAN.	JANITOR		
JT.	JOINT		
LAM.	LAMINATE		
L.ARCH.	LANDSCAPE ARCHITECT		
LAV.	LAVATORY		
LB.	POUND		
LT.	LIGHT		
MAX.	MAXIMUM		
MECH.	MECHANICAL		
MFR.	MANUFACTURER		
MIN.	MINIMUM		
MISC.	MISCELLANEOUS		
MTD.	MOUNTED		
MTL.	METAL		
N.	NORTH		
(N)	NEW		
N.I.C.	NOT IN CONTRACT		
NOM.	NOMINAL		
N.T.S.	NOT TO SCALE		
O.C.	ON CENTER		
O.D.	OUTSIDE DIAMETER		

SYMBOLS	
	REFERENCE POINT
	WALL, FLOOR AND ROOF TYPE
	WINDOW NUMBER (FOR WINDOW SCHEDULE)
	DOOR NUMBER (FOR DOOR SCHEDULE)
	DETAIL NUMBER
	SHEET LOCATION
	SECTION NUMBER
	SHEET LOCATION
	INTERIOR ELEVATION NUMBER
	SPECIFIC WALL
	SHEET LOCATION
	SHEET NOTE DESIGNATION AND NUMBER
	ROOM NUMBER (FOR FINISH SCHEDULE)
	ROOM FLOOR TYPE
	SPRINKLER: PENDENT CONCEALED
	SPRINKLER: PENDENT SEMI-RECESSED
	SPRINKLER: SIDEWALL
	SPRINKLER: UPRIGHT WITH RISER
	SPRINKLER: PENDENT
	SPRINKLER: PENDENT ONLINE
	SPRINKLER: LINE
BMR	BELOW MARKET RATE
P	PROPERTY LINE
HC	HANDICAP ACCESSIBLE

DIRECTORY	
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A-0.0	TITLE SHEET	NTS
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A-0.3B	VICINITY MAP	SCALE AS NOTED
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A-3.2	ELEVATIONS	1/16"=1'-0"
A-3.3	ELEVATIONS	1/16"=1'-0"



PROJECT NARRATIVE	
THE SUBJECT OF ENTITLEMENTS IS 4242 CRENSHAW BLVD, COMPRISED OF AN APPROXIMATELY 36,717 SF OF APN 5024-017-009 AND 5024-017-010 THAT WOULD BE USED FOR A MIXED USED DEVELOPMENT THAT INCLUDES 124 UNITS OF HOUSING AND COMMERCIAL SPACE ON GROUND FLOOR ALONG CRENSHAW BLVD. THE PROJECT SPONSORS PROPOSE TO DEMOLISH EXISTING ONE-STORY BUSINESS BUILDINGS ON THE SITE USED FOR A CAR WASH AND TO CONSTRUCT A FIVE-STORY BUILDING, UP TO 62- FEET-TALL, WITH UP TO 124 DWELLING UNITS WITH SINGLE OR DOUBLE-OCCUPANCY. THE NEW BUILDING REPRESENTS APPROX. 130,120 SQUARE FEET OF BUILDING AREA.	

REVISION	4
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CONSULTANT: <b>NAME</b> Address Line 1 Address Line 2 P xxx.xxx.xxxx C xxx.xxx.xxxx	
4242 CRENSHAW BLVD, LOS ANGELES, CA	
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SHEET NO: A0.0	



A. PROJECT

5 STORY MIXED-USE DEVELOPMENT  
ADDRESS: 4218-4248 CRENSHAW BLVD

B. LEGAL DESCRIPTION

APN 5024-017-009 AND APN 5024-017-010

C. ZONING

C1.5-1-SP  
a. Neighborhood Commercial land use designation  
b. West Adams-Baldwin Hills-Leimert Community Plan  
Crenshaw Corridor Specific Plan – Subarea D  
Crenshaw Boulevard Streetscape Plan  
TOC Tier 3  
State Enterprise Zone  
South LA Alcohol Sales Specific Plan Area  
Transit Priority Area  
MTA Project Area  
CRA Crenshaw Redevelopment Project

D. DENSITY CALCULATIONS

Density Calculations	Site Area Per Zimas	Multiplier	Base Density	Density + Bonus
By-right Allowed	36,717	1DU/400SF	91.8	
Density Bonus	36,717	1.35	92	125
Proposed Total Units				124
		Multiplier		Units
Affordable Housing		15% of Base Density		14

E. LOT AREA AND SITE COVERAGE

Lot Area and Site Coverage	Area
Lot Area per ZIMAS	36,717
Lot Area + Half Alley	40,435

F. PROPOSED SET BACKS FROM PROPOERTY LINE (INCENTIVE)

Setback Requirements	Commercial Required	Ground Floor Proposed	Residential Required	Residential Proposed
Front (Crenshaw Boulevard)	0'	6'	0'	6'
Rear (Alley)	0'	15'	17'	26'-3"
Sides Adj. Property	0'	5' min, 6'-6 3/4" max	8'	5' min, 6'-6 3/4" max
Sides McClung	0'	5' min, 6'-10 1/2" max	8'	5' min, 6'-10 1/2" max

G. PERMITTED BUILDING HEIGHT PER SUB AREA D (INCENTIVE)

Building Heights	Feet
Permitted Height Per Subarea D	45'-0"
Permitted Height w/ DB Incentives	69'-0"
Height to top of elevator structure (per LAMC 12.21.1-B.3(a))	73'-0 1/2"

H. FLOOR AREA CALCULATIONS:

Site and FAR Calculations	Ratio	Site Area Per ZIMAS	Maximum FAR
Permitted Max FAR	3.0	36,717	110,151
Proposed Max FAR	2.94	36,717	107,940

I. PROPOSED RESIDENTIAL STATISTICS- FLOOR AREAS AND UNIT COUNT:

Floor Area Calculations				
Level	Retail Area per floor	Residential Floor Area	Accessory Floor Area	Total Per floor
1	6,000	1,460	320	7,780
2		24,940	100	25,040
3		24,940	100	25,040
4		24,940	100	25,040
5		24,940	100	25,040
Total	6,000	101,220	720	107,940

\*Accessory floor area uses include: lobby functions, exits and garbage.

J. AUTOMOBILE PARKING REQUIRED

Automobile Parking: Required and Proposed		Residential Units			
Location	Retail	Studio	1 Bed	2 Bed	Total
Units / SF	6,000	20	48	56	-
Ratio	0.002	0.5	0.5	1	-
Base Required	12	10	24	56	102
Incentive Ratio	0.002	0.5	0.5	0.5	-
Incentive Required	12	10	24	28	74
Bike Replacement	-30%	-15%			-
Credit	-4	-9			-13
Director Determination for 10% Reduction	-1.2				
On-site Required	7	53			60

K. AUTOMOBILE PARKING PROPOSED

Automobile Parking: Proposed	Retail	Residential (Assigned)
Standard Stalls (9'x18')	6	21
Compact Stalls (8'8"x15')	0	30
HC Standard Stall	0	1
	1	1
	(Atleast 1 out of 6 per 11B-208.2.4 )	(Atleast 1 out of 8 per CBC 1109A.8.6)
HC Van Accessible Stall		
Total Stalls Provided	7	53
EV Charging Spaces: Proposed	Retail	Residential
Standard EVCS (9'x18')	0	2
Accessible EVCS Stall (Provide 8' aisle next to EV space and locate adjacent to accessible stall)		1 (Per Calgreen 4.106.4.2.2 1/ 25 EV Spaces)
Total EVCS Provided		3

\*EV parking provided is in compliance with LA Green Building Code (LAGB 4.106.4.2) since plans have been in Plan Check with LADBS since 11/21/2019.

L. BICYCLE REQUIREMENT

Use		Retail	Residential			Total
Units / Area		6,000	Residential 1-25	Residential 26-100	Residential 101-124	
Long term	Ratio	0.0005	1 space per 1 units	1 space per 1.5 units	1 space per 2 units	
	Subtotal	3	25	50	12	
	Total	3	87			90 Long term
Short term	Ratio	0.0005	1 space per 10 units			Total
	Subtotal	3	2.5	5.0	1.2	
	Additional stalls to replace (4) retail vehicular parking	10				
	Total	13	9			22 Short term
Total		16 (Retail)	96 (Residential)			

M. OPEN SPACE CALCULATIONS

Open Space Calculations	Studio (<3 habitable rooms)	1 Bed (<3 habitable rooms)	2 Bed (=3 habitable rooms)	Total
Ratio (SF)	100	100	125	
Base Required (SF)	2,000	4,800	7,000	13,800

Provided	Quantity	Size (SF)	Total
Private Balconies (6'x12' with max 50 SF assigned to calc per 12.21.G.2b)	92	50	4,600
Private Deck (24'x11' with max 50 SF assigned to calc per 12.21.G.2b)	17	50	850
Common Rooftop Deck (min 50% (6.900SF) of total required area must be common)			8,450
Total Outdoor Provided (SF)			13,900
Landscaped Open Space (Must be 25% of common roof top deck and shall be planted with ground cover, shrubs, or tree.)			3,600
Trees (Require 1 tree per 4 units)			31

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CONSULTANT:  
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4242 CRENSHAW  
4242 CRENSHAW BLVD, LOS ANGELES, CA

TITLE:  
DEVELOPMENT DATA

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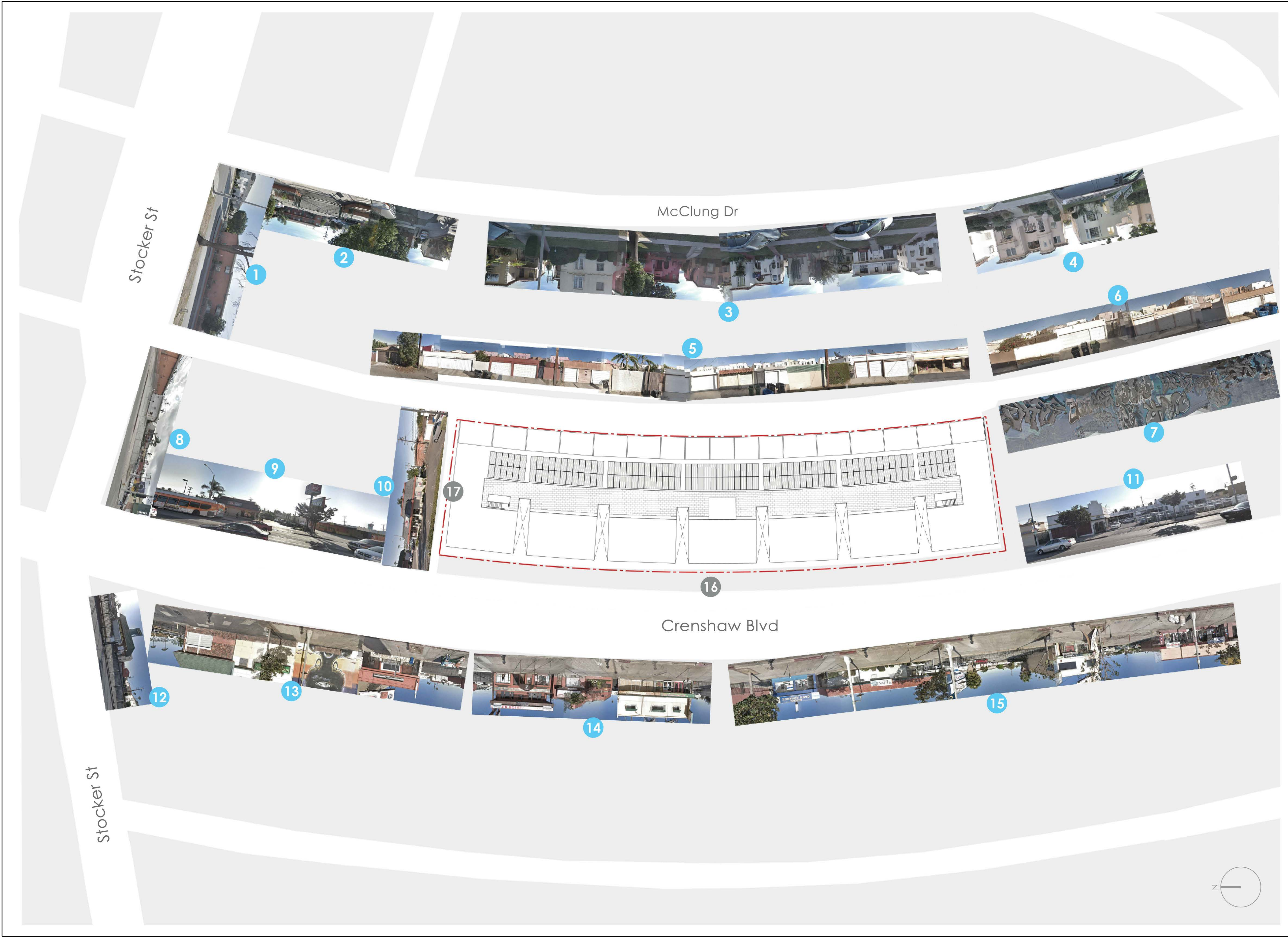
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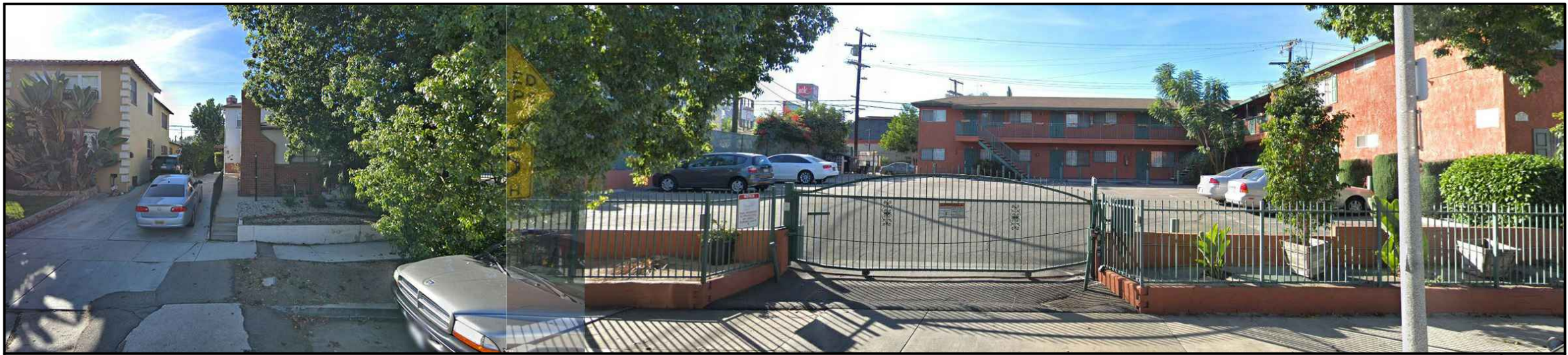


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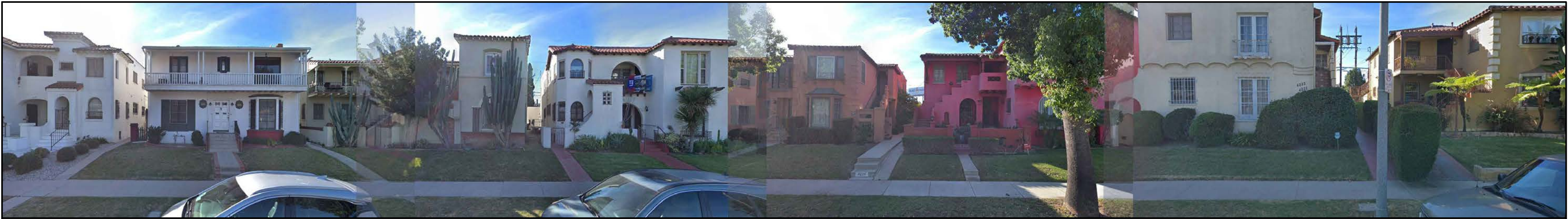




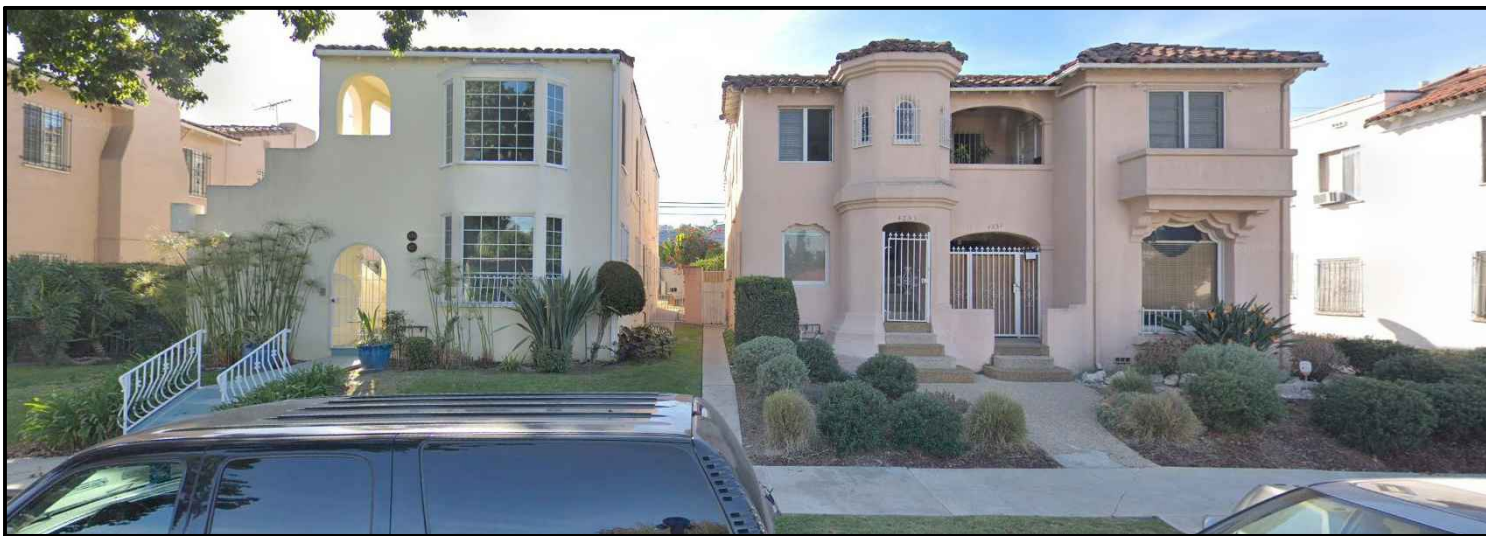
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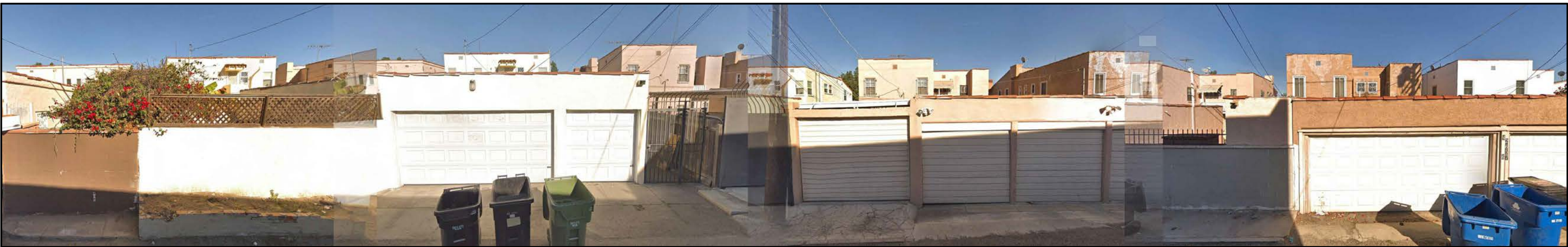
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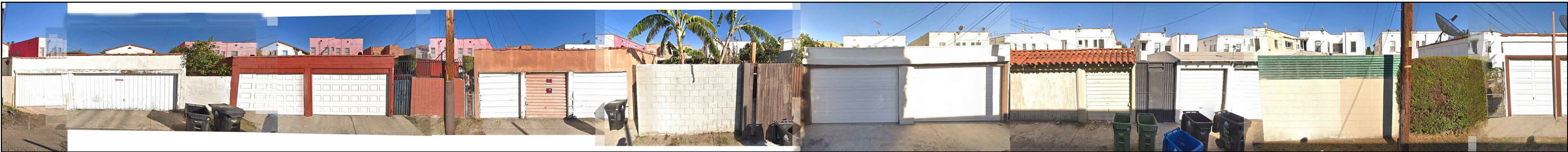
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MCCLUNG DR 4



BACK ALLEY 6



BACK ALLEY 5



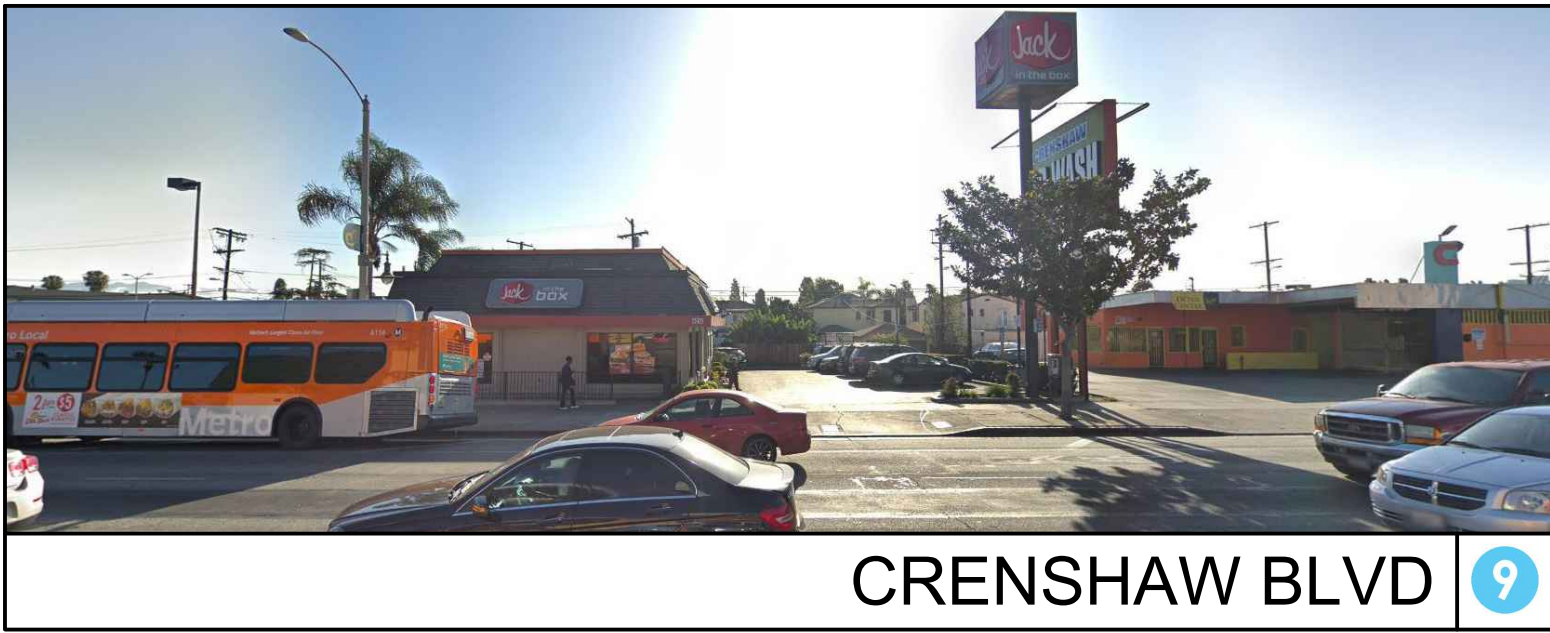
BACK ALLEY 7



STOCKER ST 8

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4242 CRENSHAW 4242 CRENSHAW BLVD, LOS ANGELES, CA	
TITLE: PHOTOGRAPHIC SURVEY MAP	
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DATE:	10-14-2020
SCALE:	N/A
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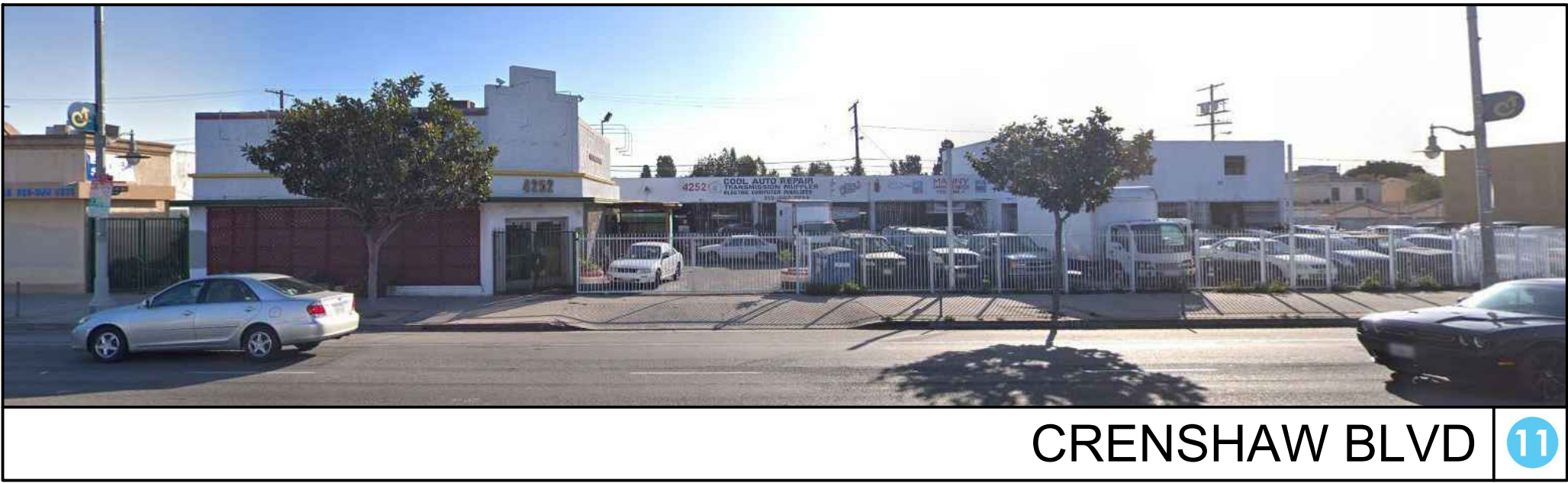




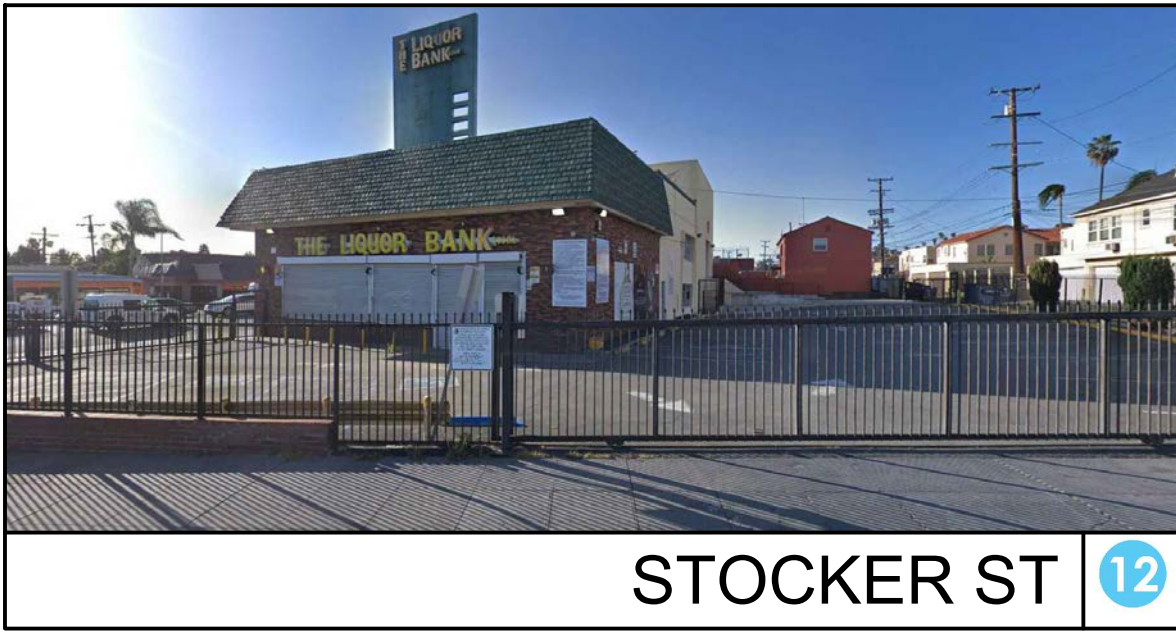
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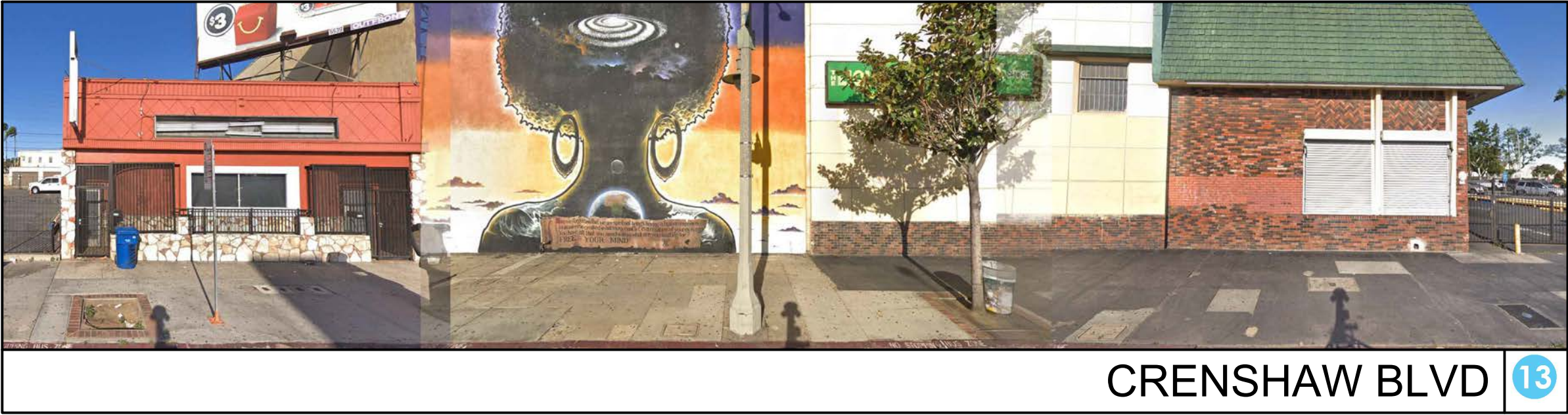
SIDE ALLEY 10



CRENSHAW BLVD 11



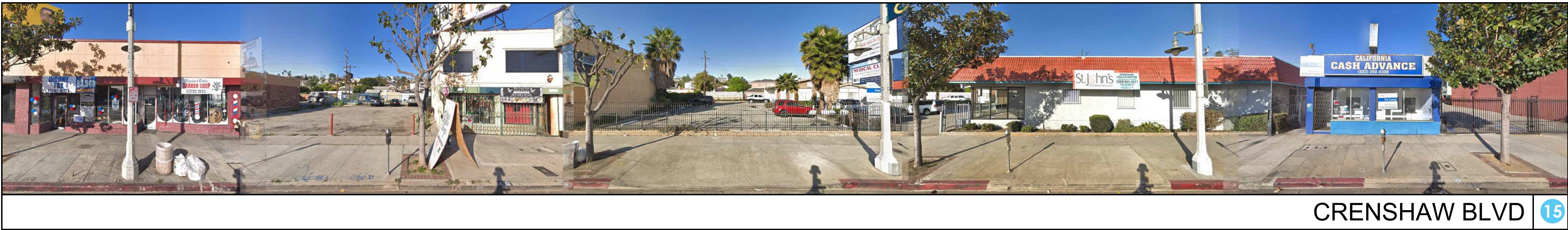
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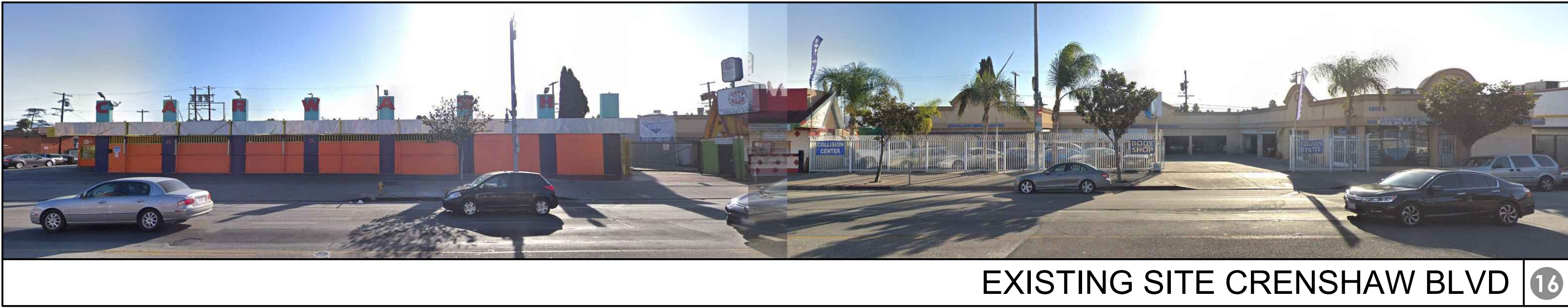
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CRENSHAW BLVD 14



CRENSHAW BLVD 15



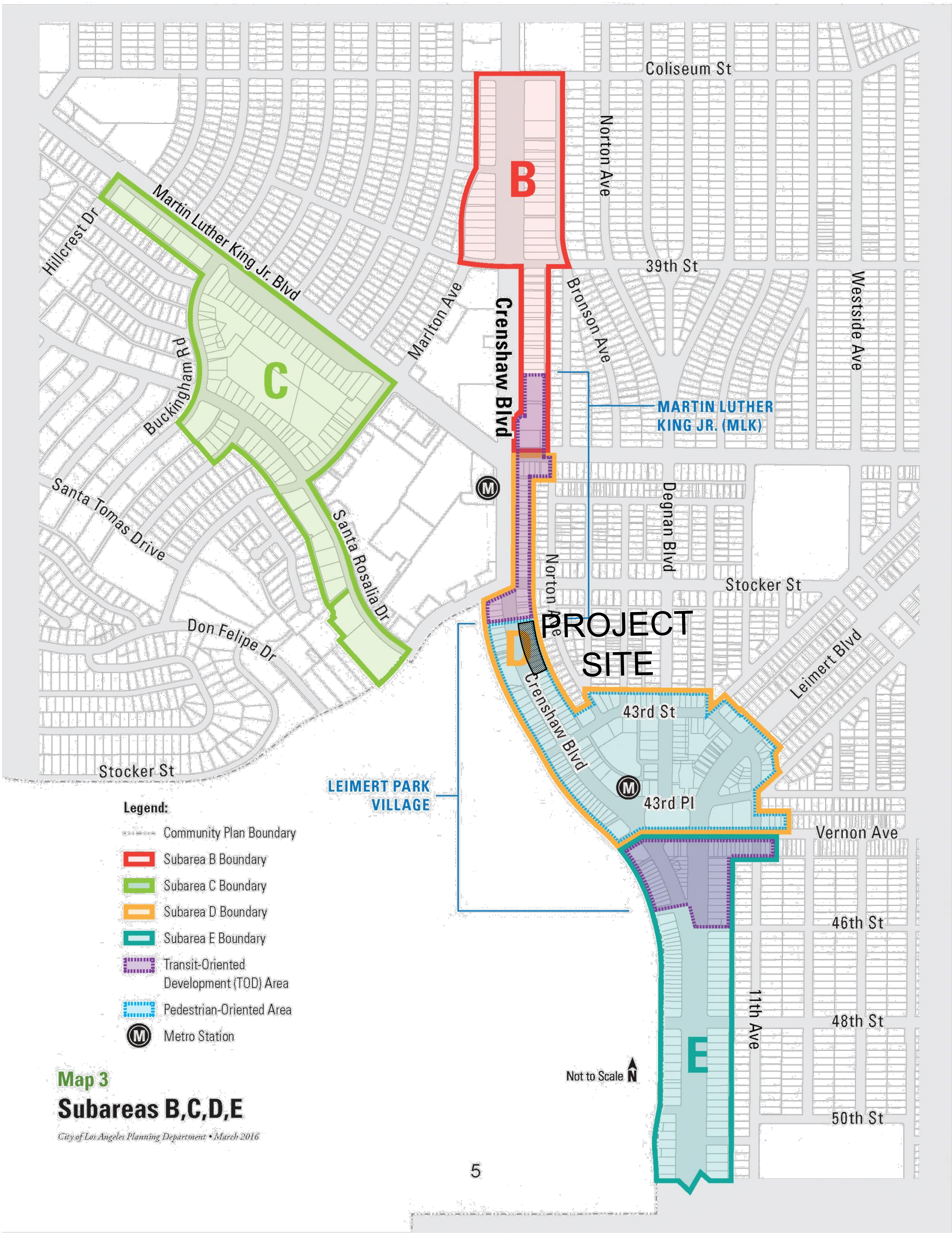
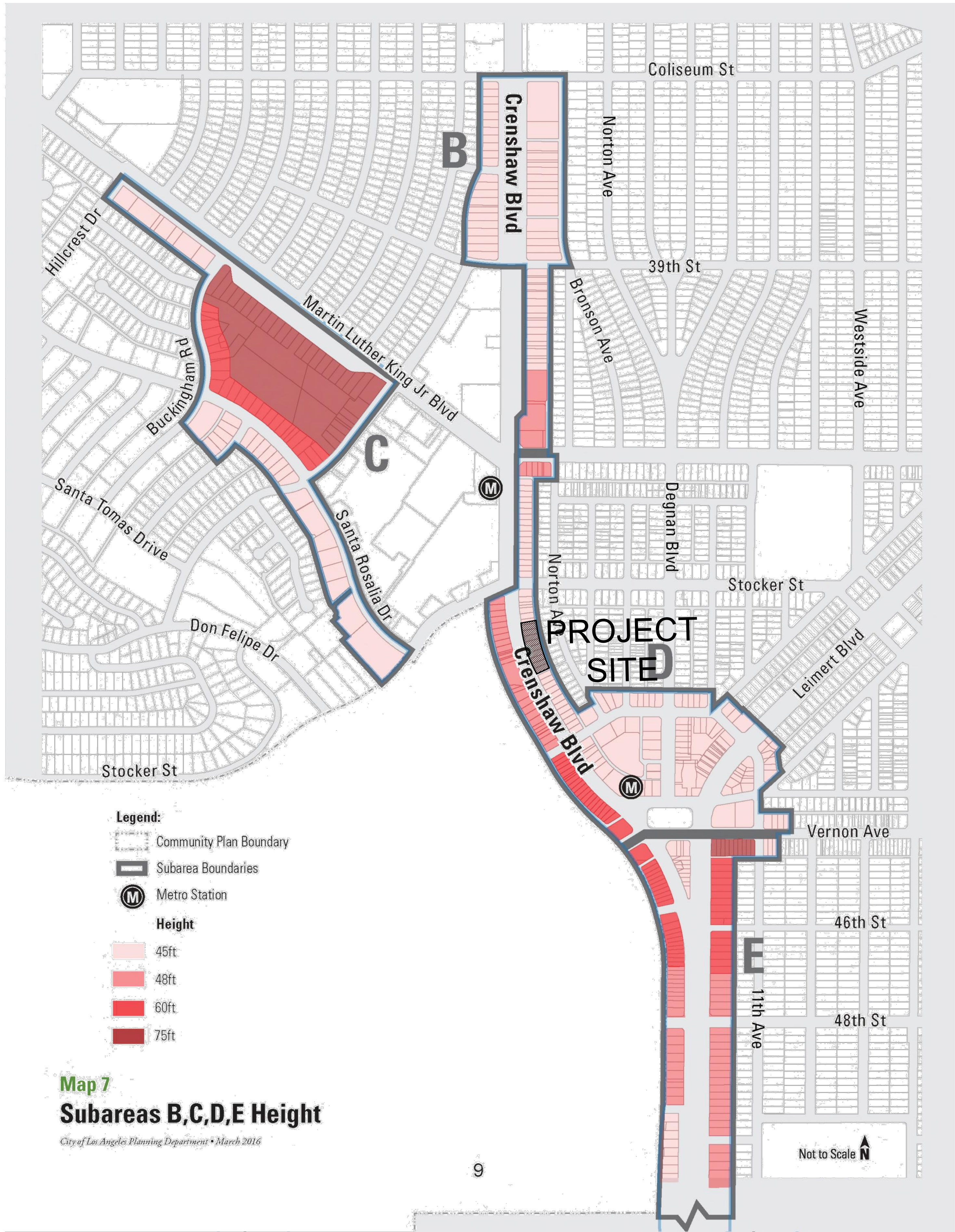
EXISTING SITE CRENSHAW BLVD 16



EXISTING SITE SIDE ALLEY 17

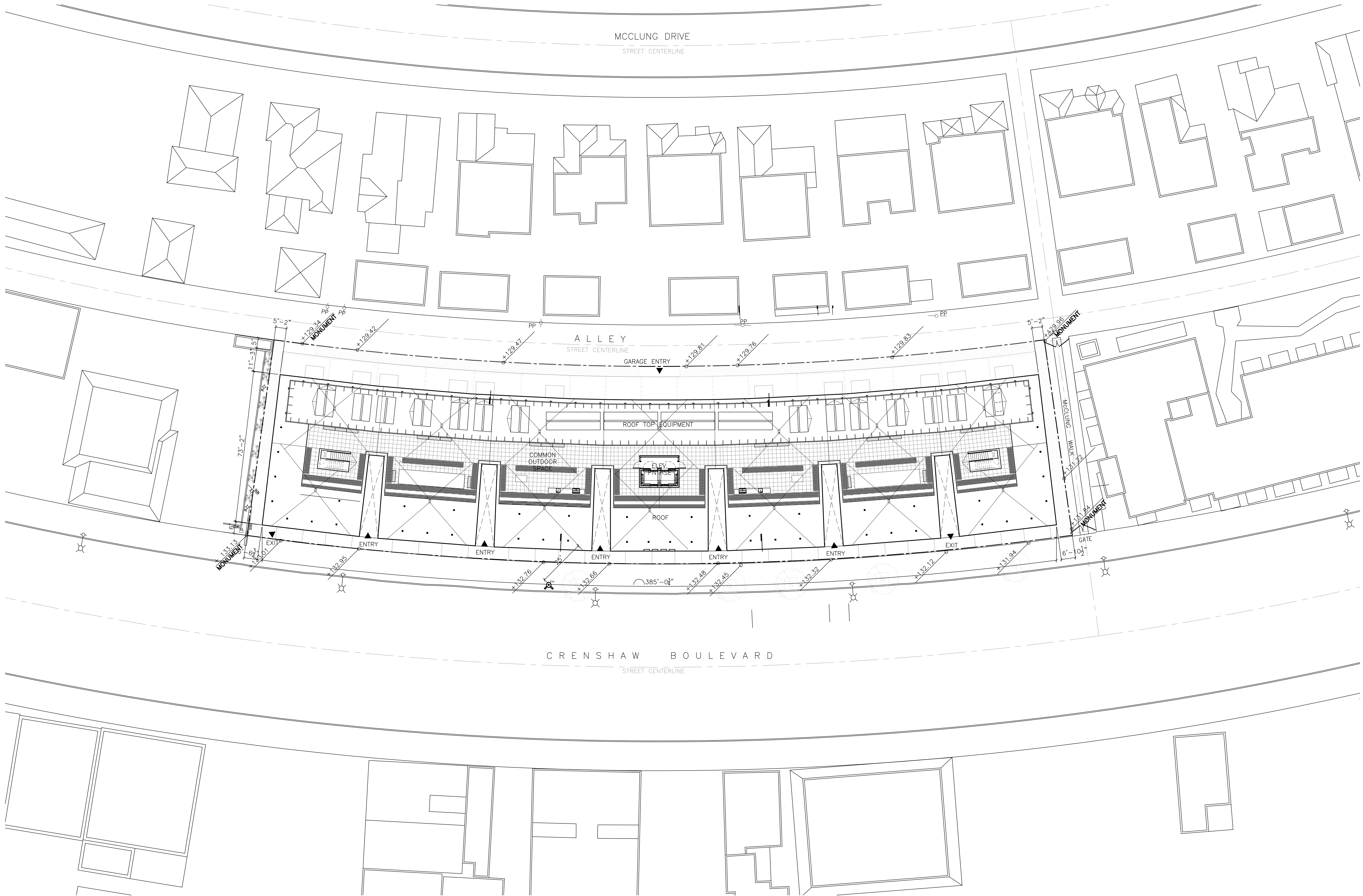
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DEVELOPMENT MANAGER: PLUS DEVELOPMENT LLC 4525 Wilshire Blvd, Ste #150 Los Angeles, CA 90010	
ARCHITECT: STANLEY SAIOWITZ   NATOMA ARCHITECTS Inc. 1022 Natoma Street, No. 3 San Francisco, CA 94103 T 415.626.8977	
LANDSCAPE ARCHITECT: KSA LANDSCAPE DESIGN 4212 1/2 Glencoe Avenue Marina Del Rey, CA 90292 P 310.574.4460 F 310.574.4462	
CONSULTANT: NAME Address Line 1 Address Line 2 P xxx.xxx.xxx C xxx.xxx.xxx	
CONSULTANT: NAME Address Line 1 Address Line 2 P xxx.xxx.xxx C xxx.xxx.xxx	
4242 CRENSHAW 4242 CRENSHAW BLVD, LOS ANGELES, CA	
TITLE: PHOTOGRAPHIC SURVEY MAP	
SET:	PLANNING REVISIONS
DATE:	10-14-2020
SCALE:	N/A
DRAWN:	SSJAI © 2020 STANLEY SAIOWITZ & NATOMA ARCHITECTS INC.
SHEET NO: A0.3D	





REVISION	4
OWNER:	CBG RICHMOND LTD 424 N Lake Ave Pasadena, CA 91101
DEVELOPMENT MANAGER:	PLUS DEVELOPMENT LLC 4525 Wilshire Blvd, Ste #150 Los Angeles, CA 90010
ARCHITECT:	STANLEY SAIKOWITZ   NATOMA ARCHITECTS Inc. 1022 Natoma Street, No. 3 San Francisco, CA 94103 T 415.626.8977
LANDSCAPE ARCHITECT:	KSA LANDSCAPE DESIGN 4212 1/2 Glencoe Avenue Marina Del Rey, CA 90292 P 310.574.4460 F 310.574.4462
CONSULTANT:	NAME Address Line 1 Address Line 2 P xxx.xxx.xxx C xxx.xxx.xxx
CONSULTANT:	NAME Address Line 1 Address Line 2 P xxx.xxx.xxx C xxx.xxx.xxx
4242 CRENSHAW 4242 CRENSHAW BLVD, LOS ANGELES, CA	
TITLE: PLANNING MAPS	
SET:	PLANNING REVISIONS
DATE:	10-14-2020
SCALE:	NTS
DRAWN:	SSJAI © 2020 STANLEY SAIKOWITZ   NATOMA ARCHITECTS INC.
SHEET NO: A0.4	





REVISION	4

OWNER:  
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424 N Lake Ave  
Pasadena, CA 91101

DEVELOPMENT MANAGER:  
**PLUS DEVELOPMENT LLC**  
4525 Wilshire Blvd, Ste #150  
Los Angeles, CA 90010

ARCHITECT:  
**STANLEY SAIOWITZ |  
NATOMA ARCHITECTS Inc.**  
1022 Natoma Street, No. 3  
San Francisco, CA 94103  
T 415.626.8977

LANDSCAPE ARCHITECT:  
**KSA LANDSCAPE DESIGN**  
4212 1/2 Glencoe Avenue  
Marina Del Rey, CA 90292  
P 310.574.4460 F 310.574.4462

CONSULTANT:  
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Address Line 1  
Address Line 2  
P xxx.xxx.xxx C xxx.xxx.xxx

CONSULTANT:  
**NAME**  
Address Line 1  
Address Line 2  
P xxx.xxx.xxx C xxx.xxx.xxx

# 4242 CRENSHAW

4242 CRENSHAW BLVD, LOS ANGELES, CA

TITLE:  
**SITE PLAN**

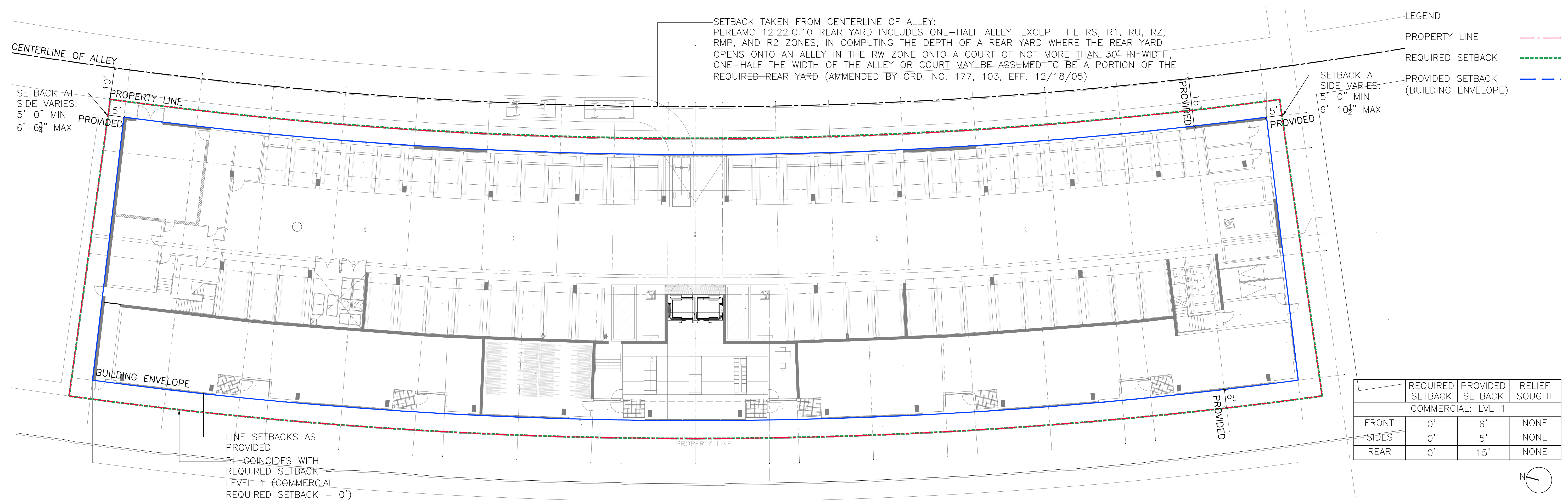
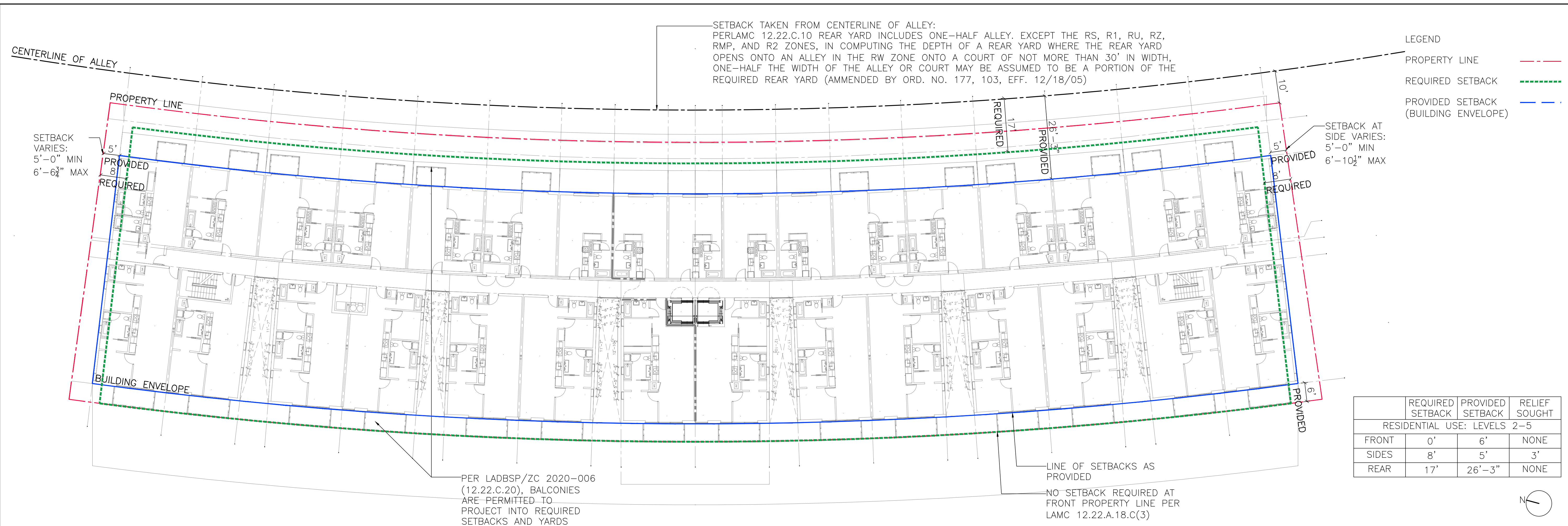
SET:	PLANNING REVISIONS
DATE:	10-14-2020
SCALE:	3/64"=1'-0"
DRAWN:	SSJAI <small>© 2020 STANLEY SAIOWITZ &amp; NATOMA ARCHITECTS INC.</small>

SHEET NO:  
**A0.5**

SITE PLAN

1





NOTE: APPLICANT REQUESTS WAIVER OF DEVELOPMENT STANDARDS TO DECREASE THE SIDE YARD SETBACK FROM 8 FEET TO 5 FEET.

REVISION	4

OWNER:  
**CBG RICHMOND LTD**  
424 N Lake Ave  
Pasadena, CA 91101

DEVELOPMENT MANAGER:  
**PLUS DEVELOPMENT LLC**  
4525 Wilshire Blvd, Ste #150  
Los Angeles, CA 90010

ARCHITECT:  
**STANLEY SAITOWITZ |**  
**NATOMA ARCHITECTS Inc.**  
1022 Natoma Street, No. 3  
San Francisco, CA 94103  
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LANDSCAPE ARCHITECT:  
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P 310.574.4460 F 310.574.4462

CONSULTANT:  
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Address Line 1  
Address Line 2  
P xxx,xxx,xxxx C xxx,xxx,xxxx

CONSULTANT:  
**NAME**  
Address Line 1  
Address Line 2  
P xxx.xxx.xxxx C xxx.xxx.xxxx

4242 CRENSHAW  
4242 CRENSHAW BLVD, LOS ANGELES, CA

TITLE:

SETBACK  
DIAGRAMS

SET:	PLANNING REVISIONS
------	-----------------------

SCALE:	$1/16" = 1' - 0"$
--------	-------------------

DRAWN: SS|NAI  
© COPYRIGHT STANLEY SAEOWEZ |  
NATOMA ARCHITECTS INC.

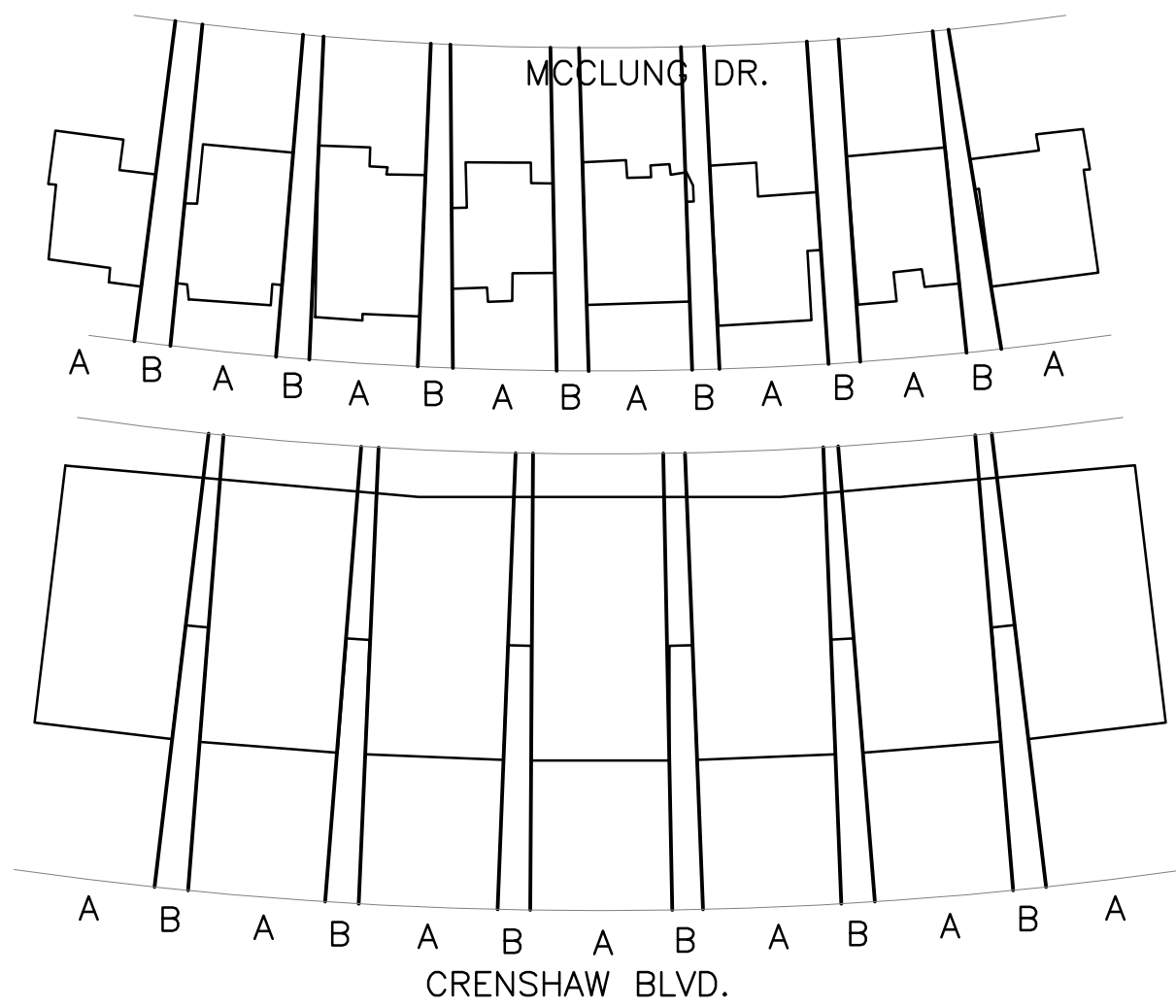
SHEET NO:

ΛΟΓΟΤΕΧΝΙΑ





PERSPECTIVE



RHYTHM AND MASSING DERIVED FROM NEIGHBORHOOD CONTEXT

LEGEND

- (A) BUILDING
- (B) GAP

REVISION	4

OWNER:  
**CBG RICHMOND LTD**  
424 N Lake Ave  
Pasadena, CA 91101

DEVELOPMENT MANAGER:  
**PLUS DEVELOPMENT LLC**  
4525 Wilshire Blvd, Ste #150  
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San Francisco, CA 94103  
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P xxx.xxx.xxx C xxx.xxx.xxx

CONSULTANT:  
**NAME**  
Address Line 1  
Address Line 2  
P xxx.xxx.xxx C xxx.xxx.xxx

# 4242 CRENSHAW

4242 CRENSHAW BLVD, LOS ANGELES, CA

TITLE:  
**DESIGN APPROACH**

SET: PLANNING REVISIONS

DATE: 10-14-2020

SCALE: NTS

DRAWN: SSINAI

SHEET NO:

A0.7A

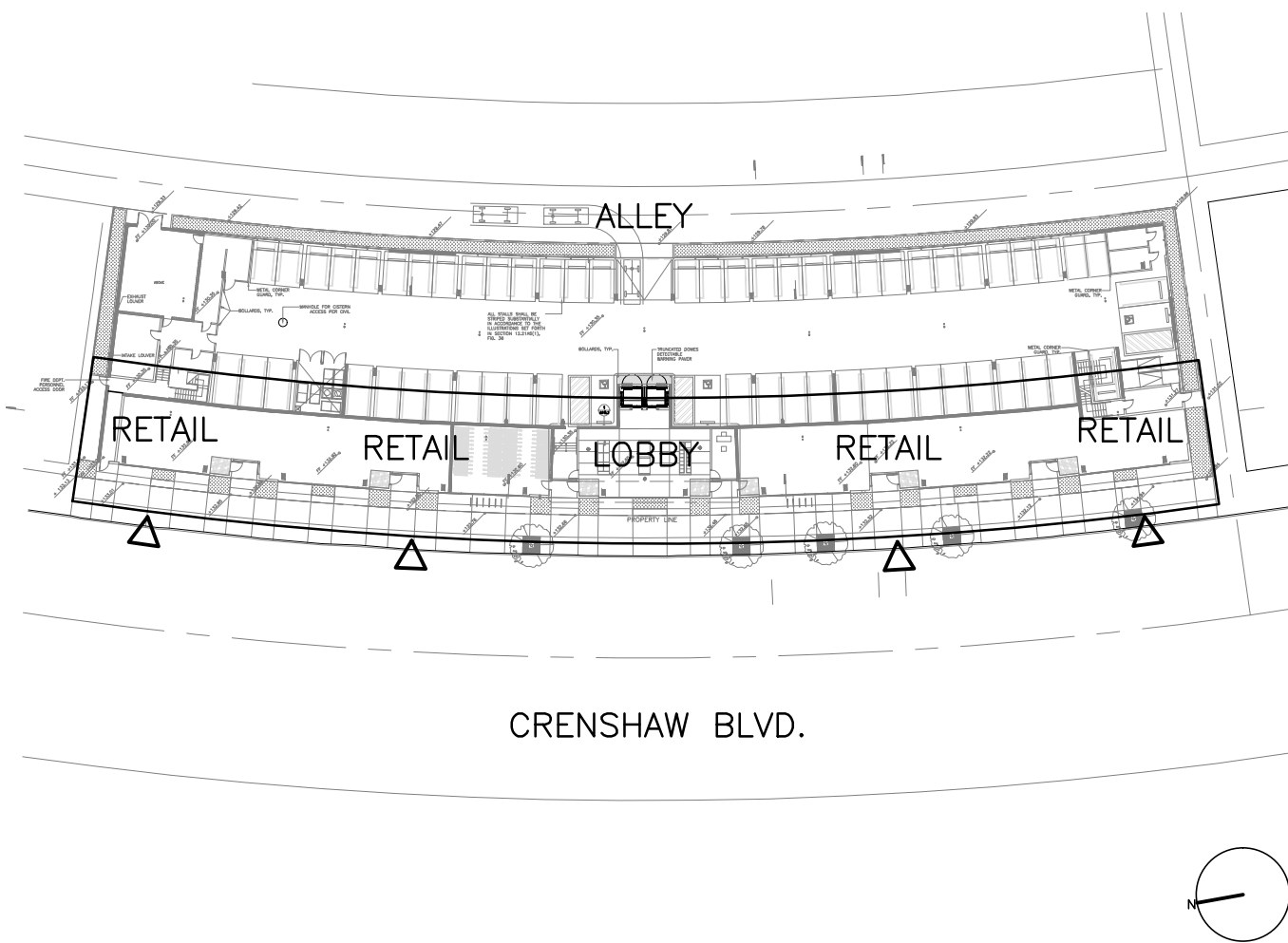




CRENSHAW AREA SPECIFIC PLAN  
ARCHITECTURAL AND BUILDING DESIGN GUIDELINES

GROUND FLOOR USES

CREATE AN ENVIRONMENT THAT PROMOTES PEDESTRIAN ORIENTATION  
AND USE.



REVISION	4

OWNER:  
**CBG RICHMOND LTD**  
424 N Lake Ave  
Pasadena, CA 91101

DEVELOPMENT MANAGER:  
**PLUS DEVELOPMENT LLC**  
4525 Wilshire Blvd, Ste #150  
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P xxx.xxx.xxx C xxx.xxx.xxx

4242 CRENSHAW

4242 CRENSHAW BLVD, LOS ANGELES, CA

TITLE: <b>DESIGN APPROACH</b>	
SET:	PLANNING REVISIONS
DATE:	10-14-2020
SCALE:	NTS
DRAWN:	SSINAI <small>© 2020 STANLEY SAIOWITZ &amp; NATOMA ARCHITECTS INC.</small>

SHEET NO:  
**A0.7B**





MATERIAL/COLOR CHANGE,  
(4) OTHER ARCHITECTURAL  
FEATURES OR BUILDING MATERIALS  
THAT CREATE A VISUAL BREAK

BALCONIES, (1) A CHANGE IN PLANE  
OF AT LEAST SIX INCHES  
FOR A DISTANCE OF NOT  
MORE THAN 20 FEET.

RECESSES, (1) A CHANGE IN PLANE  
OF AT LEAST SIX INCHES  
FOR A DISTANCE OF NOT  
MORE THAN 20 FEET.

RECESSED ENTRY, (2) RECESSED ENTRYWAYS;  
(3) PORTICOES, BUILDING OVERHANGS,  
PROJECTIONS OR CANTILEVERED DESIGNS



CRENSHAW AREA SPECIFIC PLAN  
ARCHITECTURAL AND BUILDING DESIGN GUIDELINES

GUIDELINE 1:

PROJECTS SHOULD BE DESIGNED WITH ARTICULATION, WHICH PROVIDES VARIATION AND VISUAL INTEREST. NEW DEVELOPMENT SHOULD ENHANCE THE STREET FRONTAGE BY PROVIDING CONTINUITY WHILE PROVIDING VIEWS INTO BUSINESSES LOCATED ALONG THE PEDESTRIAN AND ARTERIAL STREETS. THE MASS, PORTION, AND SCALE OF ALL NEW BUILDINGS AND REMODELS SHOULD BE AT A PEDESTRIAN SCALE.

GUIDELINE 1C. ALL EXTERIOR BUILDING WALLS SHOULD PROVIDE A BREAK IN THE PLANE, OR A CHANGE IN MATERIAL, EVERY 20 FEET IN HORIZONTAL LENGTH AND EVERY 15 FEET IN VERTICAL LENGTH, CREATED BY AN ARTICULATION OR ARCHITECTURAL DETAIL, SUCH AS:

- (1) A CHANGE IN PLANE OF AT LEAST SIX INCHES FOR A DISTANCE OF NOT MORE THAN 20 FEET;
- (2) RECESSED ENTRYWAYS, RECESSED WINDOWS, OR POP OUT WINDOWS;
- (3) PORTICOES, BUILDING OVERHANGS, PROJECTIONS OR CANTILEVERED DESIGNS;
- (4) OTHER ARCHITECTURAL FEATURES OR BUILDING MATERIALS THAT CREATE A VISUAL BREAK.

DESIGN APPROACH (FACADE & STREET FRONT)

1

REVISION	4

OWNER:  
**CBG RICHMOND LTD**  
424 N Lake Ave  
Pasadena, CA 91101

DEVELOPMENT MANAGER:  
**PLUS DEVELOPMENT LLC**  
4525 Wilshire Blvd, Ste #150  
Los Angeles, CA 90010

ARCHITECT:  
**STANLEY SAIOTOWITZ |  
NATOMA ARCHITECTS Inc.**  
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LANDSCAPE ARCHITECT:  
**KSA LANDSCAPE DESIGN**  
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CONSULTANT:  
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Address Line 2  
P xxx.xxx.xxxx C xxx.xxx.xxxx

**4242 CRENSHAW**  
4242 CRENSHAW BLVD, LOS ANGELES, CA

TITLE:  
**DESIGN  
APPROACH**

SET:	PLANNING REVISIONS
DATE:	10-14-2020
SCALE:	NTS
DRAWN:	SSJAI <small>© 2020 STANLEY SAIOTOWITZ &amp; NATOMA ARCHITECTS INC.</small>

SHEET NO:  
**A0.7C**



REVISION	4

OWNER:  
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424 N Lake Ave  
Pasadena, CA 91101

DEVELOPMENT MANAGER:  
**PLUS DEVELOPMENT LLC**  
4525 Wilshire Blvd, Ste #150  
Los Angeles, CA 90010

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LANDSCAPE ARCHITECT:  
**KSA LANDSCAPE DESIGN**  
4212 1/2 Glencoe Avenue  
Marina Del Rey, CA 90292  
P 310.574.4460 F 310.574.4462

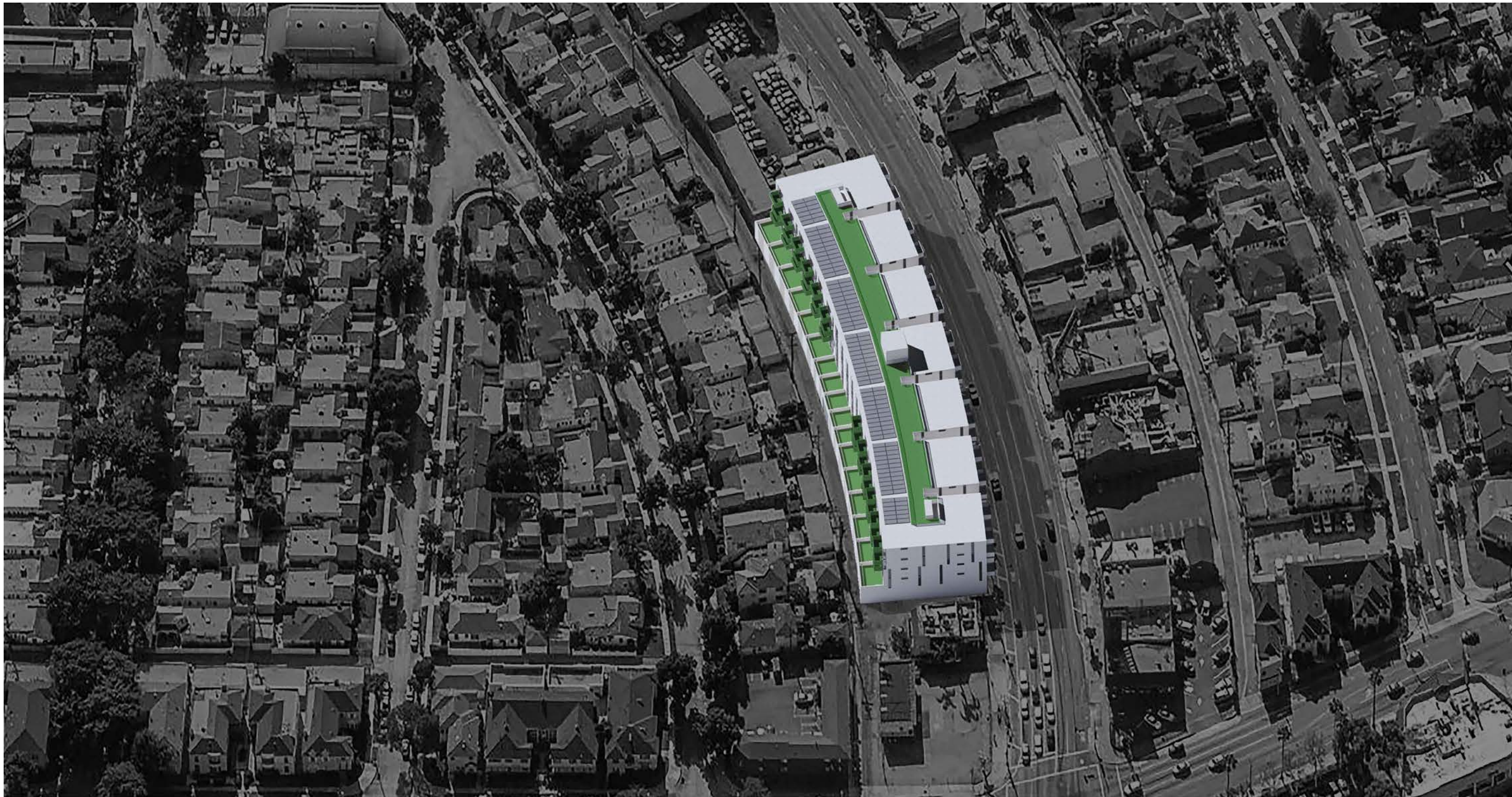
CONSULTANT:  
**NAME**  
Address Line 1  
Address Line 2  
P xxx.xxx.xxx C xxx.xxx.xxx

CONSULTANT:  
**NAME**  
Address Line 1  
Address Line 2  
P xxx.xxx.xxx C xxx.xxx.xxx

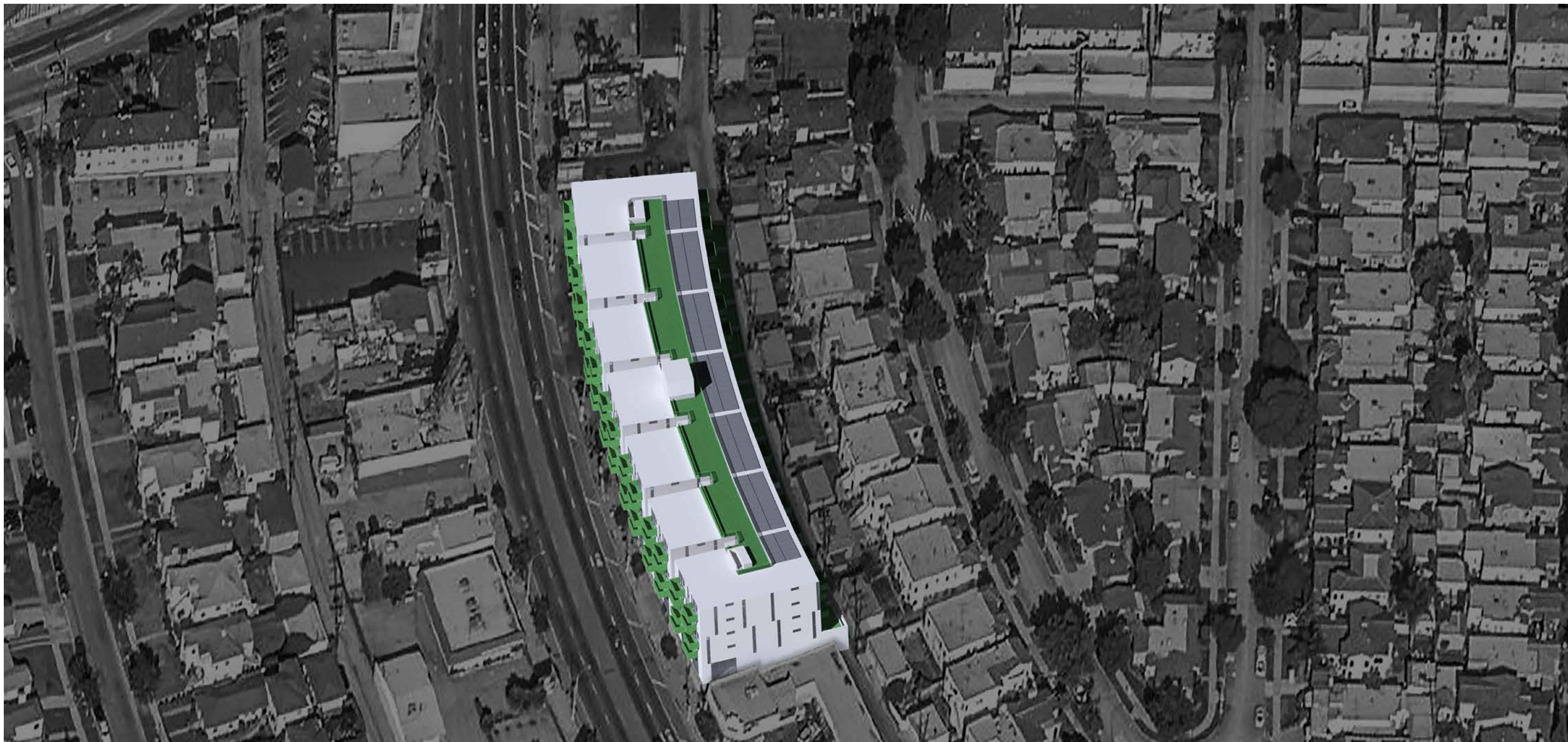
4242 CRENSHAW

4242 CRENSHAW BLVD, LOS ANGELES, CA

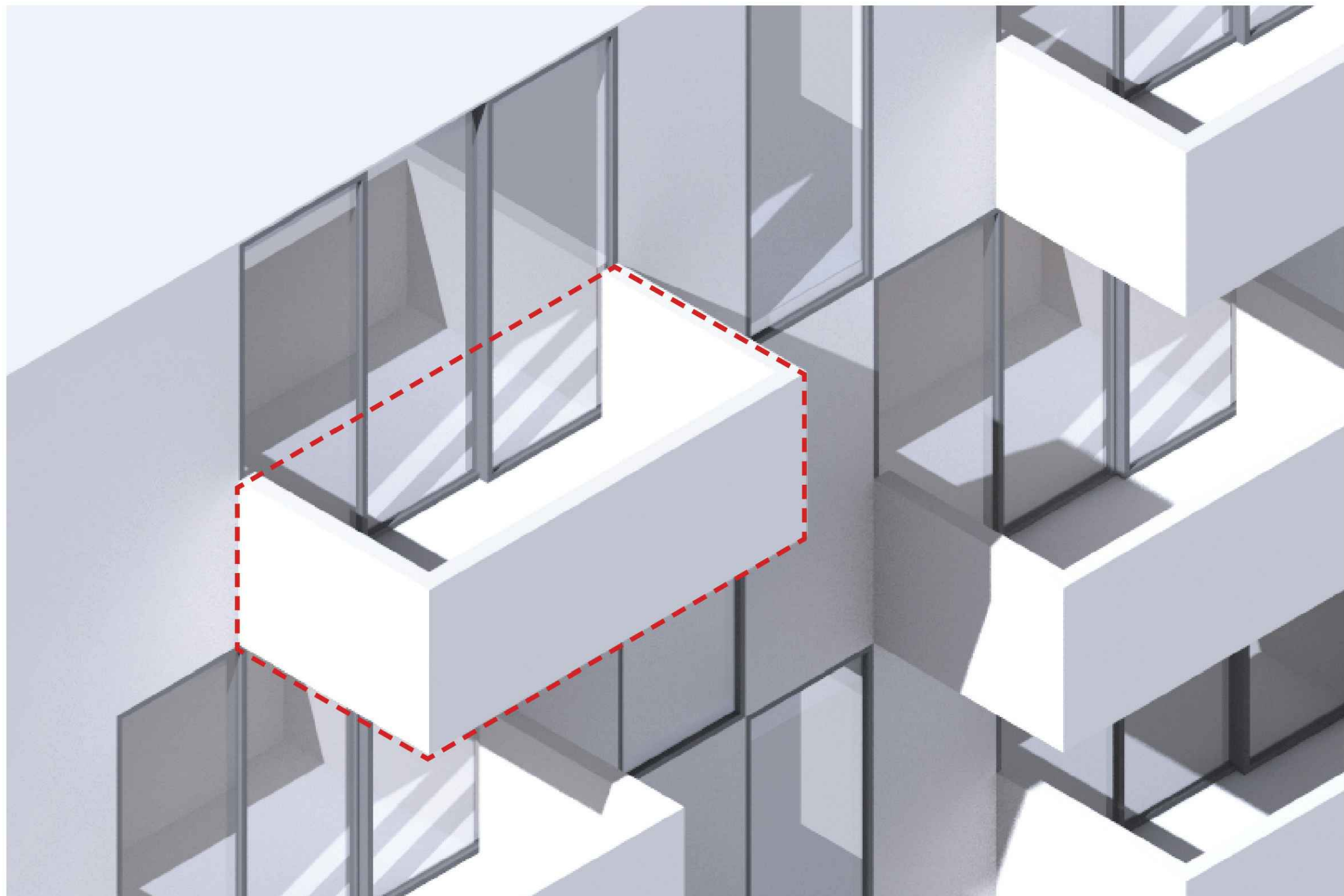
TITLE: <b>DESIGN APPROACH</b>	
SET:	PLANNING REVISIONS
DATE:	10-14-2020
SCALE:	NTS
DRAWN:	SSJAI <small>© 2020 STANLEY SAIOWITZ &amp; NATOMA ARCHITECTS INC.</small>
SHEET NO: <b>A0.7D</b>	



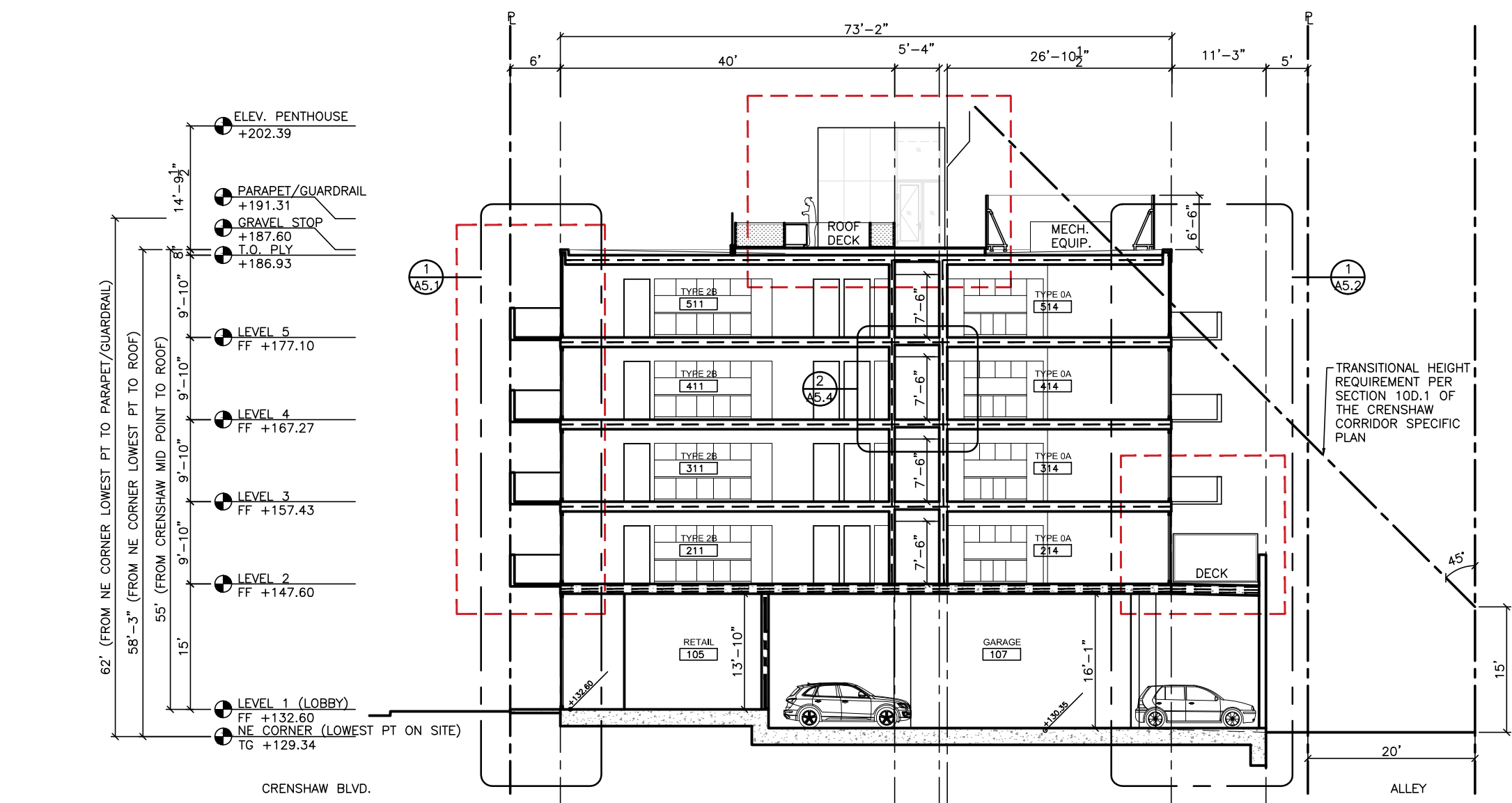
OUTDOOR SPACE  
PRESEPTIVE LOOKING SOUTHWEST



OUTDOOR SPACE  
PRESEPTIVE LOOKING NORTHEAST



OUTDOOR SPACE  
BALCONY AXONOMETRIC



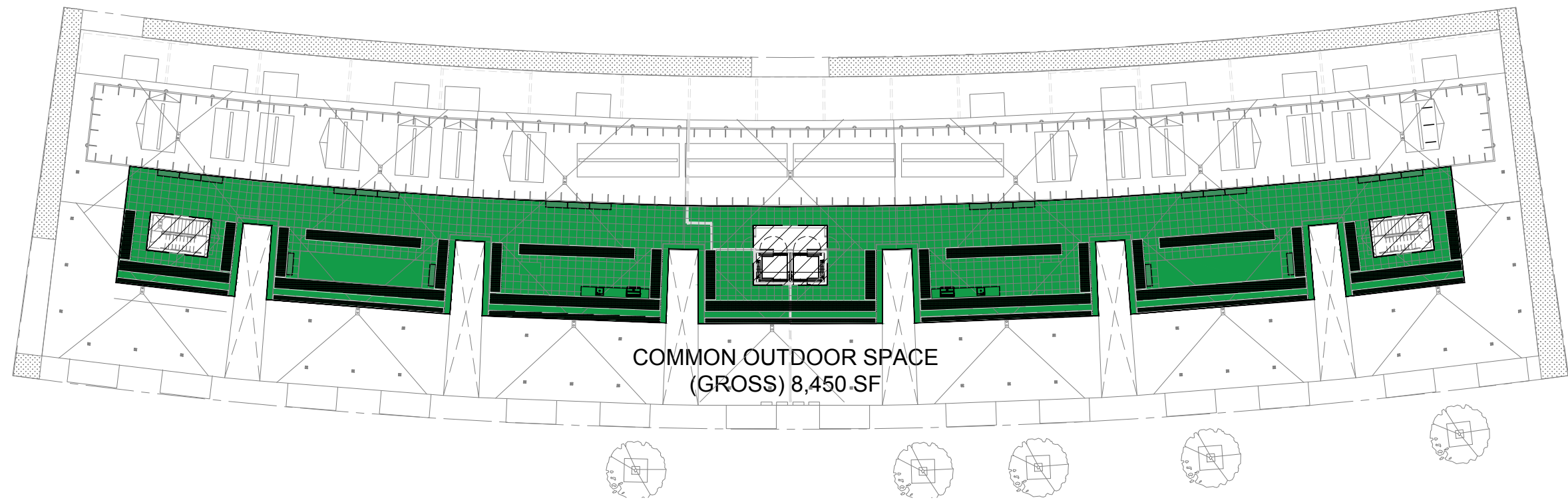
CRENSHAW AREA SPECIFIC PLAN  
ARCHITECTURAL AND BUILDING DESIGN GUIDELINES

GUIDELINE 4:

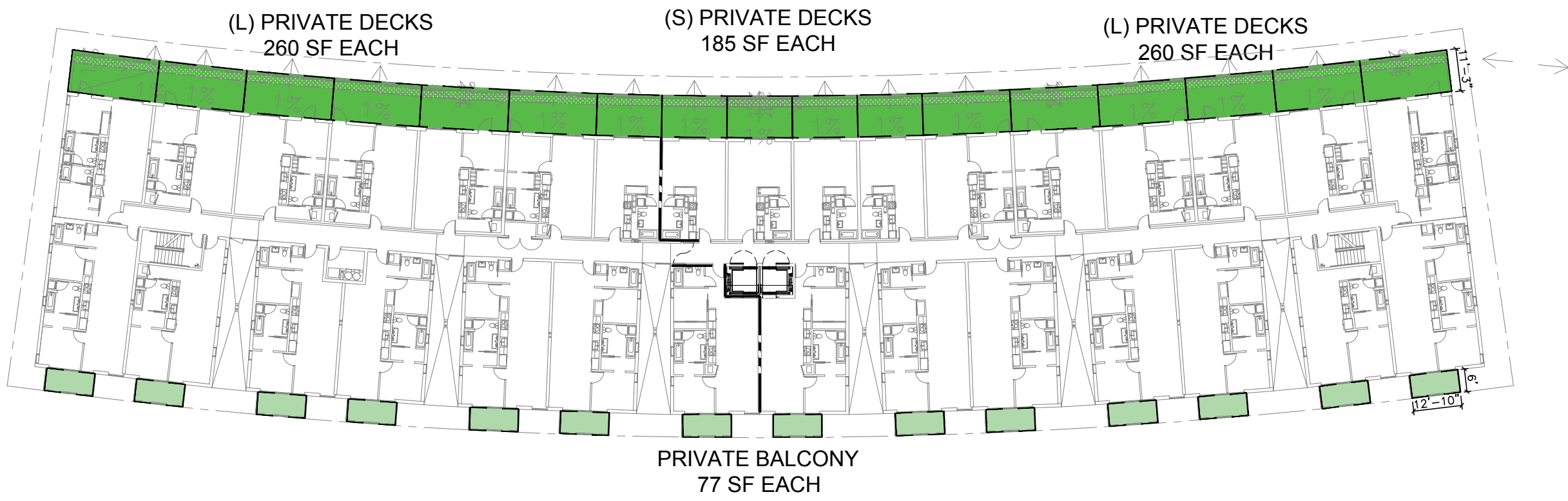
INCORPORATE ARCHITECTURAL, ANCILLARY, AND OPEN SPACE FEATURES INTO THE OVERALL DESIGN OF THE PROJECT.

GUIDELINE 4C. COURTYARDS AND OUTDOOR AREAS SHOULD INCLUDE SEATING/EATING AREAS, LANDSCAPING WHICH PROVIDES SHADE, SCULPTURE AND/OR WATER ELEMENTS AND SHOULD MAXIMIZE THE HOURS OF EXPOSURE TO THE SUN TO THE GREATEST EXTENT POSSIBLE.

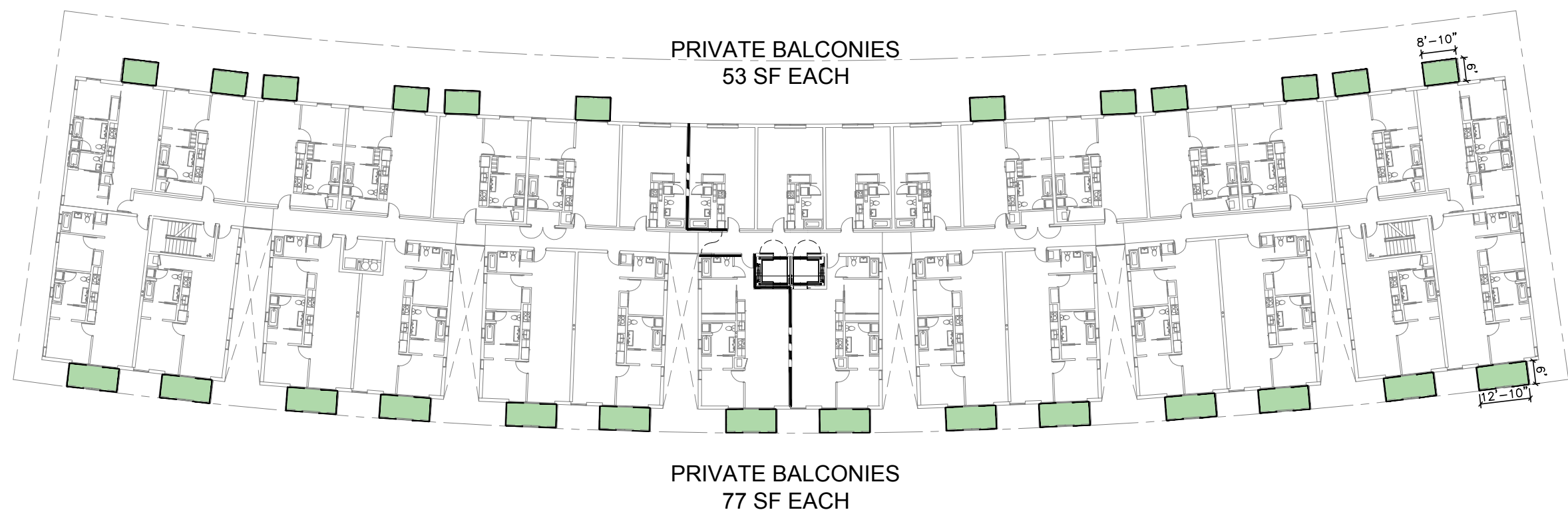




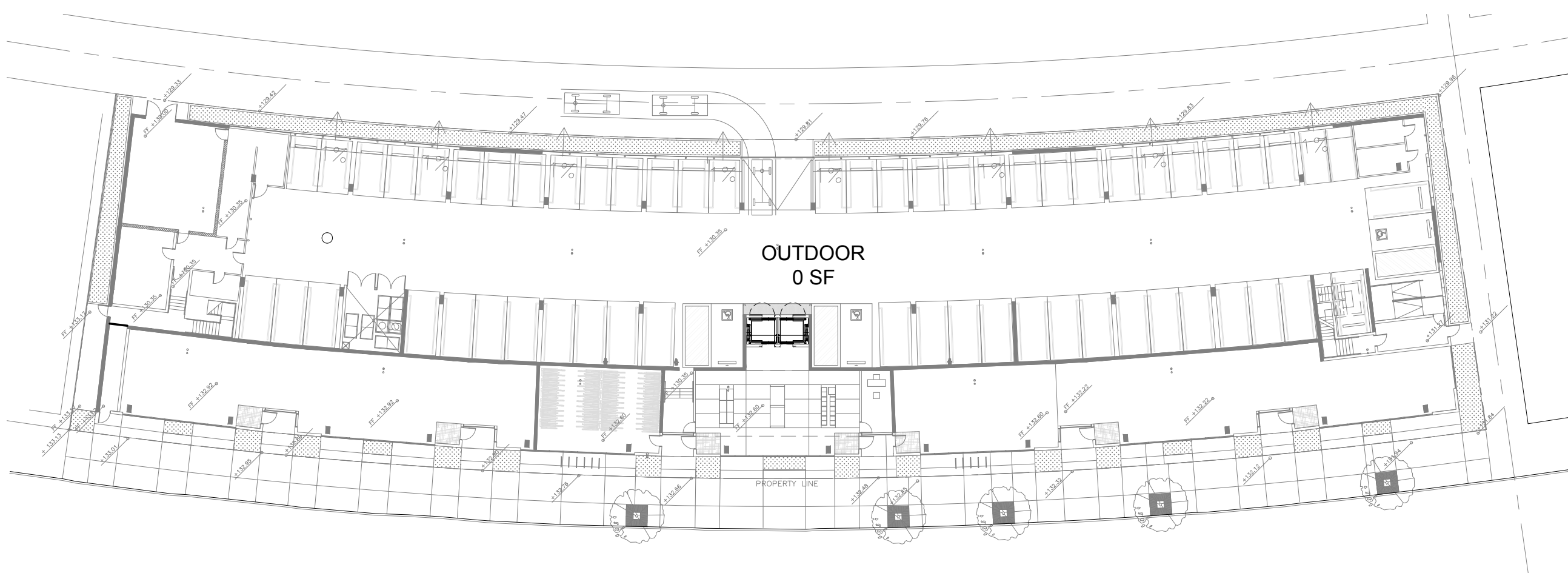
ROOF 4



LEVEL 2 2



TYPICAL 3



- (850 SF) PRIVATE DECKS\*
- (4,600 SF) PRIVATE BALCONIES\*
- (8,450 SF) COMMON OUTDOOR SPACE

(13,900 SF) TOTAL OUTDOOR PROVIDED

\*PRIVATE DECKS/ BALLCONIES WITH MAX 50 SF ASSIGNED TO CALC PER 12.21.G2.B

GROUND FLOOR 1

REVISION	4

OWNER:  
**CBG RICHMOND LTD**  
424 N Lake Ave  
Pasadena, CA 91101

DEVELOPMENT MANAGER:  
**PLUS DEVELOPMENT LLC**  
4525 Wilshire Blvd, Ste #150  
Los Angeles, CA 90010

ARCHITECT:  
**STANLEY SAIKOWITZ | NATOMA ARCHITECTS Inc.**  
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LANDSCAPE ARCHITECT:  
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**NAME**  
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Address Line 2  
P xxx.xxx.xxxx C xxx.xxx.xxxx

# 4242 CRENSHAW

4242 CRENSHAW BLVD, LOS ANGELES, CA

TITLE:  
**OUTDOOR AREA CALCULATIONS**

SET:	PLANNING REVISIONS
DATE:	10-14-2020
SCALE:	1/32"=1'-0"
DRAWN:	SSJAI © 2020 STANLEY SAIKOWITZ & ASSOCIATES, INC.

SHEET NO:  
**A0.8B**



REVISION	4

OWNER:  
**CBG RICHMOND LTD**  
424 N Lake Ave  
Pasadena, CA 91101

DEVELOPMENT MANAGER:  
**PLUS DEVELOPMENT LLC**  
4525 Wilshire Blvd, Ste #150  
Los Angeles, CA 90010

ARCHITECT:  
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Address Line 1  
Address Line 2  
P xxx.xxx.xxx C xxx.xxx.xxx

# 4242 CRENSHAW

4242 CRENSHAW BLVD, LOS ANGELES, CA

TITLE:  
**FLOOR PLANS**

SET:	PLANNING REVISIONS
DATE:	10-14-2020
SCALE:	1/16"=1'-0"
DRAWN:	SSINAI

SHEET NO:  
**A1.1**

### PARKING NOTES

- APPLICANT REQUESTS TO PERMIT 0.5 SPACES PER RESIDENTIAL UNIT AND APPLY THE 15% BICYCLE REDUCTION.
- APPLICANT REQUESTS TO PERMIT UP TO 50% OF THE PARKING SPACES TO BE COMPACT PARKING SPACES.

- LOBBY AND CIRCULATION
- RETAIL
- GARAGE AND BIKE LOUNGE
- BUILDING SERVICES

LEVEL 1 PLAN

1



REVISION	4

OWNER:  
**CBG RICHMOND LTD**  
424 N Lake Ave  
Pasadena, CA 91101

DEVELOPMENT MANAGER:  
**PLUS DEVELOPMENT LLC**  
4525 Wilshire Blvd, Ste #150  
Los Angeles, CA 90010

ARCHITECT:  
**STANLEY SAIHOWITZ |  
NATOMA ARCHITECTS Inc.**  
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CONSULTANT:  
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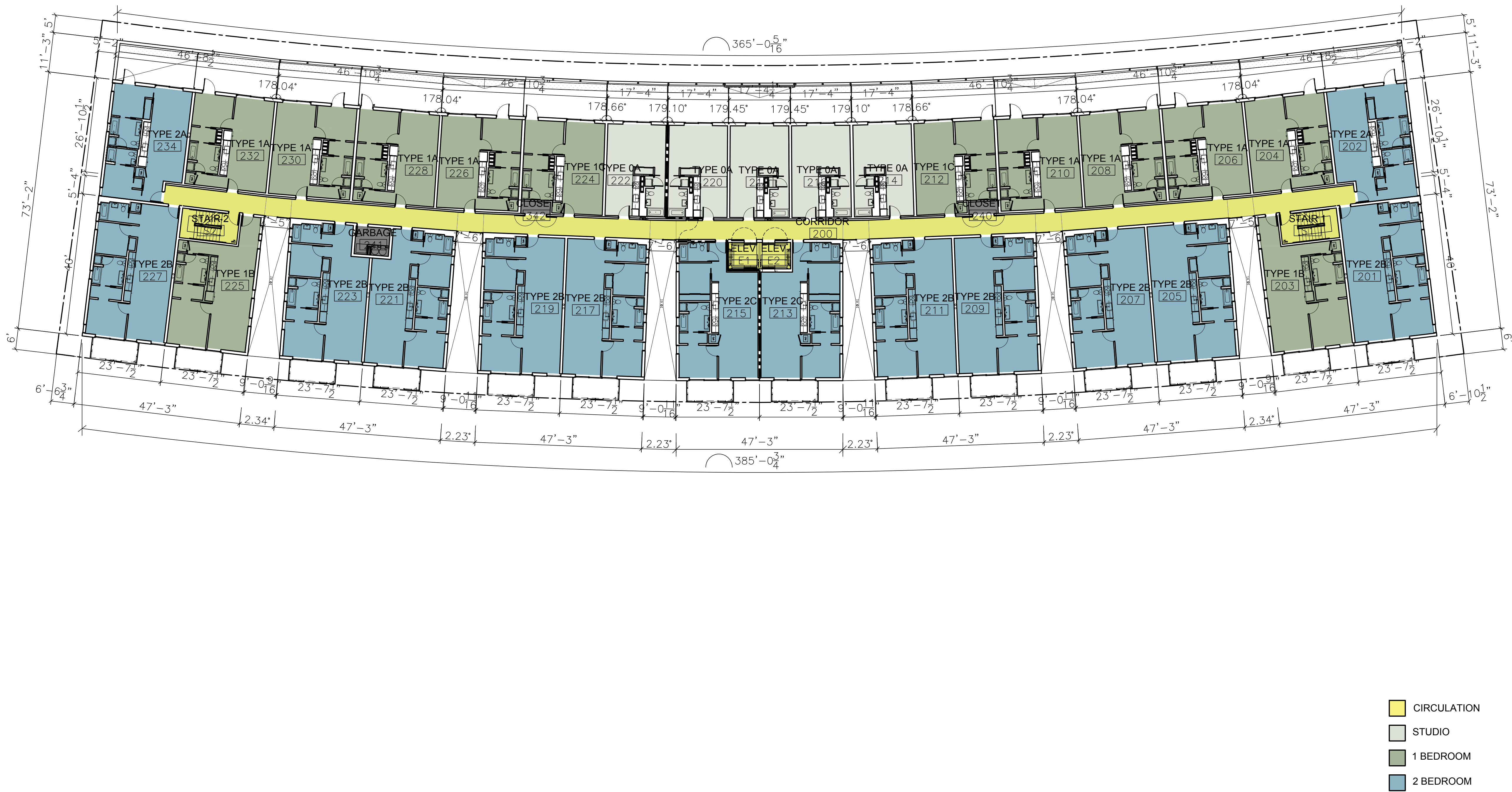
# 4242 CRENSHAW

4242 CRENSHAW BLVD, LOS ANGELES, CA

TITLE:  
**FLOOR PLANS**

SET:	PLANNING REVISIONS
DATE:	10-14-2020
SCALE:	1/16"=1'-0"
DRAWN:	SSINAI <small>© 2020 STANLEY SAIHOWITZ &amp; NATOMA ARCHITECTS INC.</small>

SHEET NO:  
**A1.2**



LEVEL 2 PLAN

1



REVISION	4

OWNER:  
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Pasadena, CA 91101

DEVELOPMENT MANAGER:  
**PLUS DEVELOPMENT LLC**  
4525 Wilshire Blvd, Ste #150  
Los Angeles, CA 90010

ARCHITECT:  
**STANLEY SAIOTWITZ | NATOMA ARCHITECTS Inc.**  
1022 Natoma Street, No. 3  
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CONSULTANT:  
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Address Line 2  
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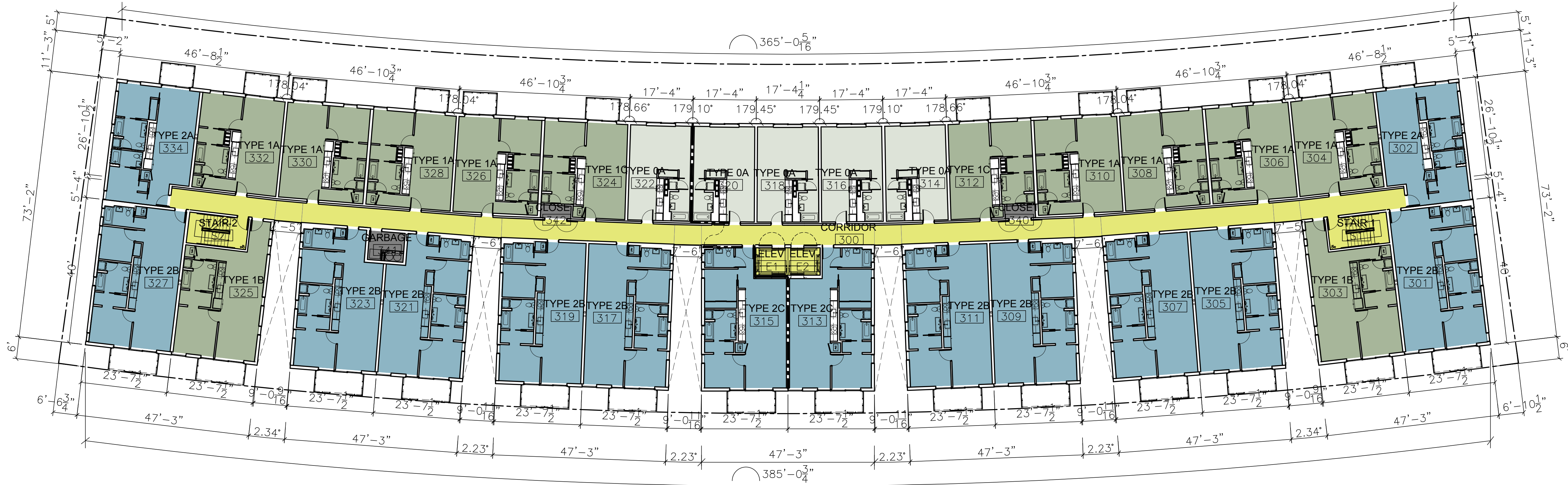
# 4242 CRENSHAW

4242 CRENSHAW BLVD, LOS ANGELES, CA

TITLE:  
**FLOOR PLANS**

SET:	PLANNING REVISIONS
DATE:	10-14-2020
SCALE:	1/16"=1'-0"
DRAWN:	SS/NAI <small>© 2020 STANLEY SAIOTWITZ &amp; ASSOCIATES, INC.</small>

SHEET NO:  
**A1.3**



- CIRCULATION
- STUDIO
- 1 BEDROOM
- 2 BEDROOM
- BUILDING SERVICES

TYPICAL FLOOR PLAN (3-5)



REVISION	4

OWNER:  
**CBG RICHMOND LTD**  
424 N Lake Ave  
Pasadena, CA 91101

DEVELOPMENT MANAGER:  
**PLUS DEVELOPMENT LLC**  
4525 Wilshire Blvd, Ste #150  
Los Angeles, CA 90010

ARCHITECT:  
**STANLEY SAIKOWITZ |  
NATOMA ARCHITECTS Inc.**  
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T: 415.626.8977

LANDSCAPE ARCHITECT:  
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CONSULTANT:  
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Address Line 1  
Address Line 2  
P: xxx.xxx.xxx C: xxx.xxx.xxx

CONSULTANT:  
**NAME**  
Address Line 1  
Address Line 2  
P: xxx.xxx.xxx C: xxx.xxx.xxx

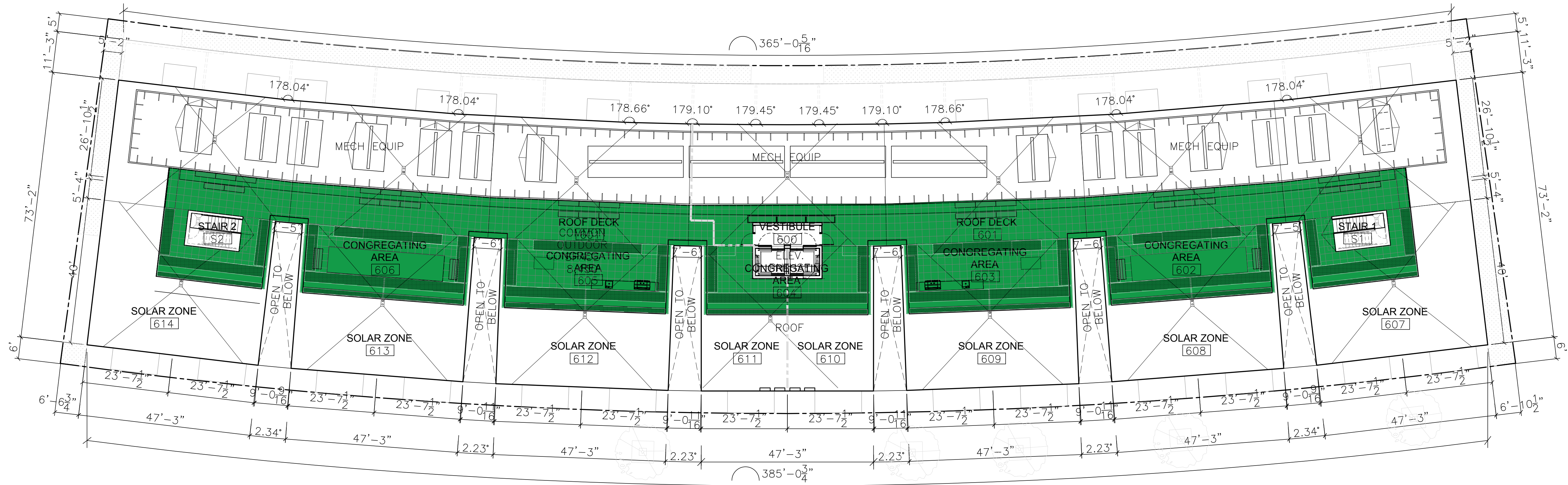
4242 CRENSHAW

4242 CRENSHAW BLVD, LOS ANGELES, CA

TITLE:  
**ROOF PLAN**

SET:	PLANNING REVISIONS
DATE:	10-14-2020
SCALE:	1/16"=1'-0"
DRAWN:	SSJ/NAI <small>© 2020 STANLEY SAIKOWITZ &amp; NATOMA ARCHITECTS INC.</small>

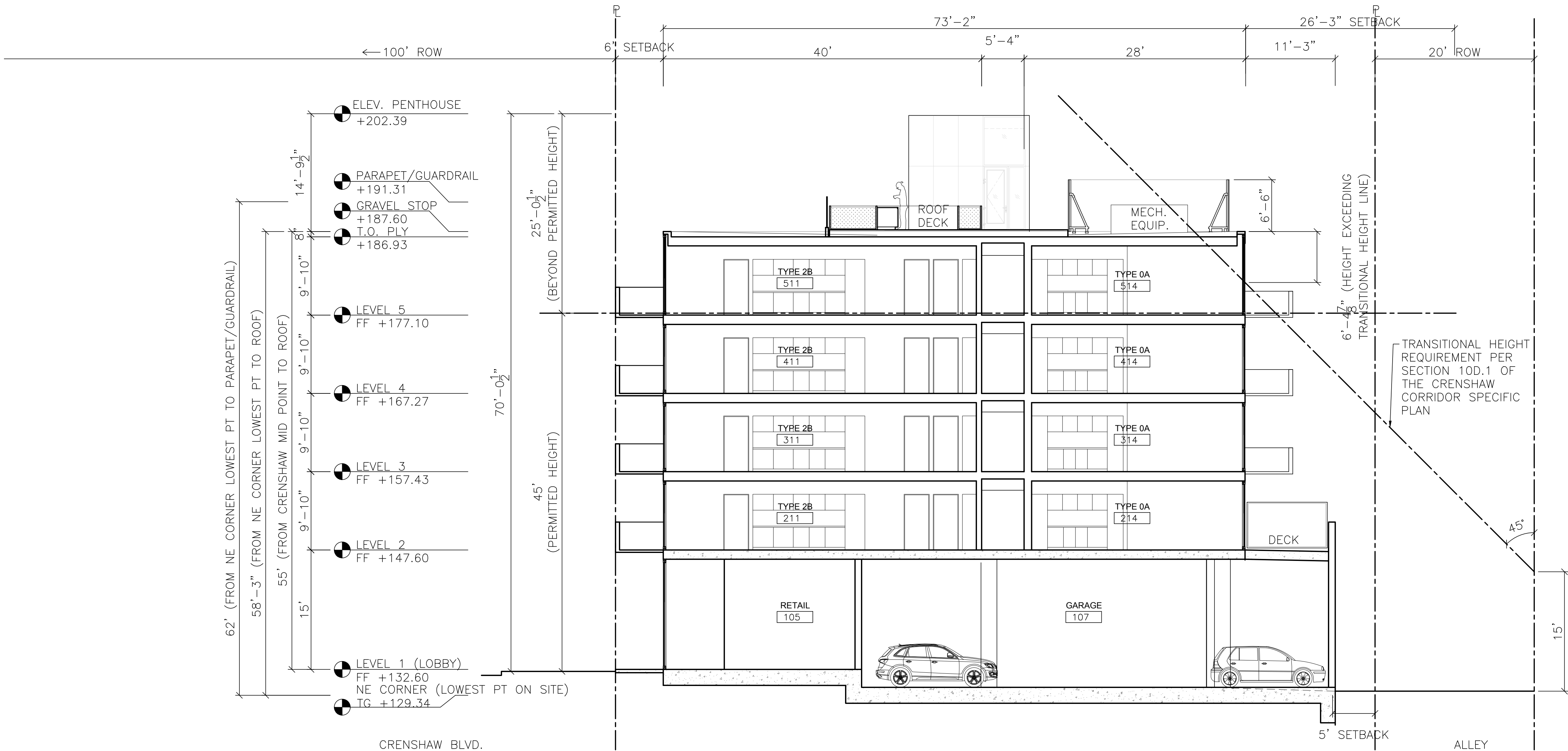
SHEET NO:  
**A1.6**



COMMON OUTDOOR SPACE

ROOF PLAN

1

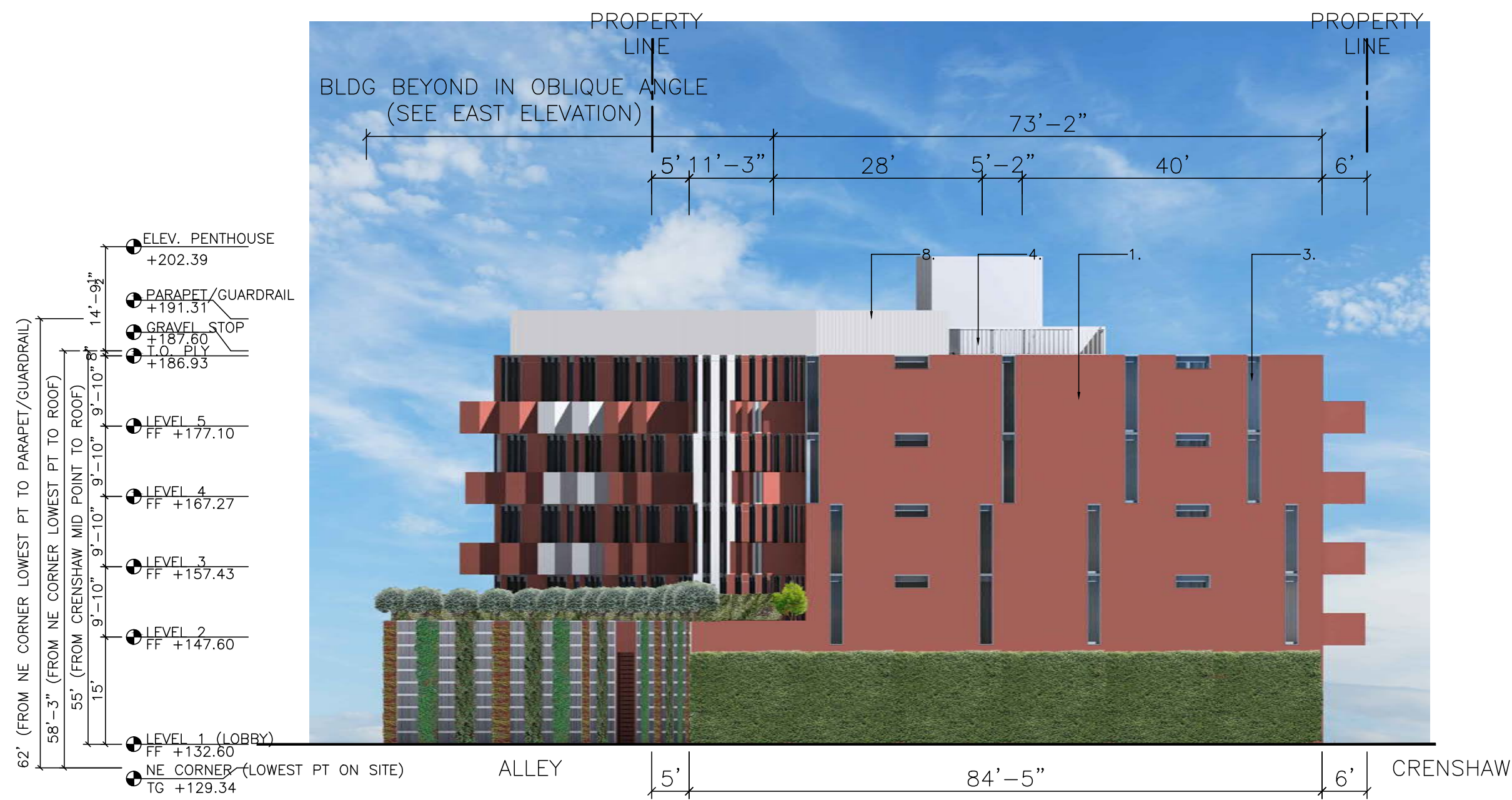


NOTES

- APPLICANT REQUESTS TO INCREASE THE MAXIMUM PERMITTED BY 25'-0<sup>1</sup>/<sub>2</sub>" FROM 45 FEET TO 70'-0<sup>1</sup>/<sub>2</sub>". THE INCREASED HEIGHT WOULD ALLOW FOR THE INCREASED FLOOR AREA ALSO REQUESTING FROM 2:1 FAR TO 2.94:1 FAR.
- APPLICANT REQUESTS TO EXCEED THE TRANSITIONAL HEIGHT REQUIREMENT REQUIRED IN SECTION 10D.1 OF THE CRENSHAW CORRIDOR SPECIFIC PLAN

REVISION	4
OWNER: <b>CBG RICHMOND LTD</b> 424 N Lake Ave Pasadena, CA 91101	
DEVELOPMENT MANAGER: <b>PLUS DEVELOPMENT LLC</b> 4525 Wilshire Blvd, Ste #150 Los Angeles, CA 90010	
ARCHITECT: <b>STANLEY SAIOWITZ   NATOMA ARCHITECTS Inc.</b> 1022 Natoma Street, No. 3 San Francisco, CA 94103 T: 415.626.8977	
LANDSCAPE ARCHITECT: <b>KSA LANDSCAPE DESIGN</b> 4212 1/2 Glencoe Avenue Marina Del Rey, CA 90292 P: 310.574.4460 F: 310.574.4462	
CONSULTANT: <b>NAME</b> Address Line 1 Address Line 2 P: xxx.xxx.xxx C: xxx.xxx.xxx	
CONSULTANT: <b>NAME</b> Address Line 1 Address Line 2 P: xxx.xxx.xxx C: xxx.xxx.xxx	
<div>4242 CRENSHAW</div> <div>4242 CRENSHAW BLVD, LOS ANGELES, CA</div>	
TITLE: <b>SECTION</b>	
SET:	PLANNING REVISIONS
DATE:	10-14-2020
SCALE:	1/8"=1'-0"
DRAWN:	SSJAI <small>© COPYRIGHT STANLEY SAIOWITZ &amp; NATOMA ARCHITECTS INC.</small>
SHEET NO: <b>A2.1</b>	





LEGEND

1. INTEGRAL COLORED CEMENT BOARD (TERRACOTTA)
2. INTEGRAL COLORED CEMENT BOARD (WHITE)
3. ALUM. FRAMED WINDOW
4. POWDER COATED MTL. GUARDRAIL
5. CAST METAL SIGNAGE MAX DIM. 2' X 8'
6. EXPOSED POURED IN PLACE CONCRETE
7. METAL BAR GRATING
8. METAL ROOF SCREEN

NORTH ELEVATION - ALLEY

2



WEST ELEVATION - CRENSHAW BLVD

1

REVISION	4
OWNER: <b>CBG RICHMOND LTD</b> 424 N Lake Ave Pasadena, CA 91101	
DEVELOPMENT MANAGER: <b>PLUS DEVELOPMENT LLC</b> 4525 Wilshire Blvd, Ste #150 Los Angeles, CA 90010	
ARCHITECT: <b>STANLEY SAIHOWITZ   NATOMA ARCHITECTS Inc.</b> 1022 Natomia Street, No. 3 San Francisco, CA 94103 T 415.626.8977	
LANDSCAPE ARCHITECT: <b>KSA LANDSCAPE DESIGN</b> 4212 1/2 Glencoe Avenue Marina Del Rey, CA 90292 P 310.574.4460 F 310.574.4462	
CONSULTANT: <b>NAME</b> Address Line 1 Address Line 2 P xxx.xxx.xxx C xxx.xxx.xxx	
CONSULTANT: <b>NAME</b> Address Line 1 Address Line 2 P xxx.xxx.xxx C xxx.xxx.xxx	

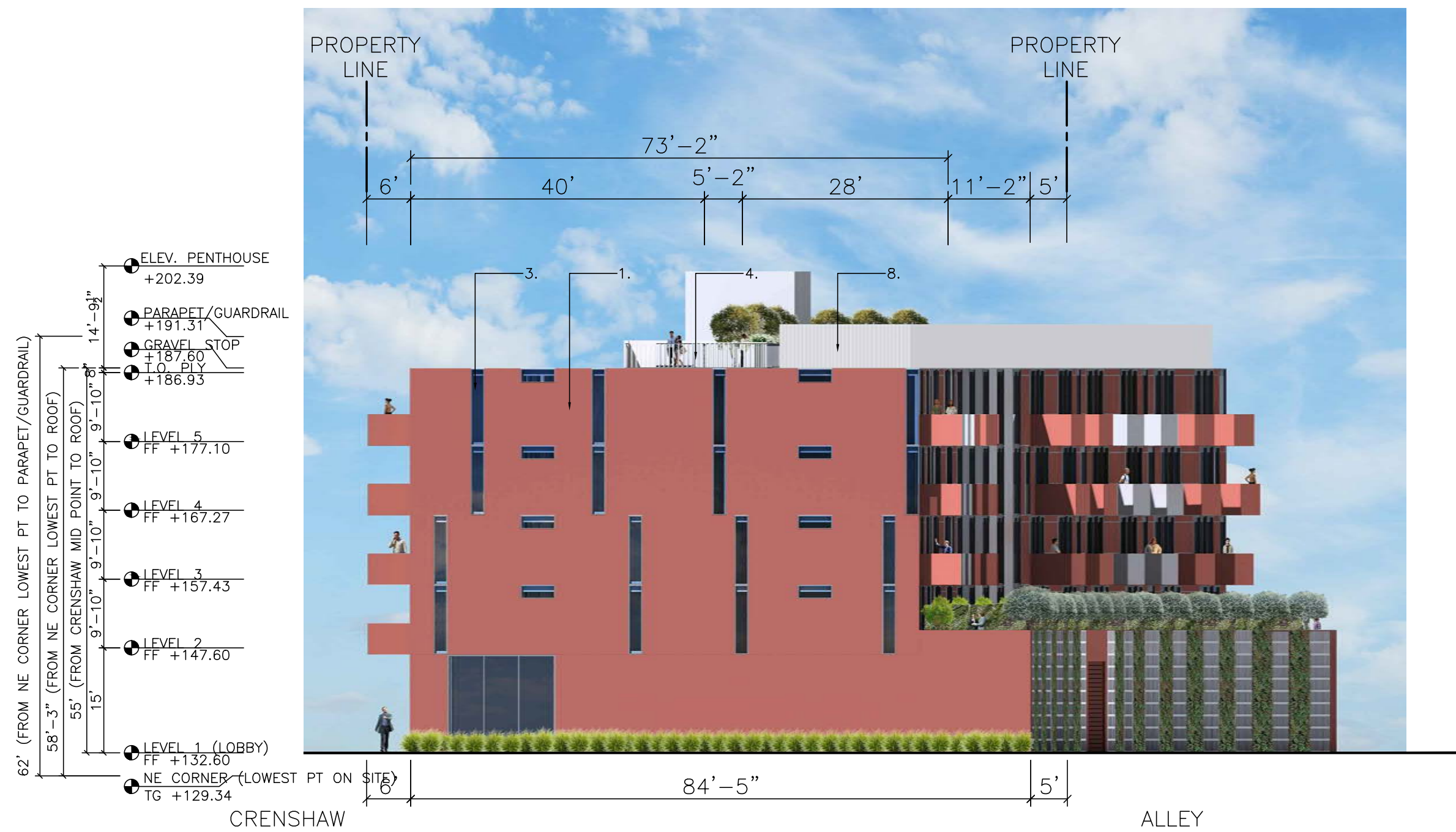
4242 CRENSHAW  
4242 CRENSHAW BLVD, LOS ANGELES, CA

TITLE:  
ELEVATIONS

SET:	PLANNING REVISIONS
DATE:	10-14-2020
SCALE:	1/16"=1'-0"
DRAWN:	SSINAI

SHEET NO:  
A3.1





LEGEND

1. INTEGRAL COLORED CEMENT BOARD (TERRACOTTA)
2. INTEGRAL COLORED CEMENT BOARD (WHITE)
3. ALUM. FRAMED WINDOW
4. POWDER COATED MTL. GUARDRAIL
5. CAST METAL SIGNAGE MAX DIM. 2' X 8'
6. EXPOSED POURED IN PLACE CONCRETE
7. METAL BAR GRATING
8. METAL ROOF SCREEN

SOUTH ELEVATION - MCCLUNG WALK

2



EAST ELEVATION - ALLEY

1

REVISION	4

OWNER:  
**CBG RICHMOND LTD**  
424 N Lake Ave  
Pasadena, CA 91101

DEVELOPMENT MANAGER:  
**PLUS DEVELOPMENT LLC**  
4525 Wilshire Blvd, Ste #150  
Los Angeles, CA 90010

ARCHITECT:  
**STANLEY SAIOWITZ | NATOMA ARCHITECTS Inc.**  
1022 Natomia Street, No. 3  
San Francisco, CA 94103  
T 415.626.8977

LANDSCAPE ARCHITECT:  
**KSA LANDSCAPE DESIGN**  
4212 1/2 Glencoe Avenue  
Marina Del Rey, CA 90292  
P 310.574.4460 F 310.574.4462

CONSULTANT:  
**NAME**  
Address Line 1  
Address Line 2  
P xxx.xxx.xxx C xxx.xxx.xxx

CONSULTANT:  
**NAME**  
Address Line 1  
Address Line 2  
P xxx.xxx.xxx C xxx.xxx.xxx

4242 CRENSHAW  
4242 CRENSHAW BLVD, LOS ANGELES, CA

TITLE:  
**ELEVATIONS**

SET:	PLANNING REVISIONS
DATE:	10-14-2020
SCALE:	1/16"=1'-0"
DRAWN:	SSINAI

SHEET NO:  
**A3.2**

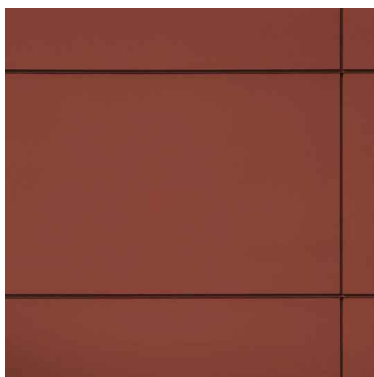




ITE)



LEGEND



1. INTEGRAL COLORED  
CEMENT BOARD  
(TERRACOTTA)



2. INTEGRAL  
COLORED CEMENT  
BOARD (WHITE)



3. ALUM. FRAMED  
WINDOW



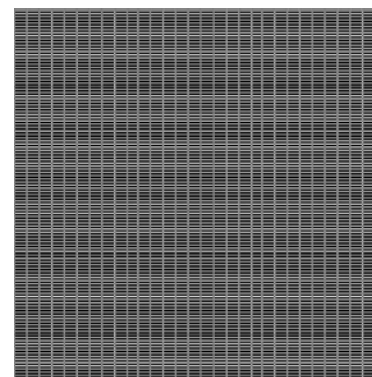
4. POWDER COATED  
METAL GUARDRAIL



5. CAST METAL  
SIGNAGE  
MAX DIM. 2' X 8'



6. EXPOSED  
POURED IN PLACE  
CONCRETE



7. METAL BAR  
GRATING



8. METAL ROOF  
SCREEN

WEST ELEVATION - CRENSHAW BLVD. (DETAIL)

2

EAST ELEVATION - ALLEY (DETAIL)

1

REVISION	4

OWNER:  
**CBG RICHMOND LTD**  
424 N Lake Ave  
Pasadena, CA 91101

DEVELOPMENT MANAGER:  
**PLUS DEVELOPMENT LLC**  
4525 Wilshire Blvd, Ste #150  
Los Angeles, CA 90010

ARCHITECT:  
**STANLEY SAIOWITZ |  
NATOMA ARCHITECTS Inc.**  
1022 Natoma Street, No. 3  
San Francisco, CA 94103  
T 415.626.8977

LANDSCAPE ARCHITECT:  
**KSA LANDSCAPE DESIGN**  
4212 1/2 Glencoe Avenue  
Marina Del Rey, CA 90292  
P 310.574.4460 F 310.574.4462

CONSULTANT:  
**NAME**  
Address Line 1  
Address Line 2  
P xxx.xxx.xxx C xxx.xxx.xxx

CONSULTANT:  
**NAME**  
Address Line 1  
Address Line 2  
P xxx.xxx.xxx C xxx.xxx.xxx

**4242 CRENSHAW**  
4242 CRENSHAW BLVD, LOS ANGELES, CA

TITLE:  
**ELEVATIONS**

SET:	PLANNING REVISIONS
DATE:	10-14-2020
SCALE:	1/8"=1'-0"
DRAWN:	SSINAI <small>© 2020 STANLEY SAIOWITZ &amp; NATOMA ARCHITECTS INC.</small>

SHEET NO:  
**A3.3**





# City of Los Angeles Department of City Planning

## 10/25/2020 PARCEL PROFILE REPORT

### PROPERTY ADDRESSES

4240 S CRENSHAW BLVD

### ZIP CODES

90008

### RECENT ACTIVITY

ADM-2019-7008-RDP

CPC-2019-7006-DB-DRB-SPP-SPR-DD-MSD

PAR-2019-4394-TOC

### CASE NUMBERS

CPC-2019-7006-DB-DRB-SPP-SPR-DD-MSD

CPC-2018-6005-CA

CPC-2015-1314-MSD

CPC-2013-3169

CPC-2006-5567-CPU

CPC-2002-3854-SP

CPC-1995-80-CPR

CPC-1990-346-CA

CPC-1986-821-GPC

CPC-1983-506

ORD-184796-SA1360

ORD-184795

ORD-176230-SAD

ORD-172913-SA880

ORD-171682

ORD-171681

ORD-165481-SA5570

ORD-162128

YD-2859

YD-2858

YD-1557

ENV-2019-7009-CE

ENV-2019-4121-ND

ENV-2018-6006-CE

ENV-2015-1320-CE

ENV-2013-3170-CE

ENV-2008-478-EIR

AFF-14628

### Address/Legal Information

PIN Number	114B185 768
Lot/Parcel Area (Calculated)	3,675.1 (sq ft)
Thomas Brothers Grid	PAGE 673 - GRID E3
Assessor Parcel No. (APN)	5024017009
Tract	TR 10023
Map Reference	M B 150-46/50
Block	None
Lot	102
Arb (Lot Cut Reference)	None
Map Sheet	114B185

### Jurisdictional Information

Community Plan Area	West Adams - Baldwin Hills - Leimert
Area Planning Commission	South Los Angeles
Neighborhood Council	Empowerment Congress West Area
Council District	CD 10 - Herb J. Wesson, Jr.
Census Tract #	2343.00
LADBS District Office	Los Angeles Metro

### Planning and Zoning Information

Special Notes	None
Zoning	C1.5-1-SP
Zoning Information (ZI)	ZI-2332 Specific Plan: Crenshaw Corridor
	ZI-1231 Specific Plan: South Los Angeles Alcohol Sales
	ZI-1117 MTA Right-of-Way (ROW) Project Area
	ZI-2452 Transit Priority Area in the City of Los Angeles
	ZI-2488 Redevelopment Project Area: Crenshaw
	ZI-2374 State Enterprise Zone: Los Angeles
General Plan Land Use	Neighborhood Commercial
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	CRENSHAW CORRIDOR
Subarea	D
Specific Plan Area	SOUTH LOS ANGELES ALCOHOL SALES
Subarea	None
Special Land Use / Zoning	None
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	None
Subarea	None
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None

RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No
Streetscape	Crenshaw Boulevard
Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	Medium
Non-Residential Market Area	Medium
Transit Oriented Communities (TOC)	Tier 3
RPA: Redevelopment Project Area	Crenshaw (Amended)
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No
<b>Assessor Information</b>	
Assessor Parcel No. (APN)	5024017009
Ownership (Assessor)	
Owner1	CBG RICHMOND LTD LP
Address	424 N LAKE AVE STE 200 PASADENA CA 91101
Ownership (Bureau of Engineering, Land Records)	
Owner	HURTADO, SALVADOR
Address	4242 CRENSHAW BLVD LOS ANGELES CA 90008
APN Area (Co. Public Works)*	0.337 (ac)
Use Code	2620 - Commercial - Auto, Recreation Equipment, Construction Equipment Sales and Service - New Car Sales and Service - One Story
Assessed Land Val.	\$215,012
Assessed Improvement Val.	\$51,000
Last Owner Change	11/15/2019
Last Sale Amount	\$3,900,039
Tax Rate Area	8841
Deed Ref No. (City Clerk)	852202
	428312
	3-857
	1716992
	1091351
Building 1	
Year Built	1941
Building Class	C6C
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	7,656.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Rent Stabilization Ordinance (RSO)	No [APN: 5024017009]
<b>Additional Information</b>	
Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES

This report is subject to the terms and conditions as set forth on the website. For more details, please refer to the terms and conditions at [zimas.lacity.org](https://zimas.lacity.org)  
 (\*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	Outside Flood Zone
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	None
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Wells	None

#### Seismic Hazards

Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	1.96821552
Nearest Fault (Name)	Newport - Inglewood Fault Zone (Onshore)
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	1.00000000
Slip Geometry	Right Lateral - Strike Slip
Slip Type	Poorly Constrained
Down Dip Width (km)	13.00000000
Rupture Top	0.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	90.00000000
Maximum Magnitude	7.10000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	No
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No

#### Economic Development Areas

Business Improvement District	GREATER LEIMERT PARK VILLAGE/CRENSHAW CORRIDOR
Hubzone	Qualified
Opportunity Zone	No
Promise Zone	South Los Angeles Transit Empowerment Zone
State Enterprise Zone	LOS ANGELES STATE ENTERPRISE ZONE

#### Housing

Direct all Inquiries to	Housing+Community Investment Department
Telephone	(866) 557-7368
Website	<a href="http://hcidla.lacity.org">http://hcidla.lacity.org</a>
Rent Stabilization Ordinance (RSO)	No [APN: 5024017009]
Ellis Act Property	No
AB 1482: Tenant Protection Act	No

#### Public Safety

Police Information	
Bureau	South
Division / Station	Southwest
Reporting District	393
Fire Information	
Bureau	South
Battalion	18
District / Fire Station	94
Red Flag Restricted Parking	No

## CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2019-7006-DB-DRB-SPP-SPR-DD-MSD
Required Action(s):	DB-DENSITY BONUS DD-DIRECTOR'S DETERMINATION DRB-DESIGN REVIEW BOARD MSD-MISCELLANEOUS (POLICIES, GUIDELINES, RESOLUTIONS, ETC.) SPP-SPECIFIC PLAN PROJECT PERMIT COMPLIANCE SPR-SITE PLAN REVIEW
Project Descriptions(s):	PURSUANT TO LAMC SECTION 12.22.A.25(G), A 35% DENSITY BONUS FOR AN ADDITIONAL 32 UNITS TO THE 92 BASE UNITS FOR A TOTAL OF 124 UNITS. PROJECT WILL SET ASIDE 11% OF TOTAL UNITS (11 UNITS) FOR VERY-LOW INCOME STANDARDS (OFF-MENU INCENTIVES): 1) TO ALLOW HEIGHT OF ADDITIONAL 24 FEET OVER OTHERWISE PERMITTED 45 FEET PER THE SPECIFIC PLAN; 2) TO ALLOW THE SIDE AND REAR YARDS TO BE FIVE FEET SETBACK IN LIEU OF THE REQUIRED YARD; 3) TO ALLOW A RESIDENTIAL PARKING REQUIREMENT OF 0.5 PARKING SPACES PER UNIT; 4) TO ALLOW 50% OF THE PARKING SPACES TO BE COMPACT; 5) TO ALLOW A 3:1 FAR. PURSUANT TO LAMC SECTION 11.5.7C, PROJECT PERMIT COMPLIANCE REVIEW FOR A PROJECT WITHIN THE CRENSHAW CORRIDOR SPECIFIC PLAN. PURSUANT TO LAMC SECTION 11.5.14, PROJECT PERMIT COMPLIANCE REVIEW FOR PROJECT WITHIN THE CRENSHAW REDEVELOPMENT PLAN AREA. PURSUANT TO LAMC SECTION 16.05, A SITE PLAN REVIEW FOR AN INCREASE OF 50 OR MORE DWELLING UNITS. PURSUANT TO LAMC SECTION 12.23.Y, SPECIAL PERMISSION BY THE DIRECTOR FOR THE REDUCTION OF COMMERCIAL PARKING REQUIREMENT BY TEN PERCENT DUE TO THE 1,500 FEET PROXIMITY TO A PORTAL OF A FIXED RAIL TRANSIT STATION, OR BUS STATION, OR SIMILAR TRANSIT FACILITY.
Case Number:	CPC-2018-6005-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	RESOLUTION TO TRANSFER THE LAND USE AUTHORITY FROM THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, DESIGNATED LOCAL AUTHORITY (CRA/LA-DLA) TO THE CITY OF LOS ANGELES AND CODE AMENDMENT TO ESTABLISH PROCEDURES FOR THE IMPLEMENTATION OF UNEXPIRED REDEVELOPMENT PLANS AND UPDATE OTHER RELEVANT CODE PROVISIONS IN THE LOS ANGELES MUNICIPAL CODE TO FACILITATE THE TRANSFER OF LAND USE AUTHORITY FROM THE CRA/LA-DLA TO THE CITY OF LOS ANGELES.
Case Number:	CPC-2015-1314-MSD
Required Action(s):	MSD-MISCELLANEOUS (POLICIES, GUIDELINES, RESOLUTIONS, ETC.)
Project Descriptions(s):	THE CRENSHAW BOULEVARD STREETSCAPE PLAN IS A GUIDELINE FOR STREETSCAPE ELEMENTS IN CRENSHAW BOULEVARD'S PUBLIC RIGHT-OF-WAY, BETWEEN I-10 FWY AND 79TH STREET.
Case Number:	CPC-2013-3169
Required Action(s):	Data Not Available
Project Descriptions(s):	THE PROPOSED PROJECT CONSISTS OF: (1) A TECHNICAL MODIFICATION TO SECTIONS 12.03, 12.04, 12.21, 12.22, 12.24, 13.11, 14.5, 16.05 AND 16.11 OF THE LOS ANGELES MUNICIPAL CODE (LAMC) TO REMOVE OR AMEND REFERENCES TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY (CRA); (2) TECHNICAL CORRECTIONS TO CLARIFY EXISTING REGULATIONS IN THE LAMC THAT ARE IMPACTED BY THE TRANSFER OF LAND USE AUTHORITY; AND (3) A RESOLUTION REQUESTING THAT ALL LAND USE RELATED PLANS AND FUNCTIONS OF THE CRA/LA BE TRANSFERRED TO THE DEPARTMENT OF CITY PLANNING
Case Number:	CPC-2006-5567-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE

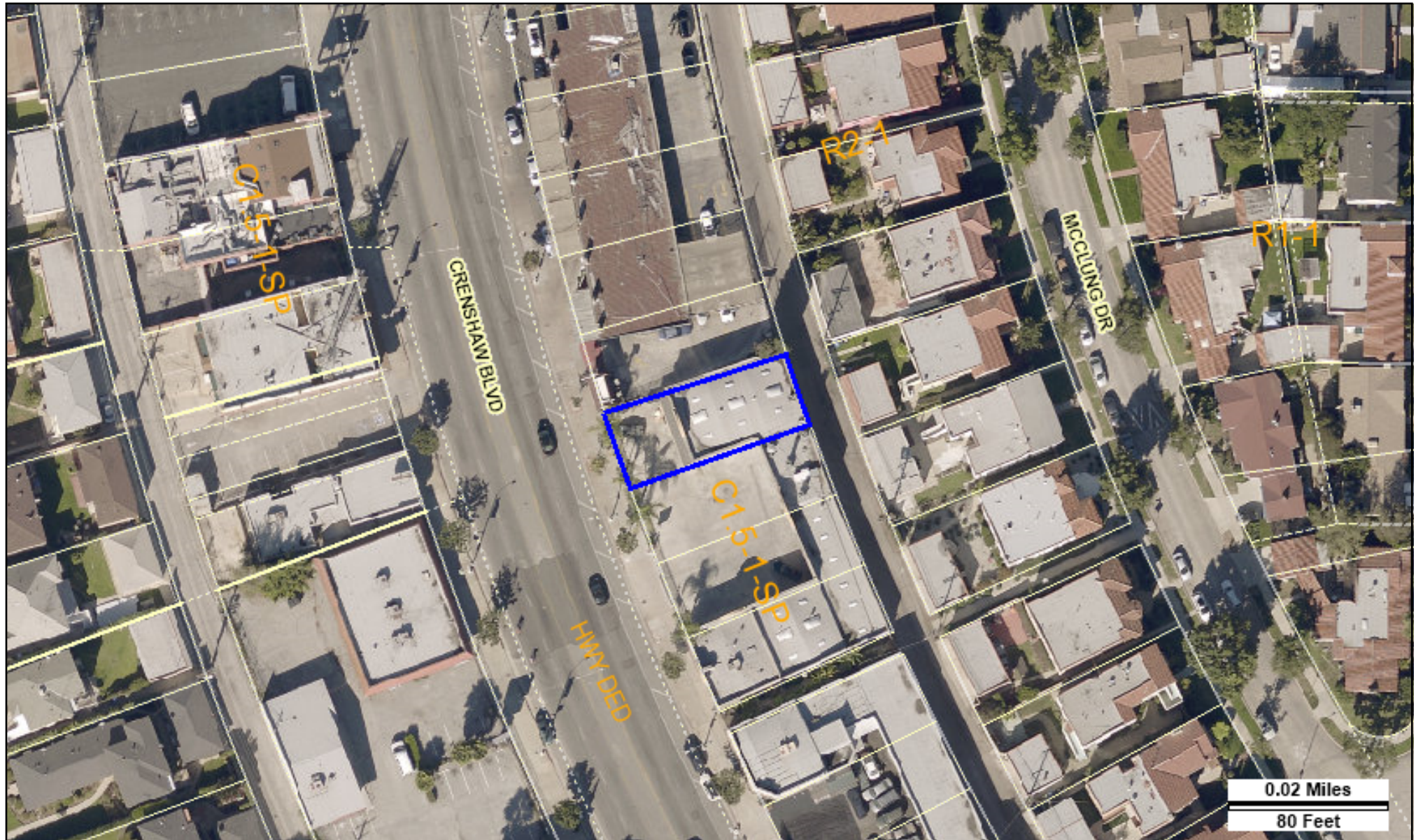
Project Descriptions(s):	<p>1. PURSUANT TO PROCEDURES SET FORTH IN SECTION 11.5.6 OF THE MUNICIPAL CODE AND CITY CHARTER SECTIONS 555 AND 558, AMEND THE WEST ADAMS-BALDWIN HILLS-LEIMERT COMMUNITY PLAN AS PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES, AS MODIFIED IN THE ATTACHED WEST ADAMS-BALDWIN HILLS-LEIMERT NEW COMMUNITY PLAN RESOLUTION, THE WEST ADAMS-BALDWIN HILLS-LEIMERT NEW COMMUNITY PLAN TEXT AND CHANGE MAPS (EXHIBITS A, B, C, M, O) AND ADDITIONAL PLAN MAP SYMBOL, FOOTNOTE, CORRESPONDING ZONE AND LAND USE NOMENCLATURE CHANGES (EXHIBIT K).</p> <p>2. PURSUANT TO SECTIONS 11.5.7.G., 16.50.D., 12.32. AND 12.04 OF THE MUNICIPAL CODE AND CITY CHARTER SECTION 558, AMEND THE CRENSHAW CORRIDOR SPECIFIC PLAN, AS SHOWN IN THE PROPOSED CRENSHAW CORRIDOR SPECIFIC PLAN AMENDMENTS (EXHIBIT G).</p> <p>3. PURSUANT TO SECTION 13.14.C., 12.32, AND 12.04 OF THE MUNICIPAL CODE AND CITY CHARTER SECTION 558, ADOPT THE WEST ADAMS-BALDWIN HILLS-LEIMERT COMMUNITY PLAN IMPLEMENTATION OVERLAY (CPIO) DISTRICT, AS SHOWN IN THE PROPOSED CPIO SUBDISTRICT ORDINANCES (EXHIBIT F).</p> <p>4. PURSUANT TO SECTION 12.32 OF THE MUNICIPAL CODE, ADOPT REZONING ACTIONS TO EFFECT CHANGES OF ZONE AS IDENTIFIED ON THE LAND USE CHANGE MAP (EXHIBIT H), LAND USE CHANGE MATRIX (EXHIBIT I) AND PROPOSED ZONING MAP (EXHIBIT Q).</p> <p>5. PURSUANT TO PROCEDURES SET FORTH IN SECTION 11.5.6 OF THE MUNICIPAL CODE AND CITY CHARTER SECTIONS 555 AND 558, AMEND THE HIGHWAYS AND FREEWAYS MAP OF THE TRANSPORTATION ELEMENT OF THE GENERAL PLAN TO RECLASSIFY SELECTED STREETS WITHIN THE WEST ADAMS-BALDWIN HILLS-LEIMERT NEW COMMUNITY PLAN AS SHOWN ON THE STREET REDESIGNATION MATRIX (EXHIBIT J).</p> <p>6. PURSUANT TO PROCEDURES SET FORTH IN SECTION 11.5.6 OF THE MUNICIPAL CODE AND CITY CHARTER SECTIONS 555 AND 558, AMEND THE LONG RANGE LAND USE DIAGRAM OF THE CITYWIDE GENERAL PLAN FRAMEWORK ELEMENT TO REFLECT CHANGES AND MODIFICATIONS TO THE GEOGRAPHY OF NEIGHBORHOOD DISTRICTS, COMMUNITY CENTERS, REGIONAL CENTERS, AND MIXED USE BOULEVARDS AS SHOWN ON THE PROPOSED LON</p>
Case Number:	CPC-2002-3854-SP
Required Action(s):	SP-SPECIFIC PLAN (INCLUDING AMENDMENTS)
Project Descriptions(s):	
Case Number:	CPC-1995-80-CPR
Required Action(s):	CPR-COMMUNITY PLAN REVISION
Project Descriptions(s):	W ADMS-BLDWN HIL-LMRT-COMMUNITY PLAN REV WHICH IDENTIFIES AND REDEFINES OUTDATED LAND USE ISSUES AND INCONSISTENT ZONING;REVIEWS POLICIES AND PROGRAMS; AND INITIATES AND INCORP OPEN SPACE AND PUBLIC FACILITIES ZONES
Case Number:	CPC-1990-346-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	AMENDMENT TO THE L.A.M.C. TO - DRAFT AN ORDINANCE TO PROHIBIT THE GRANTING OF A CONDITIONAL USE PERMIT FOR THE OFF-SITE SALE OF ALCOHOLIC BEVERAGES (LOURDES GREEN/KAREN HOO)
Case Number:	CPC-1986-821-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	AB-283 PROGRAM - GENERAL PLAN/ZONE CONSISTENCY - WEST ADAMS AREA - COMMUNITY WIDE ZONE CHANGES AND COMMUNITY PLAN CHANGES TO BRING THE ZONING INTO CONSISTENCY WITH THE COMMUNITY PLAN. INCLUDES CHANGES OF HEIGHT AS NEEDED. REQUIRED BY COURT AS PART OF SETTLEMENT IN THE HILLSIDE FEDERATION LAWSUIT
Case Number:	CPC-1983-506
Required Action(s):	Data Not Available
Project Descriptions(s):	SPECIFIC PLN ORD FOR INTERIM CONDITIONAL USE APPRVL FOR ESTABLISHMENTS FOR THE SALE OF ALCOHOL WHICH ARE GENERALLY LOCATED INTHE SOUTH CENTRAL AREA OF THE CITY
Case Number:	ENV-2019-7009-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	PURSUANT TO LAMC SECTION 12.22.A.25(G), A 35% DENSITY BONUS FOR AN ADDITIONAL 32 UNITS TO THE 92 BASE UNITS FOR A TOTAL OF 124 UNITS. PROJECT WILL SET ASIDE 11% OF TOTAL UNITS (11 UNITS) FOR VERY-LOW INCOME STANDARDS (OFF-MENU INCENTIVES): 1) TO ALLOW HEIGHT OF ADDITIONAL 24 FEET OVER OTHERWISE PERMITTED 45 FEET PER THE SPECIFIC PLAN; 2) TO ALLOW THE SIDE AND REAR YARDS TO BE FIVE FEET SETBACK IN LIEU OF THE REQUIRED YARD; 3) TO ALLOW A RESIDENTIAL PARKING REQUIREMENT OF 0.5 PARKING SPACES PER UNIT; 4) TO ALLOW 50% OF THE PARKING SPACES TO BE COMPACT; 5) TO ALLOW A 3:1 FAR. PURSUANT TO LAMC SECTION 11.5.7C, PROJECT PERMIT COMPLIANCE REVIEW FOR A PROJECT WITHIN THE CRENSHAW CORRIDOR SPECIFIC PLAN. PURSUANT TO LAMC SECTION 11.5.14, PROJECT PERMIT COMPLIANCE REVIEW FOR PROJECT WITHIN THE CRENSHAW REDEVELOPMENT PLAN AREA. PURSUANT TO LAMC SECTION 16.05, A SITE PLAN REVIEW FOR AN INCREASE OF 50 OR MORE DWELLING UNITS. PURSUANT TO LAMC SECTION 12.23.Y, SPECIAL PERMISSION BY THE DIRECTOR FOR THE REDUCTION OF COMMERCIAL PARKING REQUIREMENT BY TEN PERCENT DUE TO THE 1,500 FEET PROXIMITY TO A PORTAL OF A FIXED RAIL TRANSIT STATION, OR BUS STATION, OR SIMILAR TRANSIT FACILITY.
Case Number:	ENV-2019-4121-ND
Required Action(s):	ND-NEGATIVE DECLARATION



Project Descriptions(s):	RESOLUTION TO TRANSFER THE LAND USE AUTHORITY FROM THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, DESIGNATED LOCAL AUTHORITY (CRA/LA-DLA) TO THE CITY OF LOS ANGELES AND CODE AMENDMENT TO ESTABLISH PROCEDURES FOR THE IMPLEMENTATION OF UNEXPIRED REDEVELOPMENT PLANS AND UPDATE OTHER RELEVANT CODE PROVISIONS IN THE LOS ANGELES MUNICIPAL CODE TO FACILITATE THE TRANSFER OF LAND USE AUTHORITY FROM THE CRA/LA-DLA TO THE CITY OF LOS ANGELES.
Case Number:	ENV-2018-6006-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	RESOLUTION TO TRANSFER THE LAND USE AUTHORITY FROM THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, DESIGNATED LOCAL AUTHORITY (CRA/LA-DLA) TO THE CITY OF LOS ANGELES AND CODE AMENDMENT TO ESTABLISH PROCEDURES FOR THE IMPLEMENTATION OF UNEXPIRED REDEVELOPMENT PLANS AND UPDATE OTHER RELEVANT CODE PROVISIONS IN THE LOS ANGELES MUNICIPAL CODE TO FACILITATE THE TRANSFER OF LAND USE AUTHORITY FROM THE CRA/LA-DLA TO THE CITY OF LOS ANGELES.
Case Number:	ENV-2015-1320-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	THE CRENSHAW BOULEVARD STREETSCAPE PLAN IS A GUIDELINE FOR STREETSCAPE ELEMENTS IN CRENSHAW BOULEVARD'S PUBLIC RIGHT-OF-WAY, BETWEEN I-10 FWY AND 79TH STREET.
Case Number:	ENV-2013-3170-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	THE PROPOSED PROJECT CONSISTS OF: (1) A TECHNICAL MODIFICATION TO SECTIONS 12.03, 12.04, 12.21, 12.22, 12.24, 13.11, 14.5, 16.05 AND 16.11 OF THE LOS ANGELES MUNICIPAL CODE (LAMC) TO REMOVE OR AMEND REFERENCES TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY (CRA); (2) TECHNICAL CORRECTIONS TO CLARIFY EXISTING REGULATIONS IN THE LAMC THAT ARE IMPACTED BY THE TRANSFER OF LAND USE AUTHORITY; AND (3) A RESOLUTION REQUESTING THAT ALL LAND USE RELATED PLANS AND FUNCTIONS OF THE CRA/LA BE TRANSFERRED TO THE DEPARTMENT OF CITY PLANNING
Case Number:	ENV-2008-478-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	ADDENDUM TO THE WEST ADAMS CPU EIR CHANGE

## DATA NOT AVAILABLE

ORD-184796-SA1360  
 ORD-184795  
 ORD-176230-SAD  
 ORD-172913-SA880  
 ORD-171682  
 ORD-171681  
 ORD-165481-SA5570  
 ORD-162128  
 YD-2859  
 YD-2858  
 YD-1557  
 AFF-14628



Address: 4240 S CRENSHAW BLVD

APN: 5024017009

PIN #: 114B185 768

Tract: TR 10023

Block: None

Lot: 102

Arb: None

Zoning: C1.5-1-SP

General Plan: Neighborhood Commercial



# LEGEND

## GENERALIZED ZONING

- OS, GW
- A, RA
- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, RAS, R4, R5, PVSP
- CR, C1, C1.5, C2, C4, C5, CW, WC, ADP, LASED, CEC, USC, PPSP, MU, NMU
- CM, MR, CCS, UV, UI, UC, M1, M2, LAX, M3, SL, HJ, HR, NI
- P, PB
- PF

## GENERAL PLAN LAND USE

### LAND USE

#### RESIDENTIAL

- Minimum Residential
- Very Low / Very Low I Residential
- Very Low II Residential
- Low / Low I Residential
- Low II Residential
- Low Medium / Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- High Density Residential
- Very High Medium Residential

#### COMMERCIAL

- Limited Commercial
- Limited Commercial - Mixed Medium Residential
- Highway Oriented Commercial
- Highway Oriented and Limited Commercial
- Highway Oriented Commercial - Mixed Medium Residential
- Neighborhood Office Commercial
- Community Commercial
- Community Commercial - Mixed High Residential
- Regional Center Commercial

### FRAMEWORK

#### COMMERCIAL

- Neighborhood Commercial
- General Commercial
- Community Commercial
- Regional Mixed Commercial

#### INDUSTRIAL

- Commercial Manufacturing
- Limited Manufacturing
- Light Manufacturing
- Heavy Manufacturing
- Hybrid Industrial

#### PARKING

- Parking Buffer

#### PORT OF LOS ANGELES

- General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
- General / Bulk Cargo - Hazard
- Commercial Fishing
- Recreation and Commercial
- Intermodal Container Transfer Facility Site

#### LOS ANGELES INTERNATIONAL AIRPORT

- Airport Landside / Airport Landside Support
- Airport Airside
- LAX Airport Northside

#### OPEN SPACE / PUBLIC FACILITIES

- Open Space
- Public / Open Space
- Public / Quasi-Public Open Space
- Other Public Open Space
- Public Facilities

#### INDUSTRIAL

- Limited Industrial
- Light Industrial



CIRCULATION

STREET

- Arterial Mountain Road
- Collector Scenic Street
- Collector Street
- Collector Street (Hillside)
- Collector Street (Modified)
- Collector Street (Proposed)
- Country Road
- Divided Major Highway II
- Divided Secondary Scenic Highway
- Local Scenic Road
- Local Street
- Major Highway (Modified)
- Major Highway I
- Major Highway II
- Major Highway II (Modified)

- Major Scenic Highway
- Major Scenic Highway (Modified)
- Major Scenic Highway II
- Mountain Collector Street
- Park Road
- Parkway
- Principal Major Highway
- Private Street
- Scenic Divided Major Highway II
- Scenic Park
- Scenic Parkway
- Secondary Highway
- Secondary Highway (Modified)
- Secondary Scenic Highway
- Special Collector Street
- Super Major Highway

FREEWAYS

- Freeway
- Interchange
- On-Ramp / Off- Ramp
- Railroad
- Scenic Freeway Highway

MISC. LINES

- Airport Boundary
- Bus Line
- Coastal Zone Boundary
- Coastline Boundary
- Collector Scenic Street (Proposed)
- Commercial Areas
- Commercial Center
- Community Redevelopment Project Area
- Country Road
- DWP Power Lines
- Desirable Open Space
- Detached Single Family House
- Endangered Ridgeline
- Equestrian and/or Hiking Trail
- Hiking Trail
- Historical Preservation
- Horsekeeping Area
- Local Street
- MSA Desirable Open Space
- Major Scenic Controls
- Multi-Purpose Trail
- Natural Resource Reserve
- Park Road
- Park Road (Proposed)
- Quasi-Public
- Rapid Transit Line
- Residential Planned Development
- Scenic Highway (Obsolete)
- Secondary Scenic Controls
- Secondary Scenic Highway (Proposed)
- Site Boundary
- Southern California Edison Power
- Special Study Area
- Specific Plan Area
- Stagecoach Line
- Wildlife Corridor



## POINTS OF INTEREST

 Alternative Youth Hostel (Proposed)	 Horticultural Center	 Public Elementary School
 Animal Shelter	 Hospital	 Public Elementary School (Proposed)
 Area Library	 Hospital (Proposed)	 Public Golf Course
 Area Library (Proposed)	<b>HW</b> House of Worship	 Public Golf Course (Proposed)
 Bridge	 Important Ecological Area	 Public Housing
 Campground	 Important Ecological Area (Proposed)	 Public Housing (Proposed Expansion)
 Campground (Proposed)	 Interpretive Center (Proposed)	 Public Junior High School
 Cemetery	 Junior College	 Public Junior High School (Proposed)
<b>HW</b> Church	 MTA / Metrolink Station	 Public Middle School
 City Hall	 MTA Station	 Public Senior High School
 Community Center	 MTA Stop	 Public Senior High School (Proposed)
 Community Library	<b>MWD</b> MWD Headquarters	 Pumping Station
 Community Library (Proposed Expansion)	 Maintenance Yard	 Pumping Station (Proposed)
 Community Library (Proposed)	 Municipal Office Building	 Refuse Collection Center
 Community Park	 Municipal Parking lot	 Regional Library
 Community Park (Proposed Expansion)	 Neighborhood Park	 Regional Library (Proposed Expansion)
 Community Park (Proposed)	 Neighborhood Park (Proposed Expansion)	 Regional Library (Proposed)
 Community Transit Center	 Neighborhood Park (Proposed)	 Regional Park
 Convalescent Hospital	 Oil Collection Center	 Regional Park (Proposed)
 Correctional Facility	 Parking Enforcement	<b>RPD</b> Residential Plan Development
 Cultural / Historic Site (Proposed)	 Police Headquarters	 Scenic View Site
 Cultural / Historical Site	 Police Station	 Scenic View Site (Proposed)
 Cultural Arts Center	 Police Station (Proposed Expansion)	 School District Headquarters
<b>DMV</b> DMV Office	 Police Station (Proposed)	 School Unspecified Loc/Type (Proposed)
<b>DWP</b> DWP	 Police Training site	 Skill Center
 DWP Pumping Station	<b>PO</b> Post Office	 Social Services
 Equestrian Center	 Power Distribution Station	 Special Feature
 Fire Department Headquarters	 Power Distribution Station (Proposed)	 Special Recreation (a)
 Fire Station	 Power Receiving Station	 Special School Facility
 Fire Station (Proposed Expansion)	 Power Receiving Station (Proposed)	 Special School Facility (Proposed)
 Fire Station (Proposed)	<b>C</b> Private College	 Steam Plant
 Fire Supply & Maintenance	<b>E</b> Private Elementary School	 Surface Mining
 Fire Training Site	 Private Golf Course	 Trail & Assembly Area
 Fireboat Station	 Private Golf Course (Proposed)	 Trail & Assembly Area (Proposed)
 Health Center / Medical Facility	<b>JH</b> Private Junior High School	<b>UTL</b> Utility Yard
 Helistop	<b>PS</b> Private Pre-School	 Water Tank Reservoir
 Historic Monument	 Private Recreation & Cultural Facility	 Wildlife Migration Corridor
 Historical / Cultural Monument	<b>SH</b> Private Senior High School	 Wildlife Preserve Gate
 Horsekeeping Area	<b>SF</b> Private Special School	
 Horsekeeping Area (Proposed)	 Public Elementary (Proposed Expansion)	

SCHOOLS/PARKS WITH 500 FT. BUFFER

Existing School/Park Site      Planned School/Park Site      Inside 500 Ft. Buffer

- |                      |                                  |                          |
|----------------------|----------------------------------|--------------------------|
| Aquatic Facilities   | Other Facilities                 | Opportunity School       |
| Beaches              | Park / Recreation Centers        | Charter School           |
| Child Care Centers   | Parks                            | Elementary School        |
| Dog Parks            | Performing / Visual Arts Centers | Span School              |
| Golf Course          | Recreation Centers               | Special Education School |
| Historic Sites       | Senior Citizen Centers           | High School              |
| Horticulture/Gardens |                                  | Middle School            |
| Skate Parks          |                                  | Early Education Center   |

COASTAL ZONE

- Coastal Zone Commission Authority
- Calvo Exclusion Area
- Not in Coastal Zone
- Dual Jurisdictional Coastal Zone

TRANSIT ORIENTED COMMUNITIES (TOC)

- Tier 1
- Tier 2
- Tier 3
- Tier 4

**Note:** TOC Tier designation and map layers are for reference purposes only. Eligible projects shall demonstrate compliance with Tier eligibility standards prior to the issuance of any permits or approvals. As transit service changes, eligible TOC Incentive Areas will be updated.

WAIVER OF DEDICATION OR IMPROVEMENT

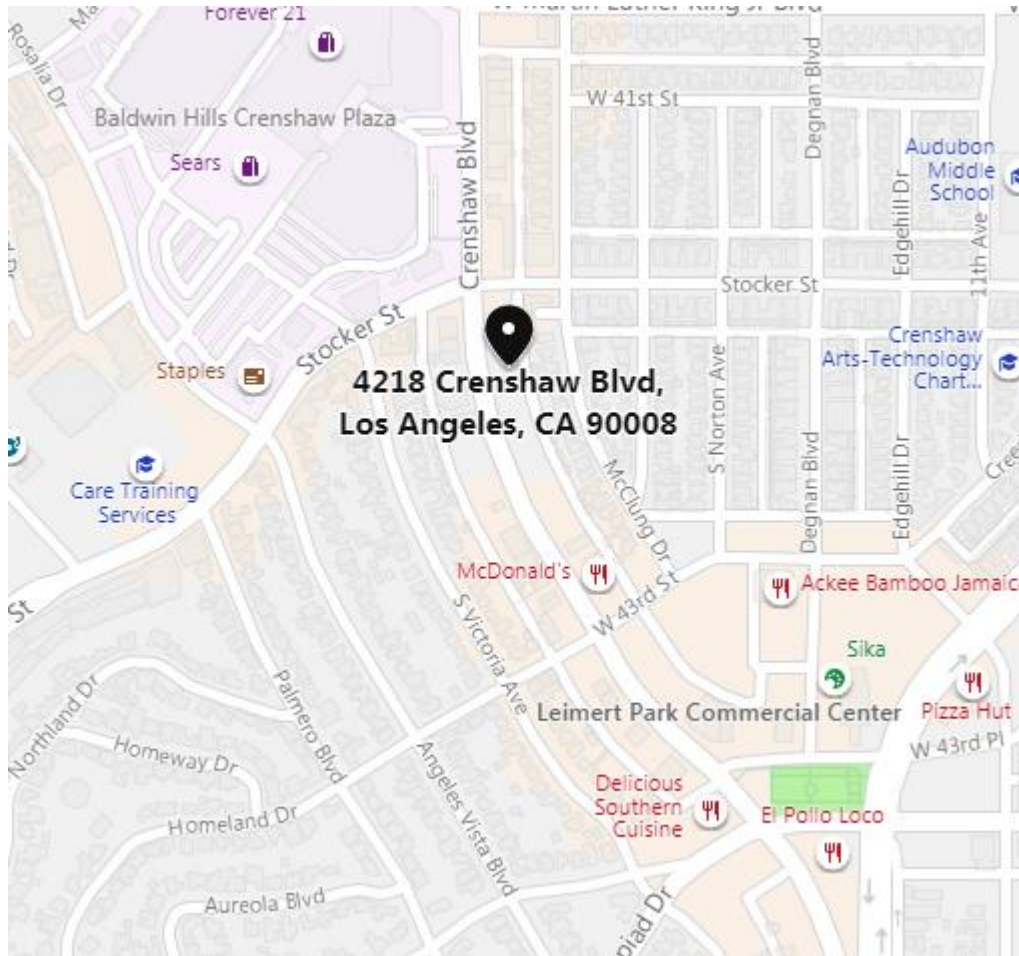
- Public Work Approval (PWA)
- Waiver of Dedication or Improvement (WDI)

OTHER SYMBOLS

- |                        |                       |                                     |
|------------------------|-----------------------|-------------------------------------|
| Lot Line               | Airport Hazard Zone   | Flood Zone                          |
| Tract Line             | Census Tract          | Hazardous Waste                     |
| Lot Cut                | Coastal Zone          | High Wind Zone                      |
| Easement               | Council District      | Hillside Grading                    |
| Zone Boundary          | LADBS District Office | Historic Preservation Overlay Zone  |
| Building Line          | Downtown Parking      | Specific Plan Area                  |
| Lot Split              | Fault Zone            | Very High Fire Hazard Severity Zone |
| Community Driveway     | Fire District No. 1   | Wells                               |
| Building Outlines 2014 | Tract Map             |                                     |
| Building Outlines 2008 | Parcel Map            |                                     |

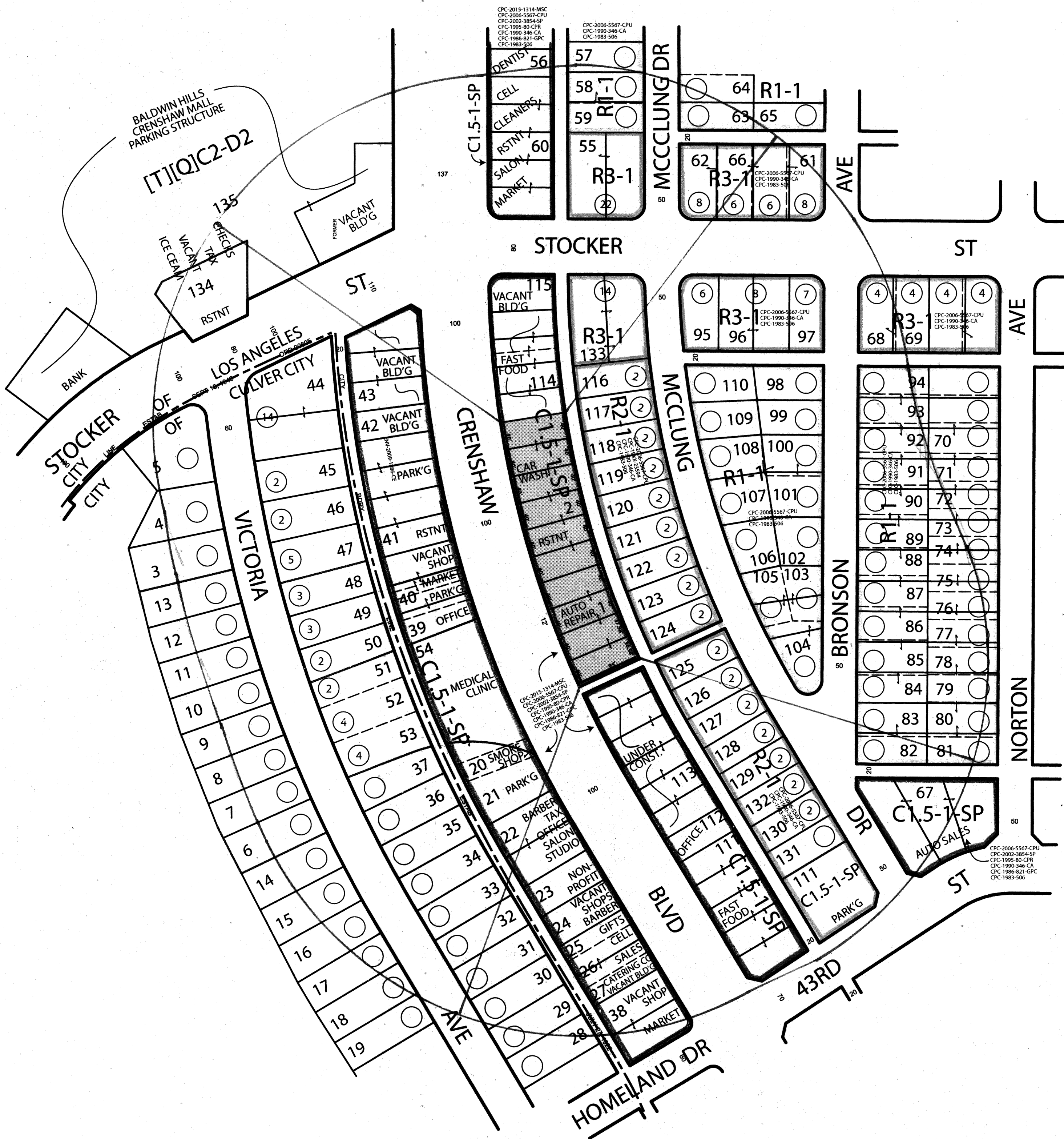
# Vicinity Map

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Address: 4218-4248 CRENSHAW BLVD

 #19-577



## DENSITY BONUS - OFF MENU



Quality Mapping Service

14549 Archwood St. Suite 301  
Van Nuys, California 91405  
Phone (818) 997-7949 - Fax (818) 997-0351  
qmapping@qesqms.com

**THOMAS BROTHERS**  
Page: 673 Grid: E3

**LEGAL**

**LOT:** 99-108

**TRACT:** 10023  
M B 150-46/50

**ASSESSOR PARCEL NUMBER:** 5024-017-(009-010)

**SITE ADDRESS:** 4218-4248 CRENSHAW BLVD.

**CD:** 10  
**CT:** 2343.00

**PA:** WEST ADAMS - BALDWIN HILLS - LEIMERT  
**USES:** FIELD / RECORD

**CASE NO:**

**SCALE:** 1" = 100'

**D.M.:** 114B185

**CONTACT:** PLUS DEVELOPMENT GROUP

**PHONE:** 708-514-4756



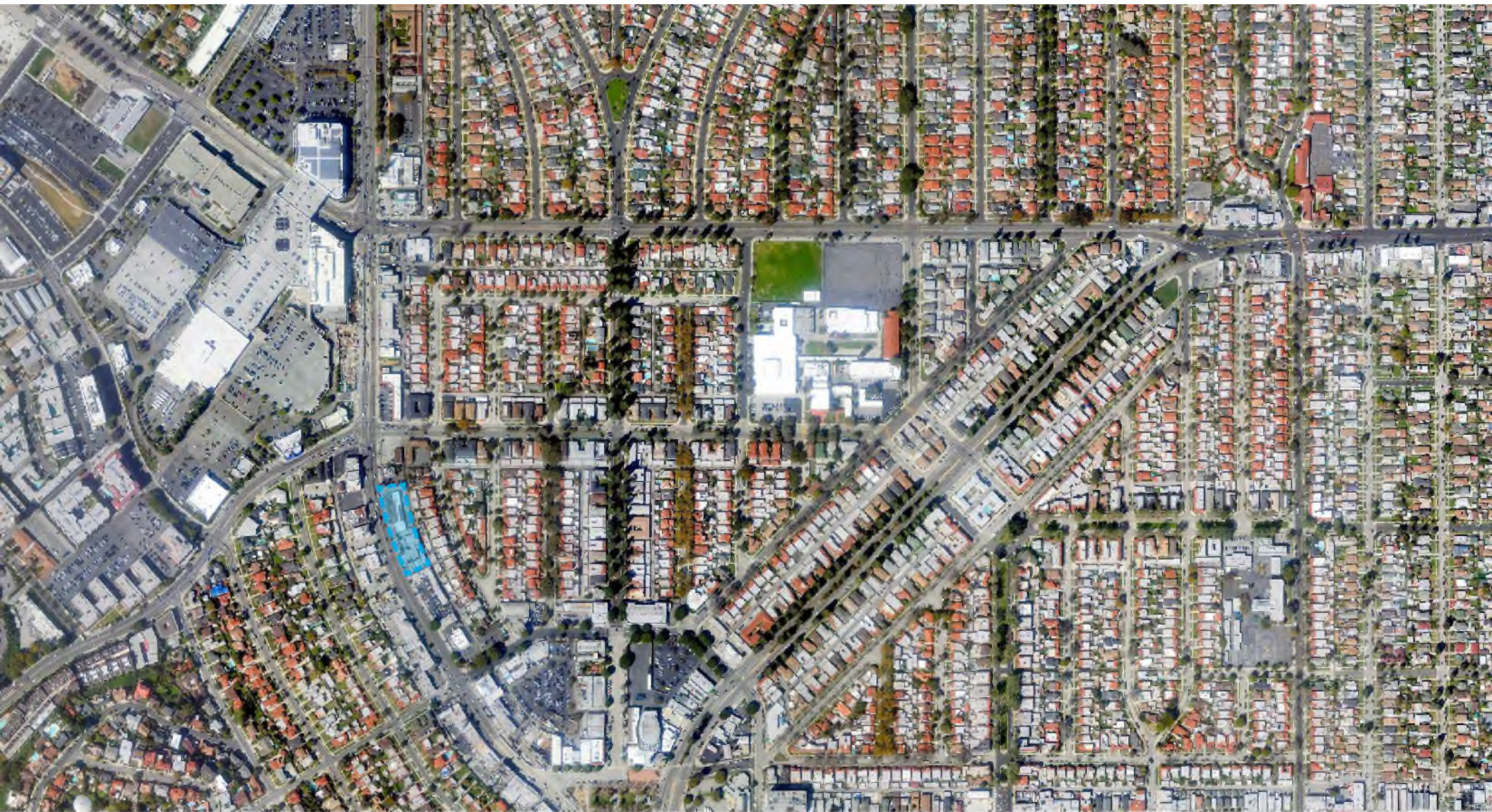
**DATE:** 11/15/19  
**Update:**

**NET AC:** .84  
**QMS:** 19-577



## 2. SITE CONTEXT





## LEIMERT PARK

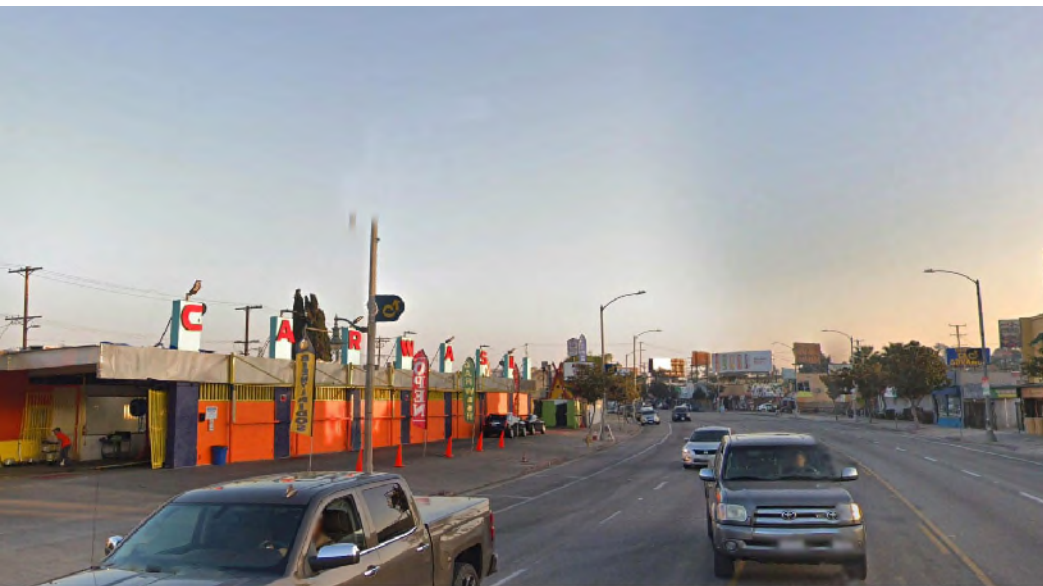
MASTER PLAN BY OLMSTED& OLMSTED



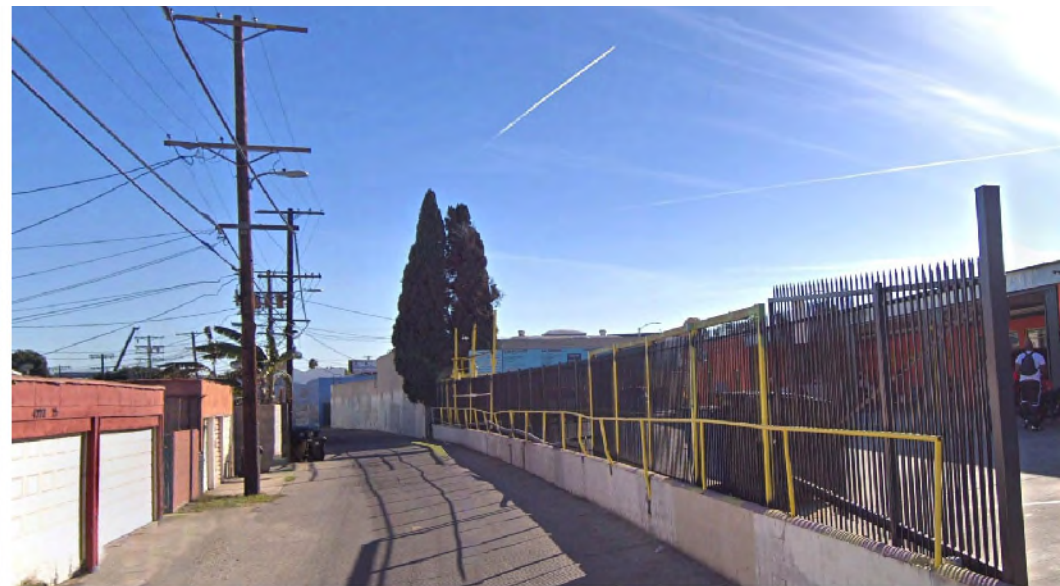


BUILDING SITE  
ALONG CRENSHAW BLVD





ALONG CRENSHAW BLVD  
CORRIDOR



VIEW FROM THE REAR ALLEY  
CORRIDOR



Eric Garcetti, Mayor  
Rushmore D. Cervantes, General Manager

**DATE:** August 1, 2019

**TO:** CBG Richmond LTD., a California limited partnership, Owner  
Salvador Hurtado, a single man, as his sole and separate property, Owner

**FROM:** Marites Cunanan, Senior Management Analyst I *Marites Cunanan*  
Los Angeles Housing and Community Investment Department

**SUBJECT:** **AB 2556 (TOC) Determination for  
4218-4240 S. Crenshaw Blvd., Los Angeles, CA 90008**

Based on the Application for an Affordable Unit Determination (Application) submitted by CBG Richmond LTD., a California limited partnership (Owner) and Salvador Hurtado, a single man, as his sole and separate property (Owner), the Los Angeles Housing and Community Investment Department (HCIDLA) has determined that no units are subject to replacement under AB 2556 (formerly AB 2222).

Information about the existing property for the five (5) years prior to the date of the Application is required in order to make a determination. HCIDLA received the Application on July 22, 2019, so HCIDLA must collect data from July 2014 to July 2019.

CBG Richmond LTD acquired the property located at 4218 S. Crenshaw Blvd., under APN 5024-017-010, Lot 108 on June 26, 2017 per Grant Deed.

Salvador Hurtado acquired the property located at 4240 S. Crenshaw Blvd., under APN 5024-017-009, Lot 102 on September 22, 2017 per Interspousal Transfer Deed.

Department of City Planning (ZIMAS), County Assessor Parcel Information (LUPAMS), DataTree database, Billing Information Management System (BIMS) database, and the Code, Compliance, and Rent Information System (CRIS) database, indicates a use code of "2620 – Commercial – New Car Sales and Service" and "2630 – Commercial – Car Wash Only" for 4218-4240 S. Crenshaw Blvd. Google Earth images and Internet Search confirms that the property is being used for commercial purposes.

The Los Angeles Department of Building and Safety database indicates that the Owner has not applied for either a new Building Permit or Demolition Permit for the project.

Per the Application received by HCIDLA on July 22, 2019, the Owner plans to construct a one hundred and twenty-four (124) unit apartment building pursuant to Transit Oriented Communities (TOC) guidelines.

HCIDLA has determined that a commercial building presently sits on the property and there were no residential units built or demolished on the property within the last five (5) years. AB 2556 does not apply to commercial buildings, so no AB 2556 replacement affordable units are required. Please note that this AB 2556 determination will also apply if the proposed project is changed to Density Bonus.

**\*\*WARNING\*\***

**LOT TIES AND EXISTING PRE-1978 SINGLE FAMILY DWELLING ON ONE LOT**

<b>ISSUE:</b>	Is a <b>LOT TIE</b> required for the <b>NEW</b> project?
<b>IF NO:</b>	Owner's existing Rent Stabilization (RSO) replacement obligation, if any, remains the <b>SAME</b> as above.
<b>IF YES:</b>	Owner's existing RSO replacement obligation, if any, will <b>INCREASE</b> by one and the new project will also be subject to the RSO, unless the existing single family dwelling is demolished before the lots are tied.

**NOTE: This determination is provisional and is subject to verification by HCIDLA's Rent Division.**

If you have any questions regarding this determination, please contact Jacob Comer at [Jacob.comer@lacity.org](mailto:Jacob.comer@lacity.org).

cc: Los Angeles Housing and Community Investment Department File  
CBG Richmond LTD., a California limited partnership, Owner  
Salvador Hurtado, a single man, as his sole and separate property, Owner  
Ulises Gonzalez, Case Management Section, City Planning Department

MAC:jc



**CATEGORICAL EXEMPTION FINDINGS**

**4230 & 4242 S. Crenshaw Boulevard Project**

**Los Angeles, CA**

**PREPARED FOR:**

Los Angeles Department of City Planning  
200 N. Spring Street, Room 763  
Los Angeles, CA 90012

**PREPARED BY:**

**Westlake Village Office**  
920 Hampshire Road, Suite A5  
Westlake Village, CA 91361



**Los Angeles Office**  
706 S. Hill Street, 11th Floor  
Los Angeles, CA 90014

**October 2020**

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B	Noise Study
C	Air Quality and Greenhouse Gas Study
D	Phase I and Phase II ESA

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## A. INTRODUCTION

The California Environmental Review Act (CEQA) requires the review of projects that involve the exercise of discretionary powers by a public agency and that could result in a physical change in the environment. Section 15061 of the CEQA guidelines states that once a lead agency has determined that a project could be subject to CEQA, it shall next determine if that project may be exempt from CEQA. This document provides findings to support the determination by the City of Los Angeles (City) Department of City Planning that the 4230 & 4242 S. Crenshaw Boulevard Mixed-Use Project meets the criteria of the Class 32 Infill Exemption described in CEQA Guidelines Section 15332 and is not barred by any of the exceptions set forth in Section 15300.2 of the CEQA Guidelines.

<b><u>Project Title</u></b>	4230 & 4242 S. Crenshaw Boulevard Project
<b><u>Document Type</u></b>	Categorical Exemption (CE) for a new mixed-use residential and commercial development (the Project)
<b><u>Environmental No.</u></b>	ENV-2019-7009-EAF CPC-2019-7006-DB-DRB-SPP-SPR-DD-MSD
<b><u>Project Site</u></b>	4218, 4222, 4224, 4230, 4232, 4236, 4240, 4242, 4246, and 4248 S. Crenshaw Boulevard, Los Angeles, CA 90008
<b><u>Lead Agency</u></b>	City of Los Angeles, Department of City Planning 200 N. Spring Street, Room 721, Los Angeles, CA 90012 Sergio Ibarra, (213) 473-9985, sergio.ibarra@lacity.org
<b><u>Applicant</u></b>	Community Builders Group

## B. PROJECT LOCATION

The Project Site includes ten lots (Assessor Parcel Numbers 5024-017-009 and 5024-017-010) and is approximately 36,923 square feet (0.85 acres) in size. The Project Site is located within the West Adams–Baldwin Hills–Leimert Community Plan (Community Plan), and more specifically, in the Crenshaw Corridor Specific Plan (Specific Plan), Subarea D (Leimert Park Village), on the east side of Crenshaw Boulevard midpoint between Stocker Street and 43<sup>rd</sup> Street, as shown in **Figure 1: Regional and Local Vicinity Map**. The Project Site is bound by Crenshaw Boulevard to the west; general commercial uses to the north and south; and 2-story multifamily residential apartment buildings to the east of the Project Site. The Project Site is located less than 750 feet from bus stops that provide service to regular bus services lines and Metro Rapid Bus lines.<sup>1</sup> The Project is also located in close proximity from two future fixed rail or fixed guideway

---

1 Rapid Bus is a higher quality bus service that may include several key attributes, including dedicated bus lanes, branded vehicles and stations, high frequency, limited stops at major intersections, intelligent transportation systems, and possible off-board fare collection and/or all door boarding. It includes, but is not limited to, Metro Bus Rapid Transit lines, Metro Rapid 700 lines, Metro Orange and Silver Lines, Big Blue Rapid lines, and the Rapid 6 Culver City bus.

transit stations – the Metro Crenshaw/LAX Line, one of which is currently under construction on the west-side of Crenshaw Boulevard, south of Martin Luther King Jr. Boulevard less than a one-quarter mile away from the Project Site and the other of which is currently under construction on the west-side of Crenshaw Boulevard, south of Vernon Avenue.

## C. PROJECT DESCRIPTION

The Project would remove the existing auto body shop, car wash/detail center and the take-out food stand to construct a new five-story, mixed-use development consisting of 124 units of residential, of which 15 percent would be designated for very low income (VLI) affordable housing units. The ground level would feature retail uses approximately 6,000 square feet in total space, facing Crenshaw Boulevard as shown in **Figure 2: Floor Plan—Level 1**. The four upper levels would contain 31 residential units on each floor, as shown in **Figure 3: Floor Plan—Level 2**, **Figure 4: Floor Plan—Levels 3-5**. The Project would feature 13,900 square feet of open space including a 8,450-square foot common rooftop deck, as shown in **Figure 5: Roof Plan**. Parking for 60 vehicles would be provided within an enclosed at-grade parking garage that is fully wrapped by the ground floor retail, screening it from any public views from Crenshaw Boulevard.

The proposed building has a maximum of five stories (69 feet) to the top of the roof parapet, with a five foot height (up to 74 feet) exception for mechanical equipment, stairways, and elevator tower structures pursuant to Los Angeles Municipal Code (LAMC) Section 12.21.1.B.3.

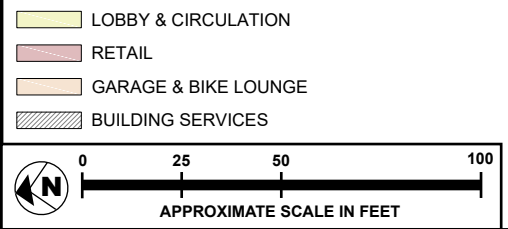
**Table 1: Project Construction Schedule** outlines the dates and durations of each of the activities that will take place during construction, as well as a brief description of the scope of work. Future dates represent approximations based on the general Project timeline and are subject to change pending unpredictable circumstances that may arise.

**Table 1**  
**Project Construction Schedule**

Construction Activity	Start Date	End Date	Duration (Days)	Description
Demolition	2/1/2021	5/3/2021	66	Removal of existing auto body shop, car wash/detail center, and take-out food stand
Building Construction	5/4/2021	8/1/2022	325	Construction of foundations and structures for 5-story, 124-unit multifamily residential building
Architectural Coating	6/1/2021	7/30/2021	44	Application of architectural coatings to building materials
Paving	6/29/2022	8/1/2022	24	Paving of asphalt surfaces

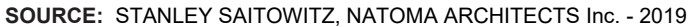




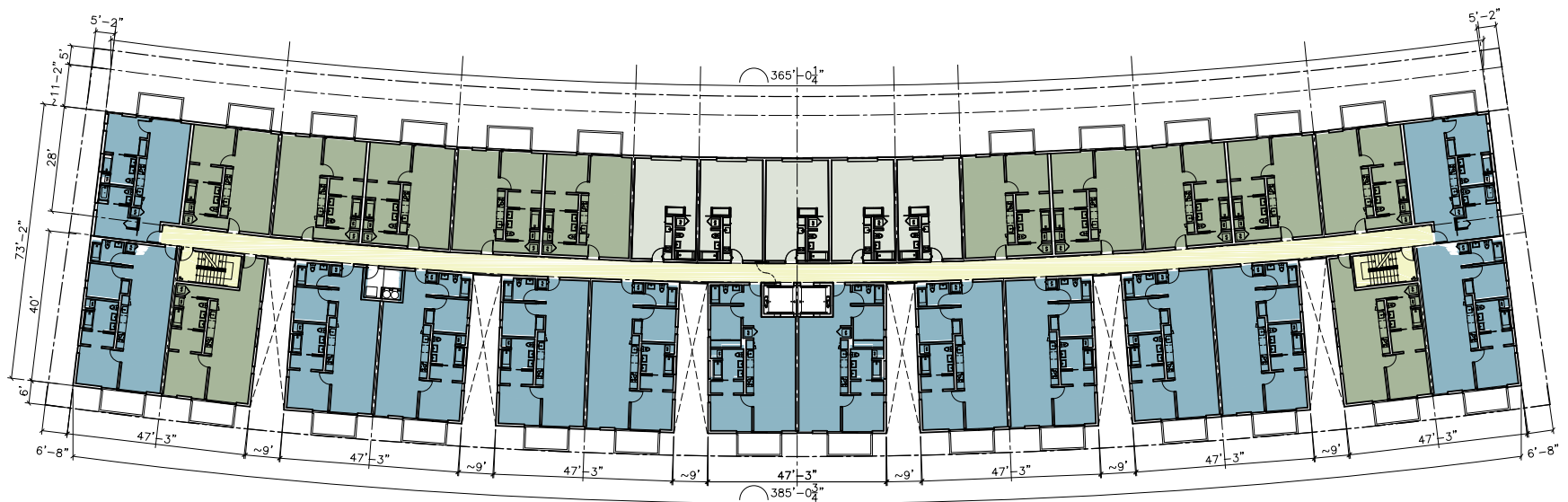


## FIGURE 2

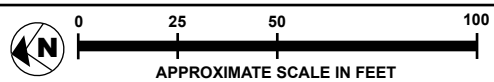




## Floor Plan—Level 2



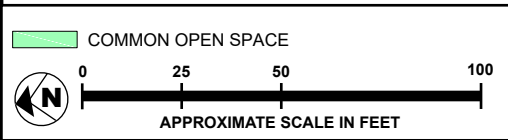
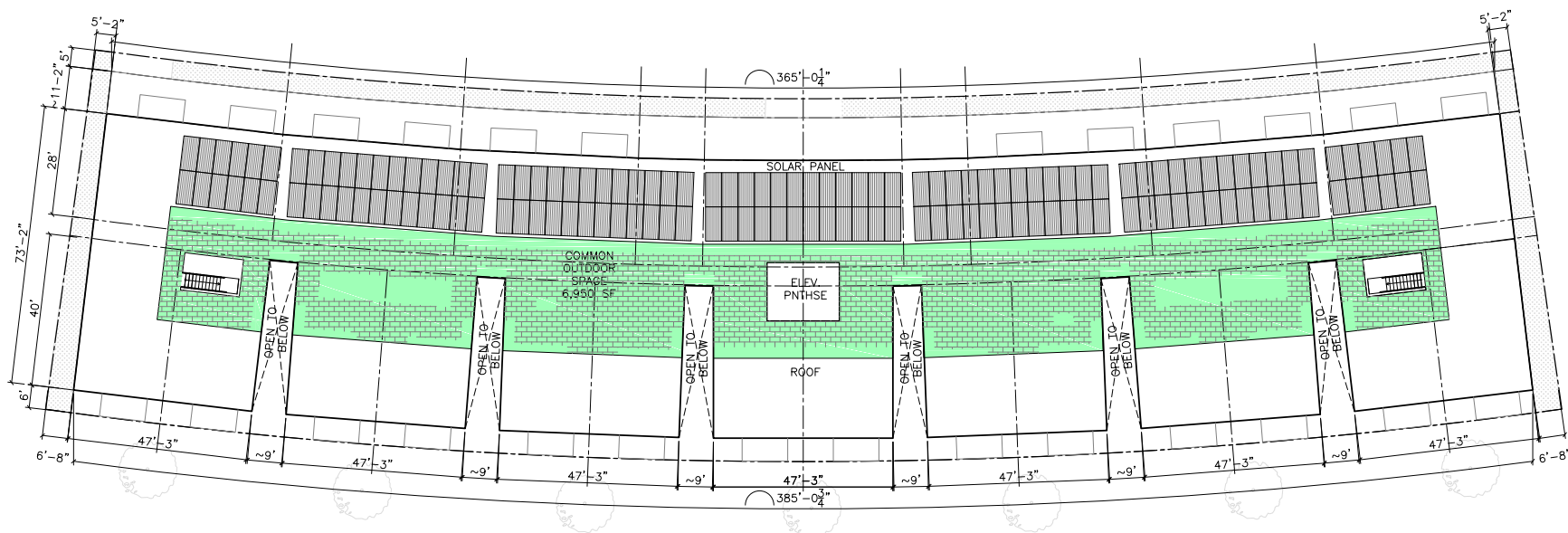
- CIRCULATION
- STUDIO
- 1 BEDROOM
- 2 BEDROOM



SOURCE: STANLEY SAIOWITZ, NATOMA ARCHITECTS Inc. - 2019

FIGURE 4





SOURCE: STANLEY SAIOWITZ, NATOMA ARCHITECTS Inc. - 2019

FIGURE 5

## Approval Actions

In addition to Site Plan Review, Project Permit Compliance Review, Redevelopment Plan Administrative Review, and Director's Permission to reduce the commercial parking by 10 percent, and any demolition, grading, haul route, street tree removal, or other permits necessary for the construction of the Project, the Project will seek a Density Bonus entitlement to allow 124 dwelling units in lieu of the 92 base dwelling units allowed and the following off-menu incentives:

- To increase the FAR to 2.94:1 in lieu of the 2:1 maximum permitted;
- To increase the height building limits to 69 feet in lieu of the 45 feet permitted in Subarea D;
- To reduce parking requirements to 0.5 spaces per unit ratio;
- To allow 50 percent of the parking spaces to be compact;
- To permit five-foot side yard setbacks;
- To permit a five-foot rear yard setback; and
- To permit exceeding the Transitional Height Requirement.

## Existing Site Conditions

The Project Site is approximately 0.85 acres in size and currently consists of an auto body shop, car wash/detail center and take-out food stand. The street frontage along Crenshaw Boulevard is improved with a concrete sidewalk.

Primary regional access to the area is provided by the Santa Monica Freeway (I-10), which is located approximately two miles to the north with full access ramps along Crenshaw Boulevard.

Major key east-west roadways providing access to the Project area including Martin Luther King Jr. Boulevard, Stocker Street, and Vernon Avenue. Major key north-south roadways include Crenshaw Boulevard, La Brea Avenue, and Arlington Avenue. Crenshaw Boulevard is marked as a Tier 3 Bicycle Lane Street north of 48th Street.<sup>2</sup>

Public transportation within the Project vicinity is provided by the Metropolitan Transportation Authority (Metro) and the City of Los Angeles DASH Transit service. The Project site is less than 200 feet from the intersection of Crenshaw Boulevard and Stocker Street, a major transit stop.<sup>3</sup> Additionally, the Metro buses run along Crenshaw Boulevard with five bus stops provided in all directions at the Stocker Street/Crenshaw Boulevard and 43rd Street/Crenshaw Boulevard intersections. LADOT DASH lines provide

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<sup>2</sup> *Transportation Assessment*, Overland Traffic Consultants, Inc., March 2020.

<sup>3</sup> A major transit stop is an intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods.



frequent and convenient bus service within and between 27 neighborhoods across the City. Each route is designed to serve travel that neighborhood and to connect to other regional transit services such as Metro bus routes, Metrolink, and Metro rail lines. There are three DASH lines that serve the Project Site. Two of the line have stops at the corner of Crenshaw Boulevard and Stocker Street – the Crenshaw DASH Line moves traverses northwest connecting with the Expo/La Brea Expo Line Station, and the Leimert/Slauson DASH Line traverses southeast connecting the Baldwin Hills Mall with neighborhoods toward Vermont Avenue to the east and portions of 54<sup>th</sup> Street and Slauson Avenue to the south. There is also a Midtown DASH Line stop at the corner of Martin Luther King, Jr and Crenshaw Boulevards that connects several landmarks and corridors in Mid-City north from the mall, including the Expo/Crenshaw Expo Line Station, Adams Boulevard, Washington Boulevard, and San Vicente Boulevards.

- LADOT DASH Leimert/Slauson Counterclockwise Line is located at the midpoint of the block on Crenshaw Boulevard, between Stocker Street and 43rd Street, approximately 60 feet west of the Project Site.
- Metro Lines 40, 105, and 210; and, LADOT Dash Leimert/Slauson Clockwise Line are located at the southeast corner of Stocker Street and Crenshaw Boulevard, approximately 210 feet north of the Project Site.
- Metro Lines 40, 102, 105, and 210; and Metro Rapid Lines 710 and 740; are located at the southwest corner of Stocker Street and Crenshaw Boulevard, approximately 250 feet north of the Project Site.
- Metro Line 102 and LADOT Dash Crenshaw Clockwise Line are located at the northwest corner of Stocker Street and Crenshaw Boulevard, approximately 350 feet north of the Project Site.
- Metro Lines 40, 102, 105, and 210; and LADOT Dash Leimert/Slauson Clockwise and Counterclockwise Lines are located at the 43rd Street/Homeland Drive and Crenshaw Boulevard, approximately 450 feet south of the Project Site.
- LADOT Dash Crenshaw Clockwise Line are located slightly south of the intersection of Martin Luther King Jr. Boulevard and Crenshaw Boulevard, approximately 1175 feet north of the Project Site.
- Metro Line 105 and Metro Rapid Line 705 are located at the western portion of Martin Luther King Jr. Boulevard and Crenshaw Boulevard, approximately 1200 feet north of the Project Site.
- Metro Line 40 and LADOT DASH Leimert/Slauson Clockwise Line are located at the southeast corner of Martin Luther King Jr. Boulevard and Crenshaw Boulevard, approximately 1200 feet north of the Project Site.
- Metro Lines 40, 105, and 210; Metro Rapid Lines 705, 710, 740; and, LADOT Dash Leimert/Slauson Clockwise Line are located at Leimert Park Plaza, approximately 1,280 feet southeast of the Project Site.
- Metro Lines 40, 105, and 210; Metro Rapid Lines 705, 710, and 740; and, LADOT Dash Leimert/Slauson Counterclockwise are located at the Crenshaw/Vernon transport interchange, approximately 1,515 feet southeast of the Project Site.

## General Plan Land Use and Zoning Designations

The Project is located in the City, designated as Neighborhood Commercial within the Community Plan, and located within the Specific Plan Subarea D, Leimert Park Village, as shown in **Figure 6: Leimert Park Village Map**. The Specific Plan is intended to:

*“Encourage the creation of pedestrian-friendly TOD Areas consistent with the goals and policies of the Community Plan that promote health and sustainability by encouraging a mix of uses providing jobs, housing, goods and services, as well as access to open space, all within walking distance of the MidCity/Exposition and Crenshaw/LAX Light Rail Transit Corridor stations.”*

The Project Site is zoned commercial, as shown in **Figure 7: Zoning Map**. The C1.5-1-SP (Limited Commercial) zone permits a range of retail, theaters, hotels, broadcasting studios, parking structures, parks, and playgrounds, and R4 uses and density (one dwelling unit for every 400 square feet). Typically, Height District 1 permits a maximum 1.5:1 FAR in a commercial zone. The commercial zones in Specific Plan Subarea D permits a maximum FAR of 2:1 for mixed-use developments with a height limit of 45-feet. Through the Density Bonus incentives, the permitted height allows a building height of 69 feet with a permitted maximum FAR of 3:1.

## Categorical Exemption under CEQA

Section 21084 of the CEQA statute states that the CEQA guidelines shall include a list of classes of projects determined not to have a significant effect on the environment that shall be exempt from CEQA review. The list of exemption classes is included under Section 15300 of the CEQA Guidelines. The Project is considered to qualify as exempt under Class 32, described in Section 15322 of the CEQA Guidelines, as meeting the following conditions:

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- (c) The project site has no value as habitat for endangered, rare, or threatened species.
- (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- (e) The site can be adequately served by all required utilities and public services.

Additionally, CEQA Guidelines Section 15300.2 states that there are exceptions to exemptions:

- (a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by

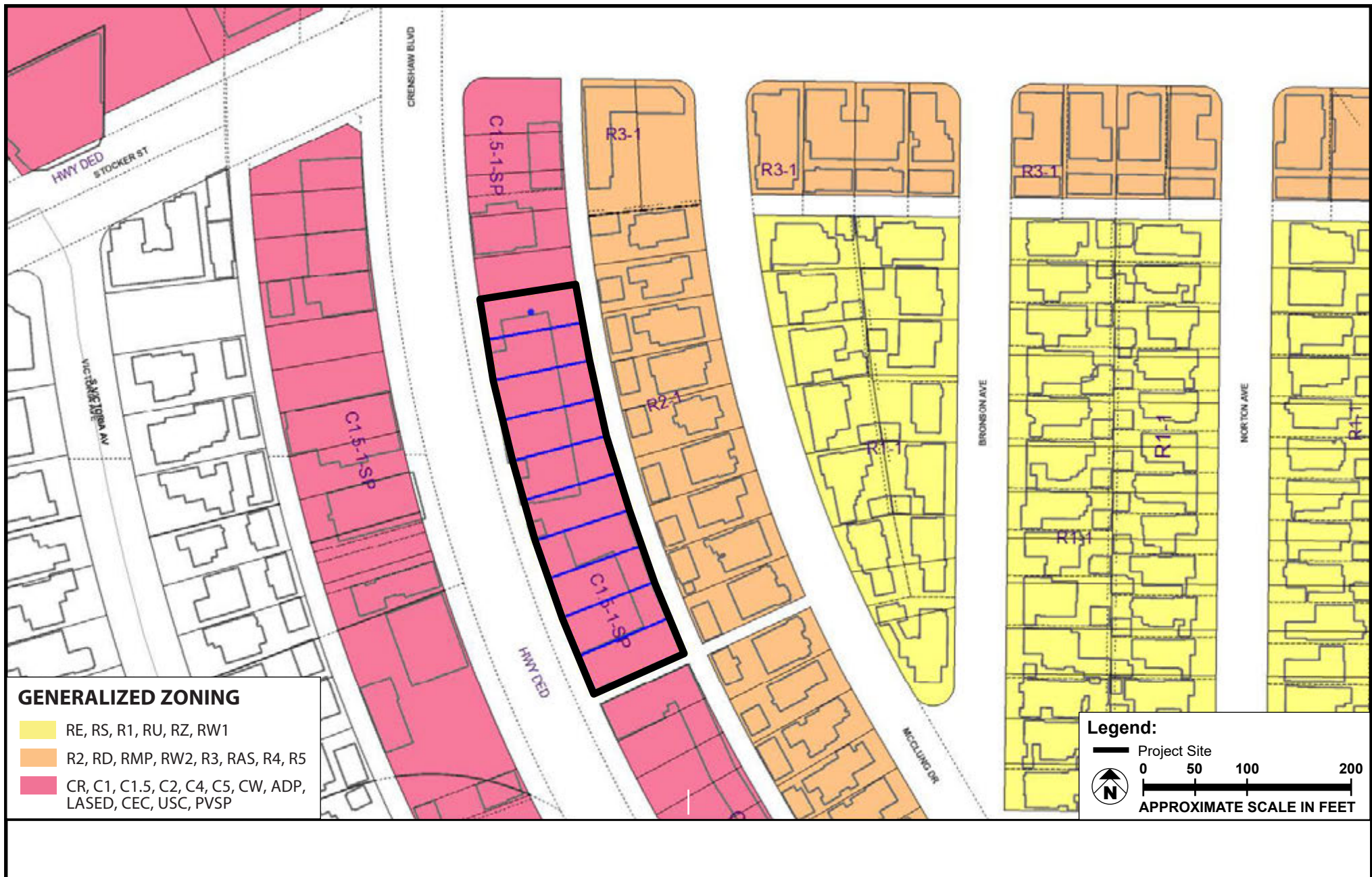


- federal, state, or local agencies.
- (b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.
  - (c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
  - (d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.
  - (e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
  - (f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.



FIGURE 6





SOURCE: Zimas - 2019

FIGURE 7

## D. CONSISTENCY OF PROJECT WITH THE CLASS 32 EXEMPTION CRITERIA

The following discusses how the Project is consistent with the criteria of the Class 32 Exemption.

### (a) Consistency with general plan designation, general plan policies, zoning designation and regulations.

As previously discussed, the Project Site is located within the Community Plan area, designated as Neighborhood Commercial and zoned C1.5-SP. It is also located within the Specific Plan Subarea D. The Project proposes uses permitted in the C1.5 zone. The Project complies with the Affordable Housing Incentives Guidelines by including 15 percent Very Low Income and therefore is eligible for a 35 percent density bonus. Applicable plans, goals, objectives, and policies are discussed below.

#### ***General Plan Framework Element***

The Framework Element, adopted in December 1996 and readopted in August 2001, sets forth a City-wide, comprehensive, long-range growth strategy and defines City-wide policies that are implemented at the community level through community plans and specific plans. The Project is consistent with the Framework Element's goals, objectives, and policies, including those identified below:

#### **Chapter 3: Land Use**

- Goal 3C:** Multifamily neighborhoods that enhance the quality of life for the City's existing and future residents.
- Objective 3.4:** Encourage new multifamily residential, retail commercial, and office development in the city's neighborhood districts, community, regional and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.
- Objective 3.7:** Provide for the stability and enhancements of multifamily residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.
- Policy 3.7.1:** Accommodate the development of multifamily residential units in areas designated in the community plans in accordance with land use designations and Zoning Ordinance densities with the density permitted for each parcel to be identified in the community plans.

The vicinity of the Project Site includes a mix of commercial, residential, and public facility uses, and is well served by existing infrastructure. Surrounding uses include the residential neighborhood to the east and commercial uses to the west, north and south along Crenshaw Boulevard. The Project would maintain consistency with the land use and zoning designations of the existing and surrounding sites by developing a 5-story mixed-use building with 124 residential units, 15 percent of which would be designated as VLI



affordable housing units. The Project would locate affordable housing opportunities along Crenshaw Boulevard, a major transit corridor served by existing public transit lines including two LADOT DASH Lines (Crenshaw and Leimert) located approximately 200 feet to the north, four Metro bus lines (Routes 40, 102, 105, and 210) and two Rapid Lines (Routes 710 and 740, and the future Metro Crenshaw/LAX Line at Martin Luther King Jr. and Leimert Park Stations).

## **Chapter 6: Housing**

**Goal 4A:** An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.

**Objective 4.2:** Encourage the location of new multifamily housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.

As stated previously, the Project would include 124 residential units, 15 percent of which would be designated as VLI affordable housing units and also a range of unit types from studios to one- and two-bedroom units for a variety of household needs and preferences. In addition, the Project Site is located along a commercial corridor and within a TPA where there are several transit services available.

## ***General Plan Housing Element***

The Project advances the following objectives and policies from the General Plan's Housing Element:

**Objective 1.1.2:** Expand affordable rental housing for all income groups that need assistance.

The Project would expand available rental housing by providing both market-rate and covenant-restricted units affordable to households of Very Low Income in a community with a critical shortage of both.

**Objective 2.5.1:** Target housing resources, policies, and incentives to include affordable housing in residential development, particularly in mixed use development, Transit Oriented Districts, and designated Centers.

The Project seeks to utilize Affordable Housing Incentives Guidelines for a density increase to facilitate an additional 32 units, including the provision of VLI units in a development within a transit priority area. The increased number of units, the affordable units, and the range of unit types promote a more equitable distribution of affordable housing opportunities.

**Objective 2.5.2:** Foster the development of new affordable housing units citywide and within each Community Plan area.

The Project advances this objective by incorporating VLI units in a community with a critical need for such units. The Project Site is zoned C1.5-1-SP, which permits multifamily dwellings equivalent to an R4 zoning designation and is subject to R4 density. With the requested bonus incentives pursuant to Government Code Section 65915 and LAMC Section 12.22.A.25, the Project would be consistent with the applicable zoning regulations.

### **West Adams—Baldwin Hills—Leimert Community Plan**

The Community Plan is one of 35 community plans established for different areas of the City that are intended to implement the policies of the General Plan Framework Element (Framework Element). The specific purpose of the Community Plan is to promote an arrangement of land use, circulation, and services that encourages and contributes to the economic, social, and physical health, safety, welfare, and convenience of the Community Plan area community within the larger framework of the City. In addition, the Community Plan serves to guide the development, betterment, and change of the community to meet existing and anticipated needs and conditions, as well as to balance growth and stability, reflect economic potentials and limits, land development and other trends, and to protect investment to the extent reasonable and feasible.

The Project Site is located within the Community Plan (adopted in 2016), which designates the Project Site as a Neighborhood Commercial land use with the corresponding zone of C1.5. The C1.5 zone permits mixed-use residential projects. According to the Framework Element, neighborhood districts are intended focal points of surrounding residential neighborhoods and serve populations of 15,000 to 25,000 residents. These districts contain a diversity of uses that serve daily needs such as restaurants, retail, grocery stores, child-care facilities, community meeting rooms, pharmacies, religious facilities, and other similar uses. The clustering of uses within districts minimizes automobile trips and encourages walking to and from adjacent residential neighborhoods. Pedestrian-oriented areas are encouraged, and the district may be served by a local shuttle service, like LADOT Dash.

The Land Use and Urban Design Chapter of the Community Plan focuses on the elimination of urban decay through the revitalization of underutilized opportunity sites; conserving prevailing neighborhood character; making walking, bicycling, and public transportation convenient, safe, and enjoyable; and providing strategies to fuse previously disconnected neighborhoods together socially, culturally, and structurally. The Project would remove the existing auto body shop, car wash/detail center and take-out food stand for a new mixed-use development consisting of 124 units and approximately 6,000 square feet of commercial, ground-level space. This would be consistent with the goals that revitalize existing commercial and industrial uses which improve economic vitality and physical conditions. The Project Site would also be accessible to numerous transit options, including two LADOT DASH Lines (Crenshaw and



Leimert/Slauson) located approximately 200 feet to the north, four Metro lines (Routes 40, 102, 105, and 210) and two Rapid Lines (Routes 710 and 740). As shown in **Table 2: Community Plan Consistency**, the Project is consistent with the following goals, objectives, and policies of the Community Plan's Land Use and Urban Design Chapter.

**Table 2**  
**Community Plan Consistency**

Goals/Policies	Discussion
<b>Goal LU14</b> A community that conserves, enhances, and regenerates its distinctive "main street" character by promoting continued pedestrian orientation of commercial areas.	<b>Consistent.</b> The Project would continue to conserve, enhance, and regenerate Crenshaw Boulevard's character by orientating pedestrian access toward the commercial areas of the Project along the street frontage.
<b>Policy LU14-1</b> Foster preservation, conservation, maintenance, and enhancement of existing pedestrian orientation along commercial and mixed-use boulevards.	<b>Consistent.</b> The Project would provide multiple entrances to its retail and residential uses along its Crenshaw Boulevard street frontage and has its vehicular entrance in the alley, away from the pedestrian pathways, to promote and enhance the pedestrian experience.
<b>Policy LU14-2</b> Encourage the first floor street frontage of buildings, including parking structures, to incorporate commercial or other active public uses.	<b>Consistent.</b> The Project would provide 6,000 square feet of retail uses on the ground floor along Crenshaw Boulevard.
<b>Policy LU14-3</b> Promote projects that are developed to achieve excellence in architectural and environmental design, as well as adhere to a high level of quality in construction and material methods toward reinforcing and enhancing the distinctive character of the established commercial areas	<b>Consistent.</b> The Project is designed to achieve excellence in architectural and environmental design by taking inspiration from the surrounding residential and commercial buildings to enhance the distinctive character of the immediate area and utilizing high quality materials such as an Integral Colored Cement Board, glazing, and metal accents.
<b>Goal LU15</b> A community that prioritizes mixed-use projects within community commercial nodes, centers, and transit-oriented development area.	<b>Consistent.</b> The Project is a mixed-use project that is located within a community commercial node and a transit-oriented development area.
<b>Policy LU15-1</b> Prioritize new infill development that is in close proximity to mass transit centers, stations, and platform portals.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy because it is a new infill development in close proximity to major bus centers and future mass transit stations.
<b>Policy LU15-2</b> Strive to reduce parking requirements for developments that locate near major bus centers and mass transit stations and that provide pedestrian, bicycle, and exceptional ADA facilities.	<b>Consistent.</b> The Project is a new infill development that is located within less than a half mile from numerous mass transit options – the Project Site is currently served by several Metro lines, Metro Rapid Lines, LADOT Dash Lines; and, in the future, the Metro Crenshaw/LAX Line. The Project seeks an off-menu

Goals/Policies	Discussion
	Density Bonus incentive to reduce its parking requirement to 0.5 parking spaces per unit and in addition to providing bicycle parking per code requirements, would also provide bicycle parking to replace vehicle spaces.
<b>Policy LU15-3</b> Encourage large mixed-use projects and other large new development projects to incorporate child care and/or other appropriate human service facilities as part of the project.	<b>Not applicable.</b> However, the Project would not conflict with this policy. This is an encouragement and not a requirement. This is not a large mixed-use project that could accommodate these types of services.
<b>Goal LU16</b> A competitive commercial sector that is strengthened to best serve the needs of the community while preserving and conserving the enduring, often historic, and cultural character of distinct commercial areas.	<b>Consistent.</b> The Project aims to provide community-serving retail or other community-serving uses as tenants for its 6,000 square feet retail space. The Project design also takes inspiration from the surrounding residential and commercial buildings to enhance the distinctive character of the immediate area, which is predominantly block-form with matte colors and spacing to optimize natural sunlight and air circulation through different areas of the building.
<b>Policy LU16-1</b> Protect commercially planned and zoned land from excessive encroachment by low intensity residential only development.	<b>Consistent.</b> The Project does not propose to change the Project Site's zoning from commercial to residential. Additionally, the Project is a mixed-use project with ground floor commercial uses with its residential component built to a R4 density, which is considered a medium or high medium residential intensity by the City's General Plan.
<b>Policy LU16-2</b> Consolidate and deepen shallow commercial boulevard lots in a manner that is compatible with prevailing urban form as a means to stimulate existing businesses and create feasible opportunities for new development that is appropriate in terms of scale and character.	<b>Consistent.</b> The Project would consolidate ten lots by building over them and its building mass would be compatible with the prevailing urban form based on its proximity to the Baldwin Hills Crenshaw Plaza and other existing and recent developments.
<b>Goal LU17</b> A community that promotes context sensitive projects that reinforce established neighborhood character.	<b>Consistent.</b> The Project is a mixed-use development located on Crenshaw Boulevard, which is the Community Plan's distinctive main street, and promotes pedestrian activity with its ground floor commercial uses along Crenshaw Boulevard while providing a mix of market-rate and affordable housing units in close proximity to transit.
<b>Policy LU17-1</b> Promote commercial infill projects that achieve harmony with the best of existing pedestrian oriented environments by enhancing desirable neighborhood character and supporting established connectivity.	<b>Consistent.</b> The Project is a commercial infill project that achieves harmony with the best of existing pedestrian oriented environments by providing a high quality mixed-use development along Crenshaw Boulevard, the main street of the Community Plan; orienting retail uses along the street frontage; placing its vehicular parking access at the rear of the Project; and, providing high quality construction through the use of quality materials.



Goals/Policies	Discussion
<b>Policy LU17-2</b> Seek to mitigate the potential negative impact of the height of new commercial development located directly adjacent to residential properties by tailoring transitional height standards to the unique constraints of commercial parcel depth along the corridor.	<b>Not applicable.</b> However, the Project would not conflict with this policy. This is not a standalone commercial development.
<b>Policy LU17-3</b> Request that mixed-use projects be designed to mitigate potential conflicts between the commercial and residential uses (e.g., noise, lighting, security, truck, and automobile access, etc.) and provide adequate amenities for residential occupants.	<b>Consistent.</b> The Project has its rooftop amenity space oriented closer towards Crenshaw Boulevard to avoid generating excess noise into the neighboring residential uses. The Project also sets back its building and occupiable space further from the alley and the neighboring residential uses to reduce any noise and lighting impacts. All Project lighting will be shielded and pointed in a manner to reduce spillover onto neighboring properties. The Project provides a number of balconies, which not only are pleasant amenities for residents, but also provides more eyes on the streets, enhancing neighborhood security.
<b>Policy LU17-4</b> Establish parking maximums in addition to parking minimum requirements in order to encourage pedestrian friendly boulevards.	<b>Not applicable.</b> The Project does not have the authority to establish parking maximums. However, the Project does not conflict with this policy and instead includes a request for a reduced parking requirement. The Project would also provide code required bicycle parking and would orient its retail use entrances along its Crenshaw Boulevard frontage.
<b>Policy LU17-5</b> Where mixed-use projects are proposed in separate structures, provide adequate access between the residential and commercial uses so that residents can walk conveniently and safely.	<b>Not applicable.</b> The Project would not involve separate buildings. However, the Project does not conflict with this policy because it provides adequate access along its Crenshaw Boulevard street frontage for its residential and commercial uses so that residents can walk conveniently and safely to all Project uses.
<b>Goal LU18</b> A community where a diversity of uses which contribute to safe, pedestrian-friendly commercial environments are encouraged, and which enhance the health and welfare of the community by limiting certain uses and expanding opportunities for others.	<b>Consistent.</b> The Project would provide a diversity of uses which contribute to safe pedestrian-friendly commercial environments by providing residential dwelling units above the commercial ground floor, promoting security and safety by having more eyes on the street; and orients its commercial ground floor entrances along its Crenshaw Boulevard street frontage, promoting pedestrian activity.
<b>Policy LU18-1</b> Incentivize the attraction of larger full service grocery stores as well as the provision of fresh produce and other healthy foods in local markets.	<b>Not applicable.</b> However, the Project would not conflict with this policy. The Project would add residential uses resulting in 124 new dwelling units, which may attract larger full service grocery stores since there may be an increased demand for such uses from Project residents.
<b>Policy LU18-2</b> Encourage the attraction of sit-down restaurants, high “star” rated lodging and legitimate and responsible entertainment venues.	<b>Consistent.</b> The Project aims to attract a quality dining option as one of its potential uses for its 6,000 square feet of retail space.

Goals/Policies	Discussion
<b>Policy LU18-3</b> In granting requests to modify, expand or continue the use of existing prohibited or limited uses, request that projects be designed to achieve a high quality of architectural and landscape character as well as adhere to adopted design standards and guidelines.	<b>Not applicable.</b> The Project does not have the authority to grant requests and is not proposing a prohibited or limited use.
<b>Policy LU18-4</b> Strive to limit further proliferation of new fast food restaurants and in particular free-standing restaurants, within commercial areas.	<b>Consistent.</b> The Project does not seek to add a fast food restaurant; rather, the Project aims to attract a quality dining option as one of its potential uses for its 6,000 square feet of retail space.
<b>Policy LU18-5</b> Strive to limit further proliferation of “off-site” alcohol sales, and in particular, liquor stores within commercial areas.	<b>Consistent.</b> The Project does not seek any alcohol sales approvals or propose a liquor store.
<b>Policy LU18-6</b> Strive to limit the over-concentration and further proliferation of automotive uses and in particular, automotive repair uses within commercial areas.	<b>Consistent.</b> The Project removes an auto body shop, car wash/detail center and take-out food stand.
<b>Policy LU18-7</b> Encourage greater use of the City’s revocation process to close down serious public nuisance on-site and off-site alcohol sales outlets as well as any other nuisance use sites within commercial areas.	<b>Not applicable.</b> The Project does not have the authority to encourage greater use of the City’s revocation process to close down serious public nuisances. However, the Project does not conflict or interfere with this policy.
<b>Policy LU18-8</b> Encourage the active targeting for possible permit revocation all hotel and motel sites involved with repeated prostitution and drug sales.	<b>Not applicable.</b> The Project does not have the ability to encourage active targeting for permit revocation for certain uses. However, the Project does not conflict or interfere with this policy.
<b>Goal LU19</b> A community where the appearance and safety of commercial areas is enhanced.	<b>Consistent.</b> The Project would enhance the appearance and safety of commercial areas by constructing a mixed-use development that is inspired by surrounding buildings in the immediate area and utilizes high quality construction materials; adding residential units above its ground floor commercial uses to have more eyes on the street; and, orienting its ground floor commercial uses along the Crenshaw Boulevard street frontage to activate more pedestrians on the street.
<b>Policy LU19-1</b> Pursue urban design strategies that effectively address graffiti abatement.	<b>Consistent.</b> The Project would remove any graffiti on-site.
<b>Policy LU19-2</b> Pursue urban design strategies that reduce street crime and violence such as Crime Prevention Through Environmental Design (CPTED) (e.g., “defensible space,” “eyes on the street,” and pedestrian friendly lighting) without creating barriers that disconnect neighborhoods or diminish desirable neighborhood character.	<b>Consistent.</b> The Project would pursue urban design strategies that reduce street crime and violence by having more eyes on the street with its 124 additional residential dwelling units and pedestrian-appropriate and friendly lighting.
<b>Policy LU19-3</b> Encourage developers to incorporate universal design for pedestrians, bicyclists, and the disabled in all new developments.	<b>Not applicable.</b> The Project does not have the authority to encourage other developers to incorporate universal designs. However, the Project would not conflict with this objective.



Goals/Policies	Discussion
<b>Goal LU20</b> A Community where residents will be able to access their daily needs by walking, biking, or using other sustainable modes of transportation.	<b>Consistent.</b> The Project Site is in close proximity to numerous mass transit options, which can be utilized by Project residents to address their daily needs.
<b>Policy LU20-1</b> Encourage enhancement of the public realm by facilitating the planting of street trees and installation of street lighting, street furniture, public art as well as median plantings within commercial areas especially where pedestrian character prevails.	<b>Consistent.</b> The Project would provide additional street trees and would provide pedestrian-appropriate and friendly lighting to illuminate the public realm immediately along the Crenshaw Boulevard street frontage for the Project.
<b>Policy LU20-2</b> Encourage the expansion of existing and formation of new business improvement districts in order to facilitate enhancement in the appearance and landscaping of commercial properties.	<b>Consistent.</b> The Project would enhance the appearance and safety of the neighboring commercial area by constructing a mixed-use development that is inspired by surrounding buildings in the immediate area and utilizes high quality construction materials; adding residential units above its ground floor commercial uses to have more eyes on the street; and, orienting its ground floor commercial uses along the Crenshaw Boulevard street frontage to activate more pedestrians on the street; all of which may encourage the expansion or formation of new business improvement districts.
<b>Policy LU20-3</b> Strive to preserve community character, scale, and architectural diversity.	<b>Consistent.</b> The Project's architectural design and character are inspired by surrounding residential and commercial buildings in the immediate area and aims to preserve the community character. The Project's scale would be consistent with the nearby Baldwin Hills Crenshaw Plaza and other recent developments in the immediate area.
<b>Policy LU20-4</b> Strive to improve safety and aesthetics of parking areas in commercial areas.	<b>Consistent.</b> The Project's fully-enclosed parking area would be located towards the rear of the Project and screened with active retail uses along its major street frontage, Crenshaw Boulevard, and screened with a green wall along the alley
<b>Goal LU21</b> A community where safe, convenient opportunities to purchase fresh fruits and vegetables are available by ensuring that sources of healthy foods are accessible in all neighborhoods.	<b>Consistent.</b> The Project would provide 6,000 square feet of retail use, which may be used to sell fresh fruits and vegetables.
<b>Policy LU21-1</b> Encourage procedures that streamline the development review process and fast-track permitting for grocery stores in underserved areas.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Policy LU21-2</b> Promote efforts to utilize existing economic development incentives and/or create new incentives that encourage stores and restaurants to sell fresh, healthy foods such as produce in underserved areas.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Policy LU21-3</b> Promote efforts to identify grocery access as a priority for economic development and give responsibility for food retail attraction and development to specific governmental agencies such as	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.

Goals/Policies	Discussion
the successor to the Community Redevelopment Agency and the Community Development Department.	
<b>Policy LU21-4</b> Work with local transit agencies to ensure that bus and local circulator routes provide service from underserved neighborhoods to healthy food retail outlets.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Policy LU21-5</b> Promote use of the City’s adopted Walkability Checklist, Citywide Design Guidelines, and Principles of Urban Design and Sustainability, where applicable, in order to increase access to retailers and sources of fresh produce along the Boulevards.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Policy LU21-6</b> Identify appropriate sites for farmers’ markets and drop-off sites for community-supported agriculture “shares,” and prioritize those uses in appropriate locations within commercial areas.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Policy LU21-7</b> Promote efforts to prioritize adequately sized vacant and blighted parcels as appropriate sites for the development of full service grocery stores along commercial and mixed-use boulevards, community, and regional centers.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Goal 22</b> A community where health services are located throughout the community and especially close to those who need them the most.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Policy LU22-1</b> Make it a priority to provide a range of health services (e.g., primary, preventative, specialty, prenatal, and dental care, and substance abuse treatment and counseling) in locations that are accessible to community residents.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Policy LU22-2</b> Locate new clinics with a goal of creating walkable access for a majority of users’ trips (map total clinic visits by neighborhood origin of patients).	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Policy LU22-3</b> Work with local transit agencies to develop transit routes that connect residents to health service facilities, especially in the most underserved neighborhoods.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Goal LU23</b> A community where neighborhood serving uses which strengthen and diversify the economic base are attracted by expanding market opportunities for both traditional existing businesses and emerging new businesses.	<b>Consistent.</b> The Project aims to provide a neighborhood serving use to strengthen and diversify the economic base through its 6,000 square feet retail space. The Project would also provide a mixed range of incomes for its residential dwelling units to expand the economic base of Community Plan residents.
<b>Policy LU23-1</b> Encourage the viability of existing neighborhood district stores (i.e. “mom and pop”) which support the needs of local residents and are compatible with the socio-economic milieu of the area.	<b>Consistent.</b> The Project provides 124 new dwelling units, all of which can support existing neighborhood district stores.



Goals/Policies	Discussion
<b>Goal LU23a</b> A community that maintains and increases the commercial employment base for community residents whenever possible.	<b>Consistent.</b> The Project provides 6,000 square feet of new retail use, which increases the commercial employment base for the Community Plan Area.
<b>Policy LU25-5</b> Continue to coordinate with appropriate agencies, a comprehensive package of incentives in order to stimulate economic growth.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Policy LU25-6</b> Support appropriate State and Federal enterprise and revitalization zones.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project is within a State Enterprise Zone and utilizes its reduced parking requirements.
<b>Goal LU26</b> A community where regulations that create barriers to economic development have been streamlined, and where appropriate, revised.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Policy LU26-1</b> Identify and amend or remove local ordinances that are duplicative and/or do not offer safeguards to the community while impeding appropriate economic development.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Policy LU26-2</b> Encourage legislative advocacy which generates proposals appropriate for the community and the City of Los Angeles.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Goal LU27</b> A community that trains and develops its human resource potential to take advantage of the job opportunities of the future.	<b>Not applicable.</b> The Project does not have this type of authority and cannot control job training in the community. However, the Project does not conflict with this policy.
<b>Policy LU27-1</b> Encourage local school boards to develop programs in consultation with local businesses to prepare students for the job market.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project residents may be able to support this policy.
<b>Policy LU27-2</b> Target job training programs toward groups and geographic areas most impacted by long-term structural unemployment.	<b>Not applicable.</b> The Project does not have this type of authority and cannot control job training in the community. However, the Project does not conflict with this policy.
<b>Goal LU28</b> A Community where residents will be able to access their daily needs by walking, biking, or using other sustainable modes of transportation.	<b>Consistent.</b> The Project is in close proximity to numerous mass transit options, which can be utilized by residents to address their daily transit needs. Additionally, the Project Site is in close proximity (approximately 0.2 miles to the north on the intersection of Crenshaw Boulevard and Martin Luther King Jr. Boulevard) from the Baldwin Hills Crenshaw Plaza which can be reached by Project residents and employees by walking and/or cycling, and the Project would provide the code required number of bicycle spaces, all of which would promote the use of sustainable modes of transportation.
<b>Policy LU28-1</b> Adopt sufficient density minimums in addition to density maximums for residential, commercial, and retail development to ensure development that supports transit and walkable	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.

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environments, as well as reinforces traditional neighborhood development patterns.	
<b>Policy LU28-2</b> Balance commercial and residential development (jobs and housing) within community commercial nodes, centers, and transit-oriented development areas to reduce the number of people who must commute long distances to work.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy because it provides mixed-use residential development in an immediate area that is heavily commercial.
<b>Policy LU28-3</b> Ensure a mix of residential, commercial, office and light industrial, where appropriate, to encourage economic sustainability and encourage walkability.	<b>Consistent.</b> The Project is a mixed-use development that provides a mix of residential and commercial uses to encourage economic sustainability by providing 124 new dwelling units, which can support the local community; orients its ground floor retail space along Crenshaw Boulevard to encourage pedestrian activity; and is located in close proximity to numerous mass transit options.
<b>Goal LU29</b> A community that promotes an ecologically sustainable future by encouraging adherence to accepted principles of “green” development.	<b>Not applicable.</b> The Project does not have the ability to encourage adherence to green development. However, it does not conflict with this goal because it would provide a landscaped rooftop amenity space with solar panels located adjacent to this amenity space.
<b>Policy LU29-1</b> In addition to fulfilling the mandatory requirements of the City’s Green Building Program and State CalGreen Code, encourage developers to seek the voluntary Standard of Sustainable Excellence and take advantage of the procedural incentives afforded at the LEED Silver, or higher, USGBC certification rating.	<b>Not applicable.</b> The Project does not have this type of authority to control other developers. However, the Project does not conflict with this policy and will provide native landscaping, solar panels, and electric vehicle charging spaces; in addition to complying with the City’s Green Building requirements.
<b>Policy LU29-2</b> Encourage all new building construction to incorporate green roofs and encourage conversions of existing roof space to green roofs in order to maximize opportunities for gardening and reduce heat gain.	<b>Not applicable.</b> The Project does not have this type of authority to control other developers. However, the Project does not conflict with this policy because it provides a landscaped rooftop amenity space with solar panels located adjacent to this amenity space.
<b>Goal LU30</b> A community where distinct neighborhood commercial districts that best serve daily needs are strengthened while preserving and conserving the enduring, often historic, and cultural, commercial character of the area.	<b>Consistent.</b> The Project would enhance the appearance and safety of commercial areas by constructing a mixed-use development that is inspired by surrounding buildings in the immediate area and utilizes high quality construction materials; adding residential units above its ground floor commercial uses to have more eyes on the street; and, orienting its ground floor commercial uses along the Crenshaw Boulevard street frontage to activate more pedestrians on the street.
<b>Policy LU30-1</b> A diversity of neighborhood serving uses shall be encouraged to cluster and adaptively reuse existing structures within established neighborhood districts toward reinforcing desirable neighborhood character.	<b>Not applicable.</b> The Project cannot adaptively reuse its existing auto body repair, car wash/detail center buildings and take-out food stand because the existing uses cannot be adequately or appropriately converted into dwelling units for the Project.
<b>Policy LU30-2</b> Ensure the viability of existing neighborhood district stores (i.e. “mom and pop”)	<b>Consistent.</b> The Project provides 124 new dwelling units (of which 15 percent are affordable to very low



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which support the needs of local residents and are compatible with the socio-economic milieu of the area.	income households), all of which can support existing neighborhood district stores.
<b>Goal LU31</b> A Community where residents will be able to access their daily needs by walking, biking, or using other sustainable modes of transportation.	<b>Consistent.</b> The Project is in close proximity to numerous mass transit options, which can be utilized by residents to address their daily needs, and provides opportunities to encourage mixed modes of transportation such as bicycling through bicycle parking and walking due to the Project's proximity to major transit stops and destinations.
<b>Policy 31-1</b> Ensure that a mix of uses that serve the daily needs of adjacent residential areas occur within neighborhood commercial districts in order to encourage walkability.	<b>Consistent.</b> The Project would provide a mix of neighborhood serving commercial uses on its ground floor all of which are oriented with entrances along the Crenshaw Boulevard street frontage to encourage walkability. The Project also requests a reduced parking requirement to provide less parking, to encourage the use of alternate means of transportation, including walking.
<b>Goal LU32</b> A community where conservation, enhancement, and regeneration of the distinctive character of neighborhood districts is promoted through continued pedestrian orientation.	<b>Consistent.</b> The Project would provide multiple entrances to its retail and residential uses along its Crenshaw Boulevard street frontage and would have its vehicular entrance in the alley, away from the pedestrian pathways, to promote and enhance the pedestrian experience.
<b>Policy LU32-1</b> Promote developments that enhance existing pedestrian activity within the public realm.	<b>Consistent.</b> The Project would add 6,000 square feet of ground floor retail uses, which would enhance the existing pedestrian activity within the public realm by continuing the trend of pedestrian activity on Crenshaw Boulevard. The Project would also provide its vehicular parking access towards the rear of the property, which would only be accessed by an adjacent alley, to avoid disruptions to the pedestrian experience.
<b>Policy LU32-2</b> Encourage new development within neighborhood districts that locates required parking at the rear of the property in order to strengthen the pedestrian experience by continuing to orient buildings toward the sidewalk thereby enhancing the public realm.	<b>Consistent.</b> The Project would provide its vehicular parking access towards the rear of the property, which would only be accessed by an adjacent alley, to avoid disruptions to the pedestrian experience.
<b>Policy LU32-3</b> Encourage new development in adopted Pedestrian-Oriented Districts (PODs) that locates required parking at the rear of the property.	<b>Consistent.</b> The Project is in a POD and, as such, would provide its vehicular parking access towards the rear of the property, which would only be accessed by an adjacent alley.
<b>Policy LU32-4</b> Discourage the development of new automobile-related uses in adopted PODs.	<b>Consistent.</b> The Project is in the POD but does not propose any automobile-related uses.
<b>Goal LU33</b> A competitive commercial sector that is strengthened to best serve the needs of the community while preserving and conserving the enduring, often historic, and cultural character of distinct commercial areas.	<b>Consistent.</b> The Project aims to provide community-serving retail or other community-serving uses as tenants for its 6,000 square feet retail space. The Project design also takes inspiration from the surrounding residential and commercial buildings to

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	enhance the distinctive character of the immediate area, which is predominantly block-form with matte colors.
<b>Policy LU33-1</b> New commercial uses shall be encouraged to locate along existing, established commercial and mixed-use boulevards and adaptively reuse existing structures that reinforce desirable neighborhood character.	<b>Not applicable.</b> The Project cannot adaptively reuse its existing auto body repair, car wash/detail center buildings and take-out food stand because the existing uses cannot be adequately or appropriately converted into dwelling units for the proposed Project.
<b>Policy LU33-2</b> Ensure the viability of existing boulevard locally owned stores (i.e. “mom and pop”) which support the needs of local residents and are compatible with the socio-economic milieu of the Community.	<b>Consistent.</b> The Project would provide 124 new dwelling units, all of which can support existing neighborhood district stores.
<b>Goal LU34</b> A community where certain uses identified as detrimental to health and welfare due to nuisance, proliferation or reliance on a standardized development typology often dominated by excessive automobile orientation, are effectively addressed.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy because the Project does not provide excessive parking; it instead reduces the amount of automobile parking required and provided.
<b>Policy LU34-1</b> Allow for the establishment of limited uses only in areas where a low frequency of similar existing uses warrant their introduction or where limitations on the frequency of their location have been explicitly exempted.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Goal LU35</b> A community that maintains and increases the commercial employment base for community residents whenever possible.	<b>Consistent.</b> The Project provides 6,000 square feet of new retail use, which increases the commercial employment base for the Community Plan Area.
<b>Policy LU35-1</b> Protect commercial plan designations so that commercial development is encouraged.	<b>Consistent.</b> The Project does not propose to change the Project Site’s commercial plan designation.
<b>Goal LU36</b> A community where neighborhood serving uses which strengthen and diversify the economic base are attracted by expanding market opportunities for both traditional existing businesses and emerging new businesses.	<b>Consistent.</b> The Project aims to provide a neighborhood serving use to strengthen and diversify the economic base through its 6,000 square feet retail space. The Project also provides a mixed range of incomes for its residential dwelling units to expand the economic base of Community Plan residents.
<b>Policy LU36-1</b> Evaluate existing and identify new revitalization/redevelopment areas in order to encourage uses that will enhance the economic vitality of the Community.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Policy LU36-2</b> Prioritize land use and economic development incentives to attract establishments that provide healthy food options within the community.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Goal LU37</b> A community that conserves, enhances, and regenerates its distinctive “main street” character by promoting continued pedestrian orientation along commercial and mixed-use boulevards.	<b>Consistent.</b> The Project would continue to conserve, enhance, and regenerate Crenshaw Boulevard’s character by orientating pedestrian access into the commercial areas of the Project along the street frontage.
<b>Policy LU37-1</b> Promote developments that enhance existing pedestrian activity within the public realm.	<b>Consistent.</b> The Project would add 6,000 square feet of ground floor retail uses, which would enhance the



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	existing pedestrian activity within the public realm by continuing the trend of pedestrian activity on Crenshaw Boulevard. The Project also would provide its vehicular parking access towards the rear of the property, which would only be accessed by an adjacent alley, to avoid disruptions to the pedestrian experience.
<b>Policy LU37-2</b> Recommend that new developments along commercial corridors locate required parking at the rear of the property or facilitate the creation of nearby shared satellite parking facilities in order to strengthen the pedestrian experience by continuing to orient buildings toward the sidewalk thereby enhancing the public realm.	<b>Consistent.</b> The Project would provide its vehicular parking access towards the rear of the property, which would only be accessed by an adjacent alley, to avoid disruptions to the pedestrian experience.
<b>Policy LU37-3</b> Require new developments in adopted Pedestrian Oriented Districts (PODs) to locate required parking at the rear of the property.	<b>Consistent.</b> The Project provides its vehicular parking access towards the rear of the property, which can only be accessed by an adjacent alley.
<b>Policy LU37-4</b> Discourage the development of new automobile-related uses in adopted PODs.	<b>Consistent.</b> The Project does not propose any automobile-related uses.
<b>Goal LU38</b> A community that promotes context sensitive projects, including mixed-use projects along commercial corridors.	<b>Consistent.</b> The Project is a mixed-use development located on Crenshaw Boulevard, which is the Community Plan's distinctive main street, and promotes pedestrian activity on Crenshaw Boulevard while providing a mix of market-rate and affordable housing units in close proximity to transit.
<b>Policy LU38-1</b> Prioritize new infill development at locations well served by or in close proximity to major bus centers and mass transit stations.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy because it is a new infill development in close proximity to major bus centers and future mass transit stations.
<b>Policy LU38-2</b> Require that the first floor street frontage of structures, including mixed-use projects and parking structures, located along commercial corridors incorporate retail or other active public uses.	<b>Consistent.</b> The Project provides 6,000 square feet of retail uses on the ground floor along Crenshaw Boulevard.
<b>Goal LU39</b> A community that promotes an ecologically sustainable future by encouraging adherence to accepted principles of "green" development.	<b>Not applicable.</b> The Project does not have the ability to encourage adherence to green development. However, it does not conflict with this goal because it provides a landscaped rooftop amenity space with solar panels located adjacent to this amenity space.
<b>Policy LU39-1</b> Encourage developers and architects to envision and design projects that utilize open space common areas within residential and mixed-use developments for community gardens.	<b>Consistent.</b> The Project provides a landscaped rooftop amenity space with solar panels located adjacent to this amenity space. This area may be utilized by the residents for community gardens.
<b>Goal LU40</b> A community where the economic vitality of commercial nodes, centers and transit-oriented development areas is increased by encouraging contextual new development that maximizes access to transit, jobs, goods and services, and conserves desirable community character.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy because it is the type of development mentioned in the goal, being a mixed-use development in proximity to transit.

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<b>Policy LU40-1</b> New commercial uses shall be encouraged to locate in existing, established community commercial nodes, centers and transit oriented development areas and reuse existing structures that reinforce desirable neighborhood character.	<b>Not applicable.</b> The Project cannot adaptively reuse its existing auto body repair, car wash/detail center buildings and take-out food stand because the existing uses cannot be adequately or appropriately converted into dwelling units for the proposed Project.
<b>Policy LU40-2</b> Encourage a mix of uses in community centers that are compatible with the needs of local residents and accommodate viable existing neighborhood businesses.	<b>Not applicable.</b> The Project does not have this type of authority to influence other developments. However, the Project does not conflict with this policy because it is the type of development mentioned in the goal, being a mixed-use development in proximity to transit.
<b>Goal LU41</b> A community where certain uses identified as detrimental to health and welfare due to nuisance, proliferation or reliance on a standardized development typology often dominated by excessive automobile orientation, are effectively addressed.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy because it requests to reduce the amount of automobile parking required and provided.
<b>Policy 41-1</b> Allow for the establishment of limited uses only in areas where limitations on the frequency of their location have been explicitly exempted.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Goal LU42</b> A community where neighborhood serving uses which strengthen and diversify the economic base are attracted by expanding market opportunities for both traditional existing businesses and emerging new businesses.	<b>Consistent.</b> The Project aims to provide a neighborhood serving use to strengthen and diversify the economic base through its 6,000 square feet retail space. The Project also provides a mixed range of incomes for its residential dwelling units to expand the economic base of Community Plan residents.
<b>Policy LU42-1</b> Evaluate existing and identify new revitalization/redevelopment areas in order to encourage uses that will enhance the economic vitality of the community.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Goal LU43</b> A community that promotes economic revitalization within community commercial nodes, centers, and transit-oriented development areas by ensuring enhanced pedestrian orientation.	<b>Consistent.</b> The Project would provide multiple entrances to its retail and residential uses along its Crenshaw Boulevard street frontage and would have its vehicular entrance in the alley, away from the pedestrian pathways, to promote and enhance the pedestrian experience.
<b>Policy LU43-1</b> Recommend that new developments within community commercial nodes, centers and transit-oriented development areas locate required parking within structures, underground or internal to the property.	<b>Consistent.</b> The Project's fully enclosed parking area is towards the rear of the Project and screened with active retail uses along its major street frontage, Crenshaw Boulevard, and screened with a green wall along the alley.
<b>Goal LU44</b> A community that prioritizes mixed-use projects within community commercial nodes, centers, and transit-oriented development areas.	<b>Consistent.</b> The Project is a mixed-use development within the community commercial node and is in proximity to transit.
<b>Policy LU44-1</b> Support business districts outside of city centers that are well served by mass transit facilities.	<b>Consistent.</b> The Project provides 124 new dwelling units, all of which can support other business districts outside of city centers due to the Project's proximity to mass transit and the Crenshaw Plaza.



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<b>Policy LU44-2</b> Identify pedestrian-oriented community commercial nodes, centers, and transit-oriented development areas as preferred locations for mixed-use projects.	<b>Not applicable.</b> The Project does not have this type of authority to influence other developments. However, the Project does not conflict with this policy because it is the type of development mentioned in the goal, being a mixed-use development in proximity to transit.
<b>Policy LU44-3</b> Prioritize new infill development that is in close proximity to mass transit centers, stations, and platform portals.	<b>Not applicable.</b> The Project does not have this type of authority to influence other developments. However, the Project does not conflict with this policy because it is the type of development mentioned in the goal, being a mixed-use development in proximity to transit.
<b>Policy LU44-4</b> 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.	<b>Consistent.</b> The Project would provide 6,000 square feet of retail uses on the ground floor along Crenshaw Boulevard.
<b>Goal LU45</b> A community that enhances the appearance and safety of community commercial nodes, centers, and transit-oriented development areas.	<b>Consistent.</b> The Project will enhance the appearance and safety of commercial areas by constructing a mixed-use development that is inspired by surrounding buildings in the immediate area and utilizes high quality construction materials; adding residential units above its ground floor commercial uses to have more eyes on the street; and, orienting its ground floor commercial uses along the Crenshaw Boulevard street frontage to activate more pedestrians on the street.
<b>Policy LU45-1</b> Improve safety and aesthetics of parking areas in community commercial nodes, centers, and transit-oriented development areas.	<b>Consistent.</b> The Project's fully-enclosed parking area would be towards the rear of the Project, which is not easily accessible for pedestrians by design, and screened with active retail uses along its major street frontage, Crenshaw Boulevard, and screened with a green wall along the alley.
<b>Goal LU46</b> A community that maintains and increases the commercial employment base for community residents whenever possible.	<b>Consistent.</b> The Project would provide 6,000 square feet of new retail use, which would increase the commercial employment base for the Community Plan Area.
<b>Policy LU46-1</b> Protect commercial plan designations so that commercial development is encouraged.	<b>Not applicable.</b> The Project does not have this type of authority to influence other developments. However, the Project does not conflict with this policy because it does not propose to change its commercial plan designation.
<b>Goal LU47</b> A community that promotes an ecologically sustainable future by encouraging adherence to accepted principles of "green" development.	<b>Not applicable.</b> The Project does not have the ability to encourage adherence to green development. However, it does not conflict with this goal because it provides a landscaped rooftop amenity space with solar panels located adjacent to this amenity space.
<b>Policy 47-1</b> Encourage architects and developers to envision and design projects that utilize open space common areas within residential and mixed-use developments for community gardens.	<b>Not applicable.</b> The Project does not have the ability to encourage other developers or architects. However, it does not conflict with this goal because it provides a

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	landscaped rooftop amenity space, which may be used by residents for community gardens.
<b>Goal LU59</b> A Specific Plan that will promote a balance of land uses in the area that will address the needs of surrounding communities within the greater South Los Angeles Region by providing standards for Crenshaw Boulevard which promote controlled development and redevelopment while encouraging and stimulating economic revitalization.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Policy LU59-1</b> Ensure the viability of existing small businesses which support the needs of local residents and are compatible with neighborhood identity.	<b>Consistent.</b> The Project would provide 124 new dwelling units, the residents of which can support existing neighborhood district stores.
<b>Policy LU59-2</b> Continue to identify appropriate redevelopment and revitalization areas and encourage uses that would enhance the economic vitality of the Community Plan Area.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Goal LU60</b> A Specific Plan that promotes the preservation, conservation and enhancement of the character and aesthetics of Crenshaw Boulevard.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Policy LU60-1</b> New commercial uses shall be encouraged to adaptively reuse existing structures that reinforce desirable neighborhood character to the greatest extent possible.	<b>Not applicable.</b> The Project cannot adaptively reuse its existing auto body repair, car wash/detail center buildings and take-out food stand because the existing uses cannot be adequately or appropriately converted into dwelling units for the proposed Project.
<b>Policy LU60-2</b> Support efforts to establish and refine coordinated and comprehensive standards for signs, buffering and setbacks, building and wall height, open space and lot coverage, parking, and landscaping, as well as facade treatment and the conservation and/or preservation of existing resources, designated historic or otherwise, that shape the identity of Crenshaw Boulevard.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Policy LU60-3</b> Promote further tailoring of maximum allowable height and building intensity parameters in order to provide better clarity of development potential as well as promote context sensitive projects especially at “greyfield,” “brownfield,” and other underutilized major intersection sites	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Policy LU60-4</b> Promote a compatible and harmonious relationship between residential and commercial development where commercial areas are contiguous to residential neighborhoods.	<b>Consistent.</b> The Project is a commercial/ residential infill project that would achieve harmony with the best of existing pedestrian oriented environments by providing a high quality mixed-use development along Crenshaw Boulevard, the main street of the Community Plan; orienting retail uses along the street frontage; placing its vehicular parking access at the rear of the Project; and, providing high quality construction through the use of quality materials.



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<b>Policy LU60-5</b> Foster preservation, conservation, maintenance, and enhancement of existing notable cultural influences in architecture and planning along the Boulevard such as the Japanese-American developed Crenshaw Square Shopping Center and the Paul Williams designed Angelus Funeral Home.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy or is in immediate proximity to these locations.
<b>Goal LU61</b> A Specific Plan that promotes a high level of pedestrian activity, especially in areas identified as “pedestrian-oriented,” by promoting neighborhood serving uses which encourage walking and promote reduced traffic generation.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Policy LU61-1</b> Ensure that development parameters for commercial and industrial zoned land effectively limit certain uses identified as detrimental to the health and welfare of the community due to nuisance, overconcentration or reliance on a standardized development formula often dominated by excessive automobile orientation.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Policy LU61-2</b> Promote attractive pedestrian environments in the areas designated as “pedestrian-oriented” by regulating the design and placement of buildings and structures which accommodate outdoor dining and other ground level retail activity.	<b>Consistent.</b> The Project would provide 6,000 square feet of retail uses on the ground floor along Crenshaw Boulevard.
<b>Policy LU61-3</b> Support efforts to ensure that new construction responds to transit proximity and prevailing neighborhood character, and is not dominated by excessive auto orientation.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy because it requests to reduce the amount of automobile parking required and provided.
<b>Goal LU62</b> A Specific Plan that promotes the continued revitalization of the historic Leimert Park Village as a pedestrian-oriented cultural destination.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy but is within a Specific Plan area.
<b>Policy LU62-1</b> Facilitate the maintenance, renovation, and re-opening of vital cultural assets within the community such as the Vision Theatre.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Policy LU62-2</b> Promote the enhancement of the Afro-centric feel and the cultural entities that have made Leimert Park Village famous as a cultural center; especially for the African American community.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Policy LU62-3</b> Preserve, conserve, and maintain the pedestrian-oriented village-like scale and character of the original Art Deco architecture.	<b>Not applicable.</b> The Project does not have this type of authority over other developments. However, the Project does not conflict with this policy. There are no buildings with the original Art Deco architecture in the immediate vicinity of the Project Site.
<b>Policy LU62-4</b> Facilitate the opening of additional dining and retail shops that provide specialty cultural goods and services, as well as stores that provide general goods and services.	<b>Not applicable.</b> The Project does not have this type of authority over other developments. However, the Project does not conflict with this policy and indirectly furthers this policy.

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<b>Policy LU62-5</b> Encourage the provision of a new library and/ or a new cultural facility dedicated to African American culture, arts, and history in Leimert Park Village.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Policy LU62-6</b> Improve security and maintenance in Leimert Park Village.	<b>Not applicable.</b> The Project does not have this type of authority over other developments. However, the Project does not conflict with this policy and would provide enhanced security and maintenance at the Project Site.
<b>Policy LU62-7</b> If housing is provided, build a range of quality housing options at a range of prices. – Leimert Park Village Only.	<b>Consistent.</b> The Project would provide a range of unit mixes (studio, one bedroom, and two-bedroom units); and, both market-rate and affordable dwelling units.
<b>Policy LU62-8</b> Aid in the retention of existing business tenants.	<b>Not applicable.</b> The Project does not have this type of authority over existing business tenants. However, the Project does not conflict with this policy. Retention of the car wash and repair shop tenants would conflict with other policies and objectives of the Specific Plan, which aims to move away from these automotive uses.
<b>Policy LU62-9</b> Promote equity/ ownership opportunities and ongoing community involvement in future development.	<b>Consistent.</b> The Applicant will have ongoing community involvement in the future development
<b>Policy LU62-10</b> Enhance the regional draw that will provide visibility for the Leimert Park Village District of Crenshaw Boulevard.	<b>Consistent.</b> The Project is designed and developed to achieve excellence in architectural and environmental design by taking inspiration from the surrounding residential and commercial buildings to enhance the distinctive character of the immediate area and utilizing high quality materials such as an Integral Colored Cement Board, glazing, and metal accents.
<b>Goal LU63</b> A Specific Plan that encourages the creation of pedestrian friendly, transit-oriented development areas that promote health and sustainability by encouraging a mix of uses providing jobs, housing, goods, and services, as well as access to open space, all within walking distance of the Mid-City Exposition and Crenshaw/ LAX Transit Corridor stations.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy because the Project is the transit-oriented development area that provides a mix of uses providing jobs, housing, goods, and services, and all is within walking distance to various Exposition and LAX Transit Corridor stations.
<b>Policy LU63-1</b> Support business districts outside of city centers that are well served by public transit facilities.	<b>Consistent.</b> The Project would provide 124 new dwelling units, all of which can support other business districts outside of city centers due to the Project's proximity to mass transit.
<b>Policy LU63-2</b> Prioritize new infill development near community centers and transit nodes.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy because it is a new infill development in close proximity to major bus centers and future mass transit stations.
<b>Policy LU63-3</b> Identify transit-oriented development (TOD) areas as preferred locations for mixed-income, mixed-use projects.	<b>Not applicable.</b> The Project does not have this type of authority to influence other developments. However, the Project does not conflict with this policy because it



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	is the type of development mentioned in the goal, being a mixed-use development in proximity to transit.
<b>Policy LU63-4</b> Encourage projects that are oriented toward the sidewalk and promote pedestrian connectivity to light rail transit (LRT) stations.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy because it is a new infill development in close proximity to future LRT stations at Martin Luther King Boulevard and Vernon Boulevard along Crenshaw Boulevard.
<b>Policy LU63-5</b> Provide for increased intensity of pedestrian-oriented activities, commercial uses, and community services at the ground level street frontage of structures, including mixed-use projects and parking structures located within the community centers and transit-oriented development areas of the Boulevard.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy because it is requesting for increased intensity as a mixed-use project in both the community center and transit-oriented development area of Crenshaw Boulevard.
<b>Policy LU63-6</b> Encourage the creation of parking districts with centralized parking structures at appropriate locations, serving existing under parked structures and adjacent Specific Plan districts.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Policy LU63-7</b> Encourage the creation of open space that is directly accessible from the transit station entrance by use of paseos, limited street closures, easements and/or street vacations.	<b>Not applicable.</b> The Project does not have this type of authority over developments at the transit station entrance. However, the Project does not conflict with this policy.
<b>Policy LU63-8</b> Provide a range of housing types and housing that is affordable to all incomes along transit lines and within transit-oriented districts.	<b>Consistent.</b> The Project will provide a range of unit mixes; and, both market-rate and affordable dwelling units.
<b>Goal LU64</b> A Specific Plan that enhances the appearance and safety of Crenshaw Boulevard.	<b>Not applicable.</b> The Project does not have this type of authority. However, the Project does not conflict with this policy.
<b>Policy LU64-1</b> Improve the appearance and landscaping of commercial properties.	<b>Consistent.</b> The Project would enhance the appearance and safety of commercial areas by constructing a mixed-use development that is inspired by surrounding buildings in the immediate area and utilizes high quality construction materials; adding residential units above its ground floor commercial uses to have more eyes on the street; and, orienting its ground floor commercial uses along the Crenshaw Boulevard street frontage to activate more pedestrians on the street.
<b>Policy LU64-2</b> Improve the safety and aesthetics of surface parking areas as well as parking structures within the Specific Plan subareas.	<b>Consistent.</b> The Project's fully enclosed parking area would be located towards the rear of the Project and screened with active retail uses along its major street frontage, Crenshaw Boulevard, and screened with a green wall along the alley.

Additionally, the Mobility Chapter of the Community Plan integrates City-wide policies established in the General Plan Framework Element and Mobility Element with community-specific land use and transportation objectives. The Project would encourage transit-oriented development near fixed guideway

light rail transit stations and in major economic activity area in order to accommodate growth and reduce the need for driving. As mentioned previously, the Project Site is located within a TPA and less than 750 feet from bus stops that provide service to regular bus services lines and Metro Rapid Bus lines. The Project Site is also well served by regional and local public transit, including the Metro and LADOT DASH lines, further reducing automobile dependency. In addition, since the Project is located within a TPA, the Project would stimulate walking as a more viable option for short trips. The Project will include 90 long-term and 12 short-term bicycle parking stalls, therefore contributing accessible bikeways that will increase transportation and recreation opportunities. As such, the Project would be consistent with the Community Plan's goals, objectives, and policies.

### Crenshaw Corridor Specific Plan

The purpose of the Crenshaw Corridor Specific Plan is to promote controlled development and redevelopment and establish a coordinated aesthetic for the area. Additionally, the plan seeks to promote pedestrian activity and reduce traffic congestion in those areas designated as "pedestrian oriented." The Project Site is located within Subarea D of the Crenshaw Corridor Specific Plan. The Project is consistent with the applicable goals and policies of this Specific Plan, as discussed in **Table 3: Crenshaw Corridor Specific Plan Consistency**.

**Table 3**  
**Crenshaw Corridor Specific Plan Consistency**

Goals and Policies	Consistency Analysis
To provide standards for the Specific Plan area which will promote controlled development while encouraging and stimulating economic revitalization.	<b>Consistent.</b> The Project is a mixed-use development that would improve the utilization of the Project Site, which is currently developed with an auto body shop, car wash/detail center and take-out food stand. As such, the Project would provide standards for the Specific Plan area which will promote controlled development while encouraging and stimulating economic revitalization.
To assure a balance of commercial land uses in the Specific Plan area that will address the needs of the surrounding communities and greater regional area.	<b>Consistent.</b> The Project includes a mixed-use development, which would provide residents close to employment and patronage opportunities. Further, the Project is within walking distance of services, retail stores, and employment opportunities. The commercial uses on-site would further support the pedestrian activity in the community by providing ground-floor commercial uses. As such, the Project would assure a balance of commercial land uses in the Specific Plan area that will address the needs of the surrounding communities and greater regional area.
To promote a compatible and harmonious relationship between residential and commercial	<b>Consistent.</b> The Project is a commercial/residential infill project that would achieve harmony with the best of



Goals and Policies	Consistency Analysis
development where commercial areas are contiguous to residential neighborhoods.	existing pedestrian oriented environments by providing a high quality mixed-use development along Crenshaw Boulevard, the main street of the Community Plan; orienting retail uses along the street frontage; placing its vehicular parking access at the rear of the Project; and, providing high quality construction through the use of quality materials.
To preserve and enhance community character and aesthetics by establishing coordinated and comprehensive standards for signs, buffering and setbacks, building and wall height, open space and lot coverage, parking, and landscaping, as well as facade treatment and the conservation and preservation of existing resources, designated historic or otherwise, that shape the identity of the Crenshaw Corridor.	<b>Consistent.</b> The Project would continue to conserve, enhance, and regenerate Crenshaw Boulevard's character by orientating pedestrian access into the commercial areas of the Project along the street frontage.
To promote a high level of pedestrian activity in areas identified as Pedestrian-Oriented Areas and TOD Areas by promoting neighborhood serving uses, which encourage pedestrian activity and promote reduced traffic generation.	<b>Consistent.</b> The Project is a commercial infill project with existing pedestrian oriented environments by providing a high quality mixed-use development along Crenshaw Boulevard, the main street of the Community Plan; orienting retail uses along the street frontage; placing its vehicular parking access at the rear of the Project and screened from public view; and providing high quality construction through the use of quality materials. The Project would provide multiple entrances to its retail and residential uses along its Crenshaw Boulevard street frontage and would have its vehicular entrance in the alley, away from the pedestrian pathways, to promote and enhance the pedestrian experience.
To promote an attractive pedestrian environment in the areas designated as Pedestrian-Oriented Areas and TOD Areas by regulating the design and placement of buildings and structures which accommodate outdoor dining and other ground level retail activity.	<b>Consistent.</b> The Project aims to attract a quality dining option as one of its potential uses for its 6,000 square feet of retail space on the ground floor along Crenshaw Boulevard.
To promote the continued revitalization of the historic Leimert Park Village as a pedestrian-oriented cultural destination consistent with the guiding principles for design, preservation and development as outlined in the West Adams-Baldwin Hills Leimert Community Plan (Community Plan).	<b>Consistent.</b> The Project aims to provide community-serving retail or other community-serving uses as tenants for its 6,000 square feet retail space. The Project design also takes inspiration from the surrounding residential and commercial buildings including the historic Leimert Park Village to enhance the distinctive character of the immediate area, which is predominantly block-form with matte colors.

Goals and Policies	Consistency Analysis
To encourage the creation of pedestrian-friendly TOD Areas consistent with the goals and policies of the Community Plan that promote health and sustainability by encouraging a mix of uses providing jobs, housing, goods and services, as well as access to open space, all within walking distance of the Mid City/Exposition and Crenshaw/LAX Light Rail Transit Corridor stations.	<b>Consistent.</b> The Project is a mixed-use building with 6,000 square feet of ground floor commercial use and 124 units of a variety of unit types in the upper floors, located in a transit-oriented development area that provides a mix of uses providing jobs, housing, goods, and services, and all are within walking distance to various high quality and high frequency transit options, including the Expo and Crenshaw/LAX Line stations.

Source: Crenshaw Corridor Specific Plan, November 2004.

## ***Zoning and Other Regulations***

As mentioned previously, the Project Site is zoned commercial. The C1.5-1-SP (Limited Commercial) zone permits a range of retail, theaters, hotels, broadcasting studios, parking structures, parks, and playgrounds, and R4 uses. Height District 1 permits a maximum of 1.5:1 FAR for commercial zones. The commercial zones in Specific Plan Subarea D permits a maximum FAR of 2:1 for mixed-use developments with a height limit of 45-feet. Through the Density Bonus incentives, the permitted height allows a building height of 69 feet with a permitted maximum FAR of 3:1.

The Project would maintain consistency with the land use and zoning designations of the existing and surrounding sites by developing a 5-story mixed-use building with 124 residential units, 15 percent of which would be designated for VLI affordable housing units. The C1.5-1-SP zone, permits multifamily dwellings equivalent to an R4 zoning designation and is subject to R4 density. With the requested bonus incentives pursuant to Government Code Section 65915 and LAMC Section 12.22.A.25, the Project would be consistent with the applicable zoning regulations.

### **(b) The proposed development occurs within city limits on a Project Site of no more than five acres substantially surrounded by urban uses.**

The Project Site is approximately 0.85 acres—less than 5 acres—and is located in the Community Plan Area of the City of Los Angeles, surrounded by a mix of commercial, low to high-medium residential uses, public facilities, and surface parking lots, and located in a fully improved area within walking distance of several high frequency transit services.

### **(c) No value as habitat for endangered, rare, or threatened species.**

The Project Site is currently developed with an auto body shop, car wash/detail center and a take-out food stand and surrounded with other neighborhood-serving commercial uses. The Project Site is not part of any draft or adopted habitat conservation plan, natural community conservation plan, or other approved



local, regional or state habitat conservation plan.<sup>1</sup> The Project Site does not contain any critical habitat, including wetlands, nor is it known to support 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 US Fish and Wildlife Service.<sup>2</sup> Due to the highly urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites in the Project vicinity. The Project Site contains ornamental trees placed along the perimeter of active building and parking areas that do not provide valuable habitat areas. The Project Site does not contain any protected tree species. There are street trees along Crenshaw Boulevard adjacent to the Project Site that will remain and additional street trees will be planted as part of the Project as required. Any potential nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10) and Section 3503 of the California Department of Fish and Game Code. As such, through compliance with existing regulations, the Project would not have significant value as a habitat for endangered, rare, or threatened species.

**(d) No significant effects relating to traffic, noise, air quality, or water quality.**

***Traffic***

The following section summarizes and incorporated by reference information from the Transportation Assessment and the Los Angeles Department of Transportation (LADOT) Approval Letter for this Project; the findings are included as **Appendix A** of this Categorical Exemption.

Pursuant to LADOT Transportation Assessment Guidelines (TAG) dated July 2019, any discretionary project that is estimated to generate a net increase of 250 or more daily vehicle trips or increase in Vehicle Miles Traveled (VMT) is required to prepare a Transportation Assessment.

CEQA Guidelines 15064.3(b)(1) states that projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. As mentioned previously, the Project Site is well served by regional and local public transit as the Project Site is located within a TPA. A TPA is defined as an area within one-half mile of a major transit stop that is existing or planned. The Project Site is within a transit area that is adequately served by existing public transit. This includes Metro Transit Line 40, 102, 105, 210, Rapid 705, 710, and 740. The Expo/Crenshaw station is located approximately one mile to the north of the Project. It is important to note the Metro Crenshaw/LAX Line with two stations on Crenshaw Boulevard at Martin

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1 CDFW, "NCCP Plan Summaries," accessed June 2019, <https://www.wildlife.ca.gov/conservation/planning/nccp/plans>.

2 California Department of Fish and Wildlife (CDFW), California Natural Diversity Database (CNDDDB), "Maps and Data," accessed June 2019, <https://www.wildlife.ca.gov/Data/CNDDDB>.

Luther King Jr. Boulevard and at Leimert Park Plaza are currently under construction. The Martin Luther King Jr. Station would be located approximately 0.2 miles north of the project Site and the Leimert Park Station would be located approximately 0.3 miles south of the Project Site.

## **Construction**

A Construction Traffic Management program would be implemented to minimize potential conflicts associated with construction activity. The Project's potential construction impacts may involve temporary construction activities along Crenshaw Boulevard that would cause lane or street closures and a temporary loss of on-street parking.

Truck hauling would be limited to off peak hours. As part of the Project's required Construction Management plan, peak hour restrictions on construction worker and haul truck traffic would be imposed. Safe pedestrian circulation paths adjacent to or around the work areas will be provided by covered walkways if necessary and will be maintained as required by a City-approved Construction Management and Work Area Traffic Control Plans. In addition, the City of Los Angeles will require a Truck Haul Route program for approval by LADOT. Deliveries of construction material will be coordinated to non-peak travel periods, to the extent possible. Construction worker vehicles that cannot be accommodated on site will be provided off-street parking and encouraged to use public transit services and/or shuttle service to the site, if needed.

The Applicant would be required to submit Work Area Traffic Control Plans for review and approval by the City prior to the issuance of any construction permits. Therefore, traffic impacts during construction would not be considered significant.

## **Operation**

The Project would result in a net increase of 382 more daily vehicle trips, including 28 AM peak-hour trips (3 inbound and 25 outbound) and 34 PM peak-hour trips (23 inbound and 11 outbound). Since the Project has a net increase of greater than 250 daily vehicle trips, a transportation assessment was prepared (refer to **Appendix A**). Existing and future traffic volumes were assessed in the transportation assessment. The circulation deficiency evaluation was conducted for four (4) nearby intersections:

1. Crenshaw Boulevard and Martin Luther King Jr. Boulevard
2. Crenshaw Boulevard and Stocker Street
3. Crenshaw Boulevard and Homeland Drive / 43<sup>rd</sup> Street; and
4. Crenshaw Boulevard and Vernon Avenue



LADOT developed the vehicle miles traveled (VMT) to measure whether a development project exceeds the VMT thresholds established by the City. The calculator reports daily vehicle trips, household VMT per capita, and work VMT per employee. The VMT calculator also includes VMT reductions for implementing transportation demand management (TDM) strategies.

LADOT TAG identified thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) sub-areas. The Project's VMT are compared against the City's threshold goals for household VMT per capita and work VMT per employee to evaluate the significance of the VMT increases. A development will have a potential impact if the development would generate VMT exceeding 15 percent below the existing average VMT for the Area Planning Commission (APC) area in which the project is located. The Project is in the South Los Angeles APC sub-area, which has a daily household VMT per capita threshold of 6.0 and a daily work VMT per employee threshold of 11.6 (15 percent below the existing VMT for the South APC).

TAG Section 2.2.2 states that, in addition to utilizing the VMT calculator tool screening criteria, the portion of, or the entirety of a project that contains small scale (less than 50,000 square feet) local serving retail/restaurant uses are assumed to have less than significant VMT impacts and a no impact determination is made for the small scale retail/restaurant portion of the Project. Therefore, the proposed 6,000 square feet of commercial is exempt and only the project's residential daily household VMT per capita is considered for the South APC threshold criteria.

As shown in the LADOT Transportation Approval Letter (refer to **Appendix A**), the Project would generate a net increase of 3,198 daily VMT and would include unbundled parking and 102 bicycle parking stalls (90 long term and 12 short term). As such, the Project would result in a household VMT per capita of 6.0, below the household VMT threshold of 6.0 for the South Los Angeles APC. The Project would not result in impacts related to traffic.

## **Noise**

The following section summarizes and incorporates by reference information from the Noise Study that was conducted for this Project; the findings are included as **Appendix B** of this Categorical Exemption.

Noise impacts could occur if sensitive receptors were exposed to excessive noise. The nearest sensitive uses that may potentially be impacted include the single- and multifamily residential uses to the east.

The City's Noise Ordinance (Section 112.05 of the LAMC) prohibits construction equipment noise that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet. However, the Noise Ordinance also states that this limitation does not apply where compliance is technically infeasible.

To identify the existing ambient noise levels both at nearby off-site sensitive receptors and in the general vicinity of the Project Site, noise measurements were taken using monitoring equipment that conforms to industry standards and the requirement specified in Section 111.01(l) of the LAMC. In addition, the noise meter meets or exceeds all requirements in the American National Standards Institute standards for Type 1 sound level meters for quality and accuracy (precision). The measured ambient noise levels were found to be between 53.4 and 70.8 dBA. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the Project Site.

## **Construction**

### ***On-Site Construction***

Construction of the Project would require the use of heavy equipment for demolition, grading, foundation preparation, installation of utilities, paving, and building construction. During each construction phase, there would be a different mix of equipment operating; noise levels would vary based on the number of equipment pieces in operation and the location of each activity. Typical operating cycle for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Pursuant to Section 41.40 of the LAMC, construction would be limited to the hours between 7:00 AM and 9:00 PM, Monday through Friday, and between 8:00 AM and 6:00 PM on Saturday. No construction activities would occur on Sundays or federal holidays. All construction-related noise would be required to comply with the provisions of Section 112.05 of the LAMC. Pursuant to Section 112.05, the operation of any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet from the source of the noise between the hours of 7:00 AM to 9:00 PM when the source is located within 500 feet of a residential zone, the Project will be required to use noise reduction devices or techniques.

The noise levels at the multifamily residential uses adjacent to the site from construction activity are shown in **Table 4: Construction Maximum Noise Estimates**. As shown, construction noise levels would result in a maximum increase of 17.8 dBA above the significance threshold without implementation of regulatory compliance measures.



**Table 4**  
**Construction Maximum Noise Estimates**

Nearest Off-Site Building Structures	Distance from Project Site (feet)	Max Leq	Ambient Noise Leq (dBA)	Significance Threshold (dBA)	Maximum Noise Increase over Significance Threshold without Regulatory Compliance Measures (dBA)
Multifamily residential to the east	25	92.8	62.5	75	+17.8
Single-family residential to the east	165	76.4	53.4	75	+1.4

Source: FHWA, RCNM, version. 1.1.

Refer to **Appendix B** for Construction Noise Worksheets

As a condition of approval, the Project would be required to comply with Section 112.05 of the LAMC which includes the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques. Other noise-reduction techniques include a construction management plan specifying that all construction equipment, fixed or mobile, will be equipped with properly operating and maintained mufflers and other state-required noise attenuation devices; identifying the maximum distance between construction equipment staging areas and occupied residential areas; and requiring the use of electric air compressors and similar power tools. Optimal muffler systems for all equipment and the break in line of sight to a sensitive receptor would reduce construction noise levels by approximately 10 dB or more.<sup>3</sup> Limiting the number of noise-generating heavy-duty off-road construction equipment (e.g., backhoes, dozers, excavators, loaders, rollers, etc.) simultaneously used on the Project Site within 25 feet of off-site noise sensitive receptors surrounding the site to no more than one or two pieces of heavy-duty off-road equipment would further reduce construction noise levels by approximately 14 dB. Also, limiting the number of noise-generating heavy-duty construction equipment to two (2) pieces operating simultaneously would reduce construction noise levels by approximately 5 dB. Temporary abatement techniques include the use of temporary and/or movable shielding for both specific and nonspecific operations. An example of such a barrier utilizes noise curtains in conjunction with trailers to create an easily movable, temporary noise barrier system.<sup>4</sup> As such, by identifying feasible techniques, construction

3 FHWA, *Special Report—Measurement, Prediction, and Mitigation*, updated June 2017, accessed July 2019, [https://www.fhwa.dot.gov/Environment/noise/construction\\_noise/special\\_report/hcn04.cfm](https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm).

4 FHWA, *Special Report – Measurement, Prediction, and Mitigation*, updated June 2017, accessed July 2019, [https://www.fhwa.dot.gov/Environment/noise/construction\\_noise/special\\_report/hcn04.cfm](https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm)

noise levels would be reduced by a minimum of 19 dB and reduced to noise levels below the 75 dBA threshold.

Additionally, a sign legible at a distance of 50 feet will be posted at the Project construction site providing a contact name and a telephone number where residents can inquire about the construction process and register complaints. This sign will indicate the dates and duration of construction activities. In conjunction with this required posting, a noise disturbance coordinator will be identified to address construction noise concerns received. The contact name and the telephone number for the noise disturbance coordinator will be posted on the sign. The coordinator will be responsible for responding to any local complaints about construction noise and will notify the City to determine the cause and implement reasonable measures to the complaint, as deemed acceptable by the City.

### ***Off-Site Construction***

Construction of the Project would require haul and vendor truck trips to and from the site to export soil and delivery supplies to the site. Trucks traveling to and from the Project Site would be required to travel along a haul route approved by the City. Approximately 101 worker trips per day and 71 total hauling trips would take place during demolition, which total to approximately 1 haul truck trips per work day. Haul truck traffic would take the most direct route to the appropriate freeway ramp.

Noise associated with construction truck trips were estimated using the Caltrans FHWA Traffic Noise Model based on the maximum number of truck trips in a day. Project truck trips which includes medium- and heavy-duty trucks would generate noise levels of approximately 41.2 to 51.7 dBA, respectively, measured at a distance of 25 feet along Crenshaw Boulevard. As discussed in **Appendix B**, existing noise levels along Crenshaw Boulevard was 70.8 dBA (refer to Site 3). The noise level increases from truck trips would be below the significance threshold of 5 dBA.

### **Vibration**

An analysis of noise impacts also includes an analysis of vibration impacts caused by the Project. The City has not adopted a significance threshold to assess vibration impacts during construction. Therefore, the Caltrans *Transportation and Construction Vibration Guidance Manual*<sup>5</sup> is used as a screening tool to assess the potential for adverse vibration effects related to structural damage.

**Table 5: Construction Vibration Levels Estimates – Building Damage** presents construction vibration impacts associated with on-site construction in terms of building damage. As shown in **Table 5**, the

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5 Caltrans, *Transportation and Construction Vibration Guidance Manual* (September 2013), accessed July 2019, <https://cityofdavis.org/home/showdocument?id=4521>.



forecasted vibration levels due to on-site construction activities would exceed the building damage significance threshold of 0.12 PPV ips at the multifamily residential uses to the east for vibratory rollers operating within 25 feet. Compliance with Section 112.05 of the LAMC, noise reduction techniques that would limit vibration inducing impacts include limiting the distance of vibratory rollers to a minimum of 40 feet from the nearest sensitive receptor which would reduce vibration levels to below the significance threshold of 0.12 PPV ips.

**Table 5**  
**On-Site Construction Vibration Impacts – Building Damage**

Nearest Building Structures	Off-Site	Estimated Vibration Velocity Levels at the Nearest Off-Site Structures from the Project Construction Equipment					Significance Threshold (PPV ips)	
		Vibratory Roller	Large Bulldozer	Caisson Drilling	Loaded Trucks	Jack-hammer		Small bulldozer
FTA Reference Vibration Levels at 25 feet								
		0.210	0.089	0.089	0.076	0.035	0.003	—
Multifamily residential to the east (25 feet)		0.210	0.089	0.089	0.076	0.035	0.003	0.12
Single-family residential to the east (165 feet)		0.012	0.005	0.005	0.004	0.002	0.000	0.12

Source: US Department of Transportation, Federal Transportation Authority, Transit Noise and Vibration Impact Assessment

Source: Refer to **Appendix B** for construction vibration worksheets.

## Operation

### Roadway Noise

The Project would cause operational noise impacts if it would cause any ambient noise level to increase by 5 dBA CNEL or more in an area categorized by either “normally acceptable” or “conditionally acceptable” and by 3 dBA CNEL or more in an area categorized by either “normally acceptable” or “clearly unacceptable.” Roadway noise levels were evaluated with respect to the following modeled traffic scenarios: (1) existing; (2) existing plus Project; (3) future (Year 2022); and (4) future (Year 2022) plus Project. As discussed in **Appendix B**, the maximum roadway noise level increase along existing roadways would be 0.2 dBA CNEL along Stocker Street east of Crenshaw Boulevard during the morning (AM) peak hour and evening (PM) peak hour and along Homeland Drive/43<sup>rd</sup> Street east of Crenshaw Boulevard during the morning (AM) and evening (PM) peak hour. Thus, the Project would not cause roadway noise levels to increase by 3 dBA or 5 dBA CNEL.

### Stationary Noise

Project operation would introduce various stationary noise sources, including heating, ventilation, and air conditioning systems, which would be located either on the roof, the side of a structure, or on the ground. All Project mechanical equipment would be required to be designed with appropriate noise-control devices, such as sound attenuators, acoustics louvers, or sound screens/parapet walls, to comply with noise-limitation requirements provided in LAMC Section 112.02, which prohibits the noise from such equipment from causing an increase in the ambient noise level of more than 5 dB.

Based on the above, noise and ground borne vibration impacts would not be significant.

## ***Air Quality***

The following section summarizes and incorporated by reference information from the Air Quality study that was conducted for this Project; the findings are included as **Appendix C** of this Categorical Exemption.

### **Construction Emissions**

Estimated construction emissions were quantified based on the type and number of equipment associated with demolition, site preparation, grading, construction, paving, and architectural coating. Emissions calculations assumed (1) all construction activities would be conducted in compliance with the South Coast Air Quality Management District (SCAQMD) rules pertaining to Fugitive Dust (Rule 403)<sup>6</sup> and Architectural Coatings (Rule 1113);<sup>7</sup> and (2) heavy-duty diesel equipment would meet minimum California Air Resources Board off-road fleet requirements.

The analysis of daily construction emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod) recommended by the SCAQMD, with an expected buildout year of 2022. Approximately 15,576 square feet of building would be removed. **Table 6: Maximum Construction Emissions** presents the maximum estimated daily emissions anticipated to occur throughout the duration of Project construction. Emissions of volatile organic compounds (VOC), nitrogen oxides (NOx), carbon monoxide (CO), sulfur oxides (SOx), and particulate matter (PM10 and PM2.5) are compared against the applicable SCAQMD mass daily thresholds of significance.

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6 South Coast Air Quality Management District (SCAQMD), Fugitive Dust (Rule 403), <http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf>.

7 SCAQMD, Architectural Coatings (Rule 1113), <http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf>.



**Table 6**  
**Maximum Construction Emissions**

Source	VOC	NOx	CO	SOx	PM10	PM2.5
	pounds/day					
Unmitigated Year 2021	19	12	14	<1	2	1
Unmitigated Year 2022	2	15	19	<1	2	1
Unmitigated Maximum	19	15	19	<1	2	1
SCAQMD Mass Daily Threshold	75	100	550	150	150	55
<b>Threshold exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod.

Notes: CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; SOx = sulfur oxides; VOC = volatile organic compounds.

Refer to **Appendix C: Air Quality and Greenhouse Gas Study**.

As shown in **Table 6**, maximum daily emissions during construction would be below the applicable SCAQMD maximum daily emission thresholds. While air quality emissions associated with construction of the Project would not have a significant impact the Project would be subject to SCAQMD Rules 402 (Nuisance), 403 (Fugitive Dust), 403.1 (Supplemental Fugitive Dust), and 1113 (Architectural Coatings) to further reduce specific construction-related emissions.

### **Operational Emissions**

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities of the Project. Area-source emissions would be generated by the consumption of natural gas and landscape maintenance. Mobile emissions would be generated by the motor vehicles traveling to and from the Project Site.

The analysis of daily operational emissions associated with the Project was prepared utilizing CalEEMod, as recommended by the SCAQMD. The estimated emissions from existing uses on the Project Site were subtracted from the estimated emissions resulting from the Project to calculate a potential net change in emissions. The results of these calculations are presented in **Table 7: Maximum Operational Emissions**. As shown in **Table 7**, the net daily operational emissions attributed to the Project's operation would not exceed the SCAQMD established operational significance threshold. Air quality impacts generated by use of the Project would not have a significant effect on the environment.

**Table 7**  
**Maximum Operational Emissions**

Source	VOC	NOx	CO	SOx	PM10	PM2.5
	pounds/day					
Area	3	2	11	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	1	5	14	<1	5	1
Total	4	7	25	<1	5	1
Existing	1	1	2	<1	<1	<1
Net Total	3	7	24	<1	5	1
SCAQMD Mass Daily Threshold	55	55	550	150	150	55
<b>Threshold exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod.

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations.

CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; SOx = sulfur oxides; VOC = volatile organic compounds.

Refer to **Appendix C: Air Quality and Greenhouse Gas Study**

## Locally Significance Emission Concentrations

The SCAQMD *Final Localized Significance Threshold [LST] Methodology*<sup>8</sup> provides guidance on analysis of localized air quality impacts to assist in preventing violations of the ambient air quality standards. Maximum daily LST values were derived for emissions of NOx, CO, PM10, and PM2.5 that would be generated during construction activities and long-term operation of projects.

The result of the LST analysis are provided in **Table 8: Localized Construction and Operational Emissions**. These estimates assume the maximum area that would be disturbed during construction on any given day during Project buildout. Construction would comply with the SCAQMD's Rule 403 (Fugitive Dust), which requires watering of the site during dust-generating construction activities, stabilizing disturbed areas with water or chemical stabilizers, and preventing track-out dust from construction vehicles. As shown in **Table 8**, emissions would not exceed the localized significance construction and operational thresholds.

8 SCAQMD, *Final Localized Significance Threshold Methodology (2008)*, p. 3-3, <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2>.



**Table 8**  
**Localized Construction and Operational Emissions**

	NOx	CO	PM10	PM2.5
Source	On-Site Emissions (pounds/day)			
<b>Construction</b>				
Total maximum emissions	8	7	1	1
LST threshold	67	606	4	2
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Operational</b>				
Project area/ energy emissions	2	11	<1*	<1*
Existing area/ energy emissions	2	<1	<1	<1
Net Total	<1	11	<1	<1
LST threshold	67	606	3	1
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

**Notes:**

Totals in table may not appear to add exactly due to rounding in the computer model calculations.

CO = carbon monoxide; NO<sub>x</sub> = nitrogen oxide; PM<sub>10</sub> = particulate matter less than 10 microns; PM<sub>2.5</sub> = particulate matter less than 2.5 microns.

\* = 0.22 lb/day.

Refer to **Appendix C: Air Quality and Greenhouse Gas Study**.

## Odors

As shown in **Table 8**, the construction and operation of the Project would result in emissions below the localized significance thresholds. Mandatory compliance with SCAQMD Rule 1113 would limit the number of VOCs in architectural coatings and solvents. According to the SCAQMD, while almost any source may emit objectionable odors, some land uses are more likely to produce odors because of their operation. Land uses more likely to produce odors include agriculture, chemical plants, composting operations, dairies, fiberglass molding manufacturing, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants. The Project does not contain any active manufacturing activities and would not convert current agricultural land to residential land uses. Therefore, objectionable odors would not be emitted by the residential uses.

Any unforeseen odors generated by the Project will be controlled in accordance with SCAQMD Rule 402. As previously noted, Rule 402 prohibits the discharge of air contaminants that harm, endanger, or annoy individuals or the public; endanger the comfort, health or safety of individuals or the public; or cause injury or damage to business or property. Failure to comply with Rule 402 could subject the offending facility to possible fines and/or operational limitations in an approved odor control or odor abatement plan.

## ***Water Quality***

As authorized by the Clean Water Act, the National Pollutant Discharge Elimination System Permit (NPDES) program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances, such as pipes or man-made ditches. Three general sources of potential short-term, construction-related stormwater pollution are associated with the Project: (1) the handling, storage, and disposal of construction materials containing pollutants; (2) the maintenance and operation of construction equipment; and (3) earthmoving activities that, when not controlled, may generate soil erosion via storm runoff or mechanical equipment.

The State Water Resources Control Board (SWRCB) oversees the implementation of NPDES in California through the General Construction Activity Storm Water Permit (GCASWP). Compliance with the requirements of GCASWP include the preparation of a Stormwater Pollution Prevention Plan (SWPPP) that includes Best Management Practices (BMPs) to address such things as erosion control, cleanup, and maintenance of dumpsters. The purpose of a SWPPP, prepared in compliance with SWRCB requirements, is to ensure that construction of the Project would not violate water quality standards and/or discharge requirements, or otherwise substantially degrade water quality.

The Project would be required to demonstrate compliance with Low Impact Development (LID) Ordinance standards and retain or treat the first three-quarters of an inch of rainfall in a 24-hour period. Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Project site as compared to the current conditions. City of Los Angeles Ordinance Nos. 172,176 and 173,494 specify Storm Water and Urban Runoff Pollution Control and require the compliance and application of storm water BMPs. The Project would also be required to comply with water quality standards and wastewater discharge requirements set forth by the SUSMP for Los Angeles County and Cities in Los Angeles County and approved by the Los Angeles Regional Water Quality Control Board (LARWQCB). Full compliance with the LID Ordinance and implementation of design-related storm water BMPs would ensure that the operation of the Project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality.

After compliance with GCASWP during construction and the LID Ordinance during operations, the Project would have a less than significant impact on water quality, and therefore the Project satisfies this criterion of the Class 32 Exemption.



**(e) Adequately served by all required utilities and public services.****Utilities****Water**

Currently, the Project Site is fully served by public sewer and water. The Project would remove the existing auto body shop, car wash/detail center and take-out food stand resulting in a change in demand for these utility services. Water is provided by the Los Angeles Department of Water and Power (LADWP). Based on forecasted growth, the LADWP's 2015 Urban Water Management Plan (UWMP) projects adequate water supplies through 2040.<sup>9</sup> The 2015 UWMP reports that LADWP's current water demand is approximately 611,800 acre-feet per year and forecasts a demand of 675,700 acre feet per year in 2040, with supply available to meet this demand. As shown in **Table 9: Estimated Water Demand**, it is estimated that the Project would have a daily water demand of 15,371 gallons.

**Table 9**  
**Estimated Water Demand**

<b>Land Use</b>	<b>Quantity</b>	<b>Demand Factor (gpd/unit)<sup>a</sup></b>	<b>Daily Demand (gpd)</b>	<b>Annual Demand (afy)</b>
Residential—Studio	20 du	94 gpd/du	1,880	2.1
Residential—One Bedroom	48 du	138 gpd/du	6,624	7.4
Residential—Two Bedroom	56 du	188 gpd/du	10,528	11.8
Retail	6,000 sq. ft.	0.03 gpd/sq. ft.	180	0.2
<i>Project Subtotal:</i>			<i>19,212</i>	<i>21.5</i>
<i>Less 20% per LA Green Building Code</i>			<i>-3,841</i>	<i>-4.3</i>
<b>Total</b>			<b>15,371</b>	<b>17.2</b>

*Note: afy = acre-feet per year; gpd = gallons per day., du = dwelling unit, sq. ft. = square feet.*

<sup>a</sup> 120 percent sewage generation loading factor; Los Angeles Bureau of Sanitation, *Sewage Generation Factors*, April 2012. These amounts are based on the combined unit count for the East and West Buildings.

Water conservation design features as part of current building code are likely to reduce this estimate. This is the equivalent of approximately 17.2 acre feet per year. The Project is within the assumed growth projections LADWP utilized in developing the UWMP. The Project would also be designed to current building codes that would reduce water demand. As such, it is expected that LADWP has sufficient water supplies available to serve the Project.

**Wastewater**

The Project site is located in a developed, urbanized portion of Los Angeles that is served by the existing wastewater system operated by the City of Los Angeles Sanitation Department (LASAN). LASAN serves

<sup>9</sup> City of Los Angeles Department of Public Works, 2015 *City of Los Angeles Urban Water Management Plan* (2016).

over 4 million residential and industrial customers and processes approximately 328 million gallons per day (mgd) of wastewater.<sup>10</sup> LASAN estimated that wastewater flow will increase to 376 mgd by 2040 and has planned capacity to serve this forecasted growth.

As shown in **Table 10: Estimated Sewage Generation**, it is estimated that the Project would generate 12,565 gallons per day (gpd) of wastewater. The Project wastewater generation is within the assumed growth projections of the City. As such, it is expected that LASAN has sufficient capacity to serve the Project.

**Table 10**  
**Estimated Sewage Generation**

Land Use	Quantity	Demand Factor (gpd/unit) <sup>a</sup>	Daily Generation (gpd)	Annual Demand (afy)
Residential—Studio	20 du	75 gpd/du	1,500	1.7
Residential—One Bedroom	48 du	110 gpd/du	5,280	5.9
Residential—Two Bedroom	56 du	150 gpd/du	8,400	9.4
Retail	6,000 sq. ft.	0.025 gpd/sq. ft.	150	0.2
<i>Subtotal:</i>			<i>15,330</i>	<i>17.2</i>
<i>Less 20% per LA Green Building Code</i>			<i>-2,765</i>	<i>-3.1</i>
<b>Total</b>			<b>12,565</b>	<b>14.1</b>

*Note: afy = acre-feet per year; gpd = gallons per day.*

<sup>a</sup> *Los Angeles Bureau of Sanitation, Sewage Generation Factors, April 2012.*

## Stormwater

The Project Site is located in a developed portion of Los Angeles that is currently served by existing stormwater infrastructure. The Project Site would continue to be predominantly impervious surface. In addition, the Project would be required to demonstrate compliance with the LID Ordinance standards, which are more rigorous than the standards to which the existing uses were built. The primary purpose of the LID Ordinance is to ensure that development and redevelopment projects manage runoff in a manner that captures rainwater and removes pollutants while reducing the volume and intensity of stormwater flows. Through implementation of design features and Best Management Practices, stormwater would be captured and managed on-site. As such, the volume of stormwater runoff entering the public stormwater

10 City of Los Angeles Sanitation Department, SEWERS, [https://www.lacitysan.org/san/faces/wcnav\\_externalId/s-lsh-wwd-cw-s?\\_adf.ctrl-state=1cvj6ecyxf\\_5&\\_afLoop=8617779647821654#!](https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-s?_adf.ctrl-state=1cvj6ecyxf_5&_afLoop=8617779647821654#!)



infrastructure during peak events would not increase as compared to existing conditions. Therefore, the Project can adequately be served by the stormwater utility system.

## Solid Waste

Solid waste generated within the City is disposed of at landfill facilities throughout Los Angeles County. While the City Bureau of Sanitation provides waste collection services to single-family and some small multifamily developments, private haulers provide waste collection services for most multifamily residential and commercial developments within the City, including the Project Site.

The County of Los Angeles Department of Public Works prepares an annual report on solid waste management in the County in order to help meet long-term needs and maintain adequate capacity. As described in the County's most recent report, a shortfall in permitted solid waste disposal capacity within the County is not anticipated to occur under forecasted growth and ongoing municipal efforts at waste reduction and diversion.<sup>11</sup> As shown in **Table 11: Expected Operational Solid Waste Generation**, the Project's generation during the life of the Project would be 532 pounds per day or 97 tons per year. This estimate is conservative because it does not factor in any recycling or waste diversion programs or the net change from the removal of existing uses. When compared to the three nearest landfill sites (Sunshine Canyon City/County, Chiquita Canyon, and Scholl Canyon)<sup>12</sup> this would yield to less than 0.01 percent of the remaining disposal capacity for all three landfills. As such, the amount of solid waste generated by the Project is within the available capacities of the landfills.

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11 County of Los Angeles, Department of Public Works, 2018 Annual Report, *Los Angeles Countywide Integrated Waste Management Plan* (December 2019).

12 Remaining Disposal Capacity: Sunshine Canyon City/County = 59,752,250 tons; Chiquita Canyon = 12,001,395 tons; Scholl Canyon = 2,264,431 tons.

**Table 11**  
**Expected Operational Solid Waste Generation**

Type of Use	Size	Waste Generation Rate <sup>a</sup> (lb./unit/day)	Total Solid Waste Generated (lb./day)
Residential Units	124 du	4 lb./du/day	496
Retail	6,000 sq. ft.	0.006 lb./sq. ft./day	36
<b>Total</b>			<b>532</b>

Notes: du = dwelling unit; lb. = pounds; sq. ft. =square feet.

<sup>a</sup> City of Los Angeles Bureau of Sanitation, Solid Waste Generation (1981). Waste generation includes all materials discarded, whether they are later recycled or disposed of in a landfill.

### Electric Power, Natural Gas, and Telecommunications

The Project Site is located in a developed, urbanized portion of Los Angeles that is served by existing electric power, natural gas, and telecommunications services. The Project would replace existing commercial buildings, already served by electric power, natural gas, and telecommunications services. In the context of the greater Los Angeles service area, the Project would not be a substantial source of new demand for services. New connections would be established for the Project; however, no substantial additional infrastructure would need to be installed or relocated to provide electric power facilities, natural gas facilities, or telecommunication services. Furthermore, the Project Applicant shall be required to implement applicable building code and LA Green Building Code requirements that would further reduce demand as compared to the existing structures. Thus, the Project would be adequately served by existing electric power, natural gas and telecommunications services.

### Public Services

The Project would create new residences and increase the population on Project Site, thereby increasing the potential demand on public services. An impact could occur if the Project were not able to be adequately served by existing facilities and would require the expansion or building of new facilities.

### Fire Protection

The nearest Los Angeles Fire Department (LAFD) Station to the Project Site is Station No. 94, located at 4470 Coliseum Street, approximately 1-mile northwest of the Project Site. Station No. 94 features an engine company and ambulance unit. Based on the response distance criteria specified in LAMC Section 57.09.07A and the relatively short distance from Station No. 94 to the Project Site, fire protection response would be considered adequate. Additionally, the National Fire Protection Association has published target



response times for fire stations of 5 minutes, 20 seconds or less.<sup>13</sup> Station 94 currently meets these response time standards.<sup>14</sup> As such, a new fire station would not be needed to serve the Project.

The adequacy of fire protection is also based upon the required fire flow, equipment access, and LAFD's safety requirements regarding needs and service for the area. The required fire flow necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. Pursuant to LAMC Section 57.507.3.1, City-established fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch ("PSI") is to remain in the water system while the required gpm is flowing. LAMC Section 57.507.3.3 identifies a fire flow requirement of 4,000 gpm from four adjacent hydrants flowing simultaneously for High Density Residential and Commercial Neighborhood land uses such as the Project as well as the maximum response distances to engine and truck companies discussed above. Moreover, the Project would include automatic fire sprinkler systems as required by the Fire Code. The adequacy of existing water pressure and availability in the Project area with respect to required fire flow would be confirmed by LAFD during the plan check review process. As part of the normal building permit process, the Project would be required to upgrade water service laterals, meters, and related devices, as applicable, in order to provide required fire flow. Pursuant to LAMC Section 57.507.3.2, an approved fire hydrant must be located within 300 feet. The nearest fire hydrants to the Project Site are located approximately 25 feet to the west, 165 feet to the southwest, 200 feet to the northwest, and 225 feet north in the right-of-way along Crenshaw boulevard, adjacent to the Project Site boundary. Notwithstanding the existing hydrant, if LAFD were to determine that additional fire hydrants are required during its review of the building design and LAFD requirements, such improvements would be completed as part of the Project either on-site or off-site within the right-of-way under the City's B-Permit process. Construction activities to install any new pipes or pumping infrastructure would be temporary and of short duration and would not result in any significant environmental impacts.

## Police Protection

The Project Site is located within Reporting District 393 of the Southwest division of the Los Angeles Police Department's (LAPD) South Bureau. The Southwest Community Police Station is located at 1546 West Martin Luther King Jr. Boulevard, 2.1 miles west of the Project Site. LAPD would provide police protection services for the Project Site. The proposed building would result in an incremental increase in activity at the Project Site and thus could increase the frequency of service calls. The Project would result in an

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13 National Fire Protection Association, *NFPA 1710: Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments* (2015).

14 Los Angeles Fire Department, "Find Your Station," [http://www.lafd.org/fire\\_stations/find\\_your\\_station](http://www.lafd.org/fire_stations/find_your_station).

incremental population increase of 355 residents, which would be within growth projections for the City. Given the proximity of the existing facilities, the Project would not result in the need to construct any new or physically altered governmental facilities.

During construction, all sides around the Project Site would need to be secured to prevent trespass and theft of building materials. The Project would employ construction security features, such as fencing, which would serve to minimize the need for LAPD services. Temporary construction fencing would be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

The development of the Project would result in an increase of on-site residents, visitors, patrons, and employees to the Project Site, thereby generating a potential increase in the number of service calls from the Project Site. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons may escalate as a result of the increased on-site activity and increased traffic on adjacent streets and arterials. The Project would include adequate and strategically positioned functional and security lighting to enhance public safety. Visually obstructed and infrequently accessed “dead zones” would be limited and, where possible, security controlled to limit public access. The building and layout design of the Project would also include crime prevention features, such as nighttime security lighting and secure parking facilities. In addition, the continuous visible and nonvisible presence of residents at all times of the day would provide a sense of security during evening and early morning hours. As such, the Project guests and employees would be able to monitor suspicious activity at the building entry points.

The potential for crime can be reduced with site-specific designs and features. The Project would include standard security measures such as adequate security lighting, secure access to nonpublic areas and separate residential access points. Parking would be in a parking structure integrated into the building. The LAPD will require that the commanding officer of the Station be provided a diagram of each portion of the property showing access routes, and any additional information that might facilitate police response.

Moreover, additional, or expanded police stations have not yet been identified as planned projects in the Project area. However, in the event that the LAPD determines that a new or expanded police station is warranted, or that police stations need to be consolidated or relocated, the environmental effects that may result from such endeavors would be subject to the City’s environmental review process. In the case of the Project area, land parcels for future police stations would likely be comprised of infill lots with existing land uses that would be replaced by the police station. Due to the size and limited function, or land use, of police stations, it is unlikely that development of a police station would result in significant



and unavoidable impacts. However, if such an impact were identified, the police station project would be required to implement mitigation measures, as necessary, to avoid or minimize adverse impacts. As such, the Project would not result in significant impacts related to police services.

## **Schools, Libraries, and Parks**

### ***Schools***

A significant impact would occur if the Project would include substantial employment or population growth which would create a demand for school facilities that would exceed the capacity of the Los Angeles Unified School District (LAUSD).

Construction workforce would include 101 trips per day, equaling to a maximum of 50 employees and an estimated 11 students.<sup>15</sup> There are currently 21 existing public schools within the West Adams-Baldwin Hills-Leimert Community Plan Area. The Project would generate an estimated total of the Project would generate an estimated total of 37 elementary school students, 10 middle school students, and 21 high school students.<sup>16</sup> Nevertheless, California Education Code Section 17620(a)(1) states that the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirements against any construction within the boundaries of the district, for the purposes of funding the construction or reconstruction of school facilities. The LAUSD School Facilities Fee Plan has been prepared to support the school district's levy of the fees authorized by California Education Code Section 17620. The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to mitigate a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits and subdivisions. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA, or other State or local law (Government Code Section 65996). Furthermore, per Government Code Section 65995.5-7, LAUSD has imposed developer fees for commercial/industrial and residential space. Overall, the payment of school fees in compliance with SB 50 would be mandatory and would provide full and complete mitigation of school impacts for the purposes of CEQA. The Project would be required to pay the imposed fee by LAUSD for the purpose of augmenting school facilities. Payment of the statutory school fee would assist LAUSD in accommodating increased enrollment via expanded facilities.

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15 Los Angeles Unified School District, 2018 Developer Fee Justification Study, Los Angeles School District (March 2018).

16 Los Angeles Unified School District, 2018 Developer Fee Justification Study, Los Angeles School District (March 2018).

## ***Libraries***

The City of Los Angeles Public Library (LAPL) provides library services throughout the City through its Central Library, 8 regional branches, and 64 community branches. The LAPL collection has 6.4 million books, magazines, electronic media, 120 online databases, and 34,000 e-books and related media.<sup>17</sup> On February 8, 2007, The Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes Criteria for new Libraries, which recommends new size standards for the provision of LAPL facilities – 12,500 sq. ft. for communities with less than 45,000 people, 14,500 sq. ft. for community with more than 45,000 people, and up to 20,000 sq. ft. for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area.

The Project would not directly necessitate the need for a new library facility. Further, the LAPL has indicated that there are no planned improvements to add capacity through expansion. There are no plans for the development of any other new libraries to serve this community. The LAPL uses the most recent Census figures to determine if a branch should be constructed in a given area. Employees do not typically frequent libraries during work hours but are more likely to use facilities near their homes during nonwork hours.

Additionally, Measure L has provided funds to restore adequate services to the existing library system. Further, the Project would result in an incremental population increase of 355 residents, which would be within growth projections for the City. For all of these reasons, it is not anticipated that the Project would result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, or need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for library services.

## ***Parks***

A significant impact would occur if the project would exceed the capacity or capability of the local park system to serve the proposed project.

There are numerous parks within a 2-mile radius of the Project Site that would provide recreational and open space opportunities.<sup>18</sup> In addition, the Project would feature 13,900 square feet of open space including a 8,450-square-foot landscaped roof deck consisting of 31 trees. In addition, the Project Applicant would be required to pay the Quimby Act Fees or, if applicable, fees in accordance with the Parks

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<sup>17</sup> LAPL website: <http://www.lapl.org/about-lapl/press/2012-library-facts>.

<sup>18</sup> City of Los Angeles Department of Recreation and Parks, <http://www.laparks.org/>, accessed May 2020.



Dedication and Fee Update ordinance (Ordinance No. 184,505), which would be used to provide additional park facilities in the Project area.

Thus, for the reasons set forth above, the Project meets all criteria for the Class 32 Exemption.

## **E. APPLICABILITY OF EXCEPTIONS**

The following discusses how the specified exceptions to a Class 32 Exemption do not apply to the Project.

### **Location**

The Project is being evaluated for applicability of the Class 32 exemption and not for a Class 3, 4, 5, 6, or 11 Exemption. Therefore, this exception does not apply.

### **Cumulative Impact**

A categorical exemption is inapplicable “when the cumulative impact of successive projects of the same type in the same place, over time is significant.” The Project consists of an individual infill development consisting of demolition of auto body shop, car wash/detail center and a take-out food stand and development of a five-story 124 unit mixed-use building with 6,000 square feet of ground floor retail space and associated parking. The Project complies with the existing zoning designation and promotes the City’s policies goals for creating a greater supply of transit-oriented residential development. Furthermore, the Project Site is designated as Neighborhood Commercial and taken into account in future growth projections of the Crenshaw Corridor Specific Plan. As discussed previously, the Project would not generate a considerable increase in population, traffic, noise, or air pollutant emissions. As such, the Project would not make a significant contribution to cumulative traffic, noise, air quality, water quality, public services or utilities impacts. Successive projects of this type over time within the same general area would further enhance the goals of the City for transit-oriented infill development in compliance with existing zoning. However, there are no related projects that are located within a 500 foot radius of the Project Site. As such, this exception does not apply.

### **Unusual Circumstances**

A categorical exemption may not be used for an activity with a reasonable possibility of a significant effect due to unusual circumstances. The Project would redevelop a previously developed site in an existing urban area. The proposed use is for a mixed-use residence, which is common in the City. The Project Site is not of unusual size or condition. As described below, soil and soil vapor concentrations from the USTs are below applicable residential and commercial screening levels. As such, there are no known unusual circumstances associated with the Project or the Project Site.

The Project would not have a significant effect on the environment and there are no unusual circumstances associated with the Project, the Project Site, or the vicinity. The Project Site and vicinity are highly urbanized, previously developed, and flat. There are no unusual circumstances related to development of the Project's uses at this location. The Project proposes an infill development that is consistent with the existing zoning, General Plan land use designation, and all provisions and regulations of the Community Plan. Additionally, the Project Site is not located in a designated "environmentally sensitive area" or other overlay that would denote special circumstances.

Based upon on-site exploration, laboratory testing, and research, the development of the Project Site is considered feasible from a geotechnical engineering standpoint, as discussed in the Phase I and Phase II ESA prepared for the Project (refer to **Appendix D**). The Project Site is not located within an earthquake fault zone, or a seismically-induced landslide zone. Additionally, the Project Site is not located within an area identified as liquefiable. The conditions are typically of sites within this area of Los Angeles, and of a type that are routinely addressed through regulatory requirements.<sup>19</sup>

There is not a reasonable possibility that any significant environmental impacts could result from development of the Project. Specifically, as analyzed above, the Project would not result in any impacts related to traffic, noise, air quality, water quality, public services, and/or utilities.

## **Scenic Highways**

A categorical exemption would not apply to a project which may result in damage to scenic resources. The Project Site is not adjacent to a scenic highway area or along a designated scenic highway, corridor, or parkway.<sup>20</sup> No unique geologic features or rock outcroppings are located on the Project Site. The Project will have no significant impact, and no mitigation measures are required. Accordingly, this exception does not apply.

## **Hazardous Waste Sites**

The following section summarizes and incorporated by reference information from the Phase I and Phase II Environmental Site Assessment (ESA) that was conducted for this Project; the findings are included as **Appendix D** of this Categorical Exemption.

This exception applies if a project is included on any list compiled pursuant to Section 65962.5 of the Government Code. Section 65962.5 of the California Government Code requires the Department of Toxic

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<sup>19</sup> *Preliminary Geotechnical Assessment for Entitlement Process*, Geotechnologies Inc., January 25, 2019, Appendix E to **Attachment B** of this Categorical Exemption.

<sup>20</sup> City of Los Angeles, *Mobility Plan 2035* (2016).



Substances Control, Department of Health Services, and Water Resources Control Board to compile lists of hazardous waste sites. The Project Site is not included on any list compiled pursuant to Section 65962.5. As such, this exception would not apply.

The Project would remove the existing auto body shop, car wash/detail center and take-out food stand. The Project Site is not included on any state hazardous site list.<sup>21</sup> Furthermore, as discussed in both the Phase I and Phase II ESA (refer to **Appendix D**), the distribution of detected concentrations of Volatile Organic Compounds (VOCs) and Total Petroleum Hydrocarbons (TPH) in soil and soil vapor sampled at the Project Site suggests that historical Project Site uses have not impacted the Site subsurface and the reported concentrations of constituents are below applicable regulatory screening criteria.<sup>22</sup> Since the soil would be excavated and disposed off-Site during future residential redevelopment, the low concentrations of VOCs and TPH would require implementation of a Soil Management Plan (SMP) during redevelopment activities (sampling, segregation, profiling and off-site disposal at a licensed facility).<sup>23</sup> The SMP would be prepared and executed in accordance with SCAQMD Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil. SCAQMD Rule 1166 requires the control of VOC emissions from excavating, grading, handling and treating VOC contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition.<sup>24</sup> As required by Rule 1166, any excavation of underground storage tank and/or transfer piping storing or previously storing VOC material, or excavating or grading soil containing VOC material would require a SMP approved by the Executive Officer prior to commencement of excavation or handling. The Contaminated SMP shall be written to minimize VOC emissions to the atmosphere during excavation, grading, handling and treatment of VOC contaminated soil. The SMP shall consist of three types: (1) various locations; (2) site specific; and (3) facility treatment.

The historical use of the Project Site for gasoline service and automotive repair, including the use of gasoline and waste-oil underground storage tanks (USTs) from 1940 to 1952 and from 1964 to 1989 represent Recognized Environmental Conditions (RECs) for the reported presence of the abandoned-in-place and potential for localized soil impacts in the UST areas.<sup>25</sup> Removal of the abandoned-in-place USTs would require permit and oversight from the City of Los Angeles Fire Department, which serves as the local environmental oversight agency for UST removal and associated soil impacts. Removal of the UST would occur within the scope of the SMP mentioned above. Oversight would be required if the USTs are

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21 California Department of Toxic Substances Control, EnviroStor, "Hazardous Waste and Substances Site List," accessed June 2019, <http://www.envirostor.dtsc.ca.gov/public/map/?myaddress=Hazardous+Waste+and+Substances+Site+List>.

22 GSI Environmental, *Phase I ESA*, September 26, 2018.

23 GSI Environmental, *Phase I ESA*, September 26, 2018.

24 SCAQMD Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil, amended May 11, 2011, accessed July 2020, <http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1166.pdf?sfvrsn=4>

25 GSI Environmental, *Phase I ESA*, June 20, 2017.

disturbed or otherwise encountered during future Project Site redevelopment activities. Soil and soil vapor sampling were conducted to evaluate potential chemical impacts to shallow soil and soil vapor from the Project Site. The results indicated that all reported soil and soil vapor concentrations from the USTs are below applicable residential and commercial screening levels. As such, impacts are unlikely due to the abandoned-in-place USTs.<sup>26</sup>

## Historical Resources

Section 15064.5 of the State CEQA Guidelines defines a historical resource as: (1) a resource listed in or determined to be eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain State guidelines; or (3) an object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.

Further, CEQA defines historically significant resources as "resources listed or eligible for listing in the California Register of Historical Resources (CRHR)" (PRC Section 5024.1).

The Project Site is not listed in the California Register of Historical Resources or in a local register of historical resources. The Project Site is not identified as a historic resource in HistoricPlacesLA, SurveyLA or other City parcel reports or references. Additionally, the Project Site is not located in a City Historic Preservation Overlay Zone or Historic District.<sup>27</sup> The Project Site is located approximately 0.1 miles to the northwest to the Leimert Park Historic District. As discussed in **Appendix B**, noise impacts related to construction and operation of the Project would not result in significant impacts, thus would not alter any of the physical characteristics of the nearby nonadjacent historic resources, including through construction activities, vibration from off-road equipment, and operation of the Project. Therefore, this exception does not apply.

## F. ADDITIONAL FINDINGS

The Class 32 Exemption is not applicable if a project requires mitigation measures to reduce potential environmental impacts to less than significant. Additional topics from the Initial Study Checklist not

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<sup>26</sup> GSI Environmental, *Phase I ESA*, June 20, 2017.

<sup>27</sup> City of Los Angeles Office of Historic Resources, *SurveyLA*, "SurveyLA Findings and Reports," accessed June 2019, <https://preservation.lacity.org/survey-la-findings-and-reports>.

addressed above are discussed below to demonstrate that no potential significant environmental impacts are expected to occur as a result of the Project.

## **Aesthetics**

Considering that the Project is located within a 750-foot radius of a major transit stop, Senate Bill (SB) 743 would apply.

Section 21099(d)(1) of SB 743 states that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” City of Los Angeles Zoning Information File ZI No. 2452 provides that projects meeting these criteria are exempted from evaluating visual resources, aesthetic character, shade and shadow, light and glare, scenic vistas, or any other aesthetic impact in a CEQA document. A “transit priority area” (TPA) is defined as an area within 0.5 mile of a major transit stop.

As discussed previously, the Project would remove the existing auto body shop, car wash/detail center and take-out food stand to construct a new 5-story, mixed-use development in a TPA. Because of the mixed-use character of the Project and its location within a designated urban TPA, the Project qualifies for exemption under SB 743 and ZI No. 2452. As such, the evaluation of the Project’s aesthetic impacts is not required.

The Project Site is located on relatively flat land in an urbanized portion of the City. Views in the vicinity of the Project Site are largely constrained by the existing structures surrounding the Project Site, structures on adjacent parcels, and the area’s relatively flat topography. Due to the existing built environment, there are limited and obstructed views of the nearby Santa Monica Mountains/Hollywood Hills. Moreover, as documented in the West Adams-Baldwin Hills-Leimert Community Plan EIR, the majority of the community plan area is flat and the only views that are available are of distant features, including hills and cityscapes.

With respect to building height and massing, the Project’s five-story building would be consistent with the height of surrounding buildings. The Project would not obstruct views on any existing residential neighborhoods as the Project would include low-rise five-story residential units along the Project’s western frontage along Crenshaw Boulevard to provide an appropriate transition between the Project and the nearby residential uses. Buildings within the vicinity of the Project Site include a 2-story multifamily residential apartment building to the east. Therefore, in combination with existing buildings the Project would not encroach upon scenic vistas through street corridors.

Because the Project is a residential mixed-use development within a TPA, operational impacts are less than



significant. Moreover, consistent with State and local regulations, SB 743 and ZI File No. 2452, impacts to scenic resources or any other aesthetic impact as defined in the City's CEQA Threshold Guide shall not be considered a significant impact for infill projects within a TPA pursuant to CEQA.

As such, the Project will not result in any significant aesthetic impacts.

## **Agricultural and Forest Resources**

There is no existing zoning for agricultural uses in the Project area. Consequently, the Project does not contain any farmland or agricultural land that could potentially be impacted. Therefore, the Project would not result in any significant agricultural impacts.

## **Biological Resources**

The lack of value of the Project Site as a habitat for endangered, rare, or threatened species was discussed previously. There are no riparian or wetland habitats on Project Site. There are no trees on the Project Site. None of the existing street trees surrounding the Project are protected species nor would they be removed. Existing parking perimeters would be removed and replaced with new landscaping. The Project would plant 31 new trees (1 tree per 4 units) of similar type and size as perimeter landscaping. Therefore, the Project would not result in any significant biological impacts.

## **Cultural Resources**

The Project Site does not contain any known cultural resources. The Project would include removal of the existing uses and would not require grading and excavation activities. If subsurface cultural resources are inadvertently unearthed, the City has regulations on how artifacts found during construction must be handled. As previously discussed, while the Project Site is located near the Leimert Park Historic District, the Project does not contain any features that are listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources and does not impact the Historic District. The Project design takes inspiration from the surrounding residential and commercial buildings to enhance the distinctive character of the immediate area, which is predominantly block-form with matte colors. As such, no significant impacts to cultural resources would occur.

## **Geology and Soils**

The Project Site is not in a designated Earthquake Fault Zone (Alquist-Priolo).<sup>28</sup> The Project Site is not within a liquefaction zone as defined by the City's General Plan and as noted in the City's parcel

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28 Department of City Planning, ZIMAS, "Parcel Profile Report."

information report.<sup>29</sup> The Project would be designed in accordance with the latest California Building Code and applicable local codes. As such, the potential for hazardous events related to flooding, subsidence, slope instability, and seismic activity is considered low. Therefore, the Project would not result in any significant geology and soils impacts.

## Greenhouse Gas Emissions

The following section summarizes and incorporated by reference information from the Air Quality study that was conducted for this Project; the findings are included as **Appendix C** of this Categorical Exemption.

The current accepted method for accounting for the construction GHG emissions within the SCAQMD service area is to annualize these emissions over a project's operational lifetime, which is generally defined as 30 years for analysis purposes. A summary of the GHG emissions for the construction phases is provided in **Table 12: Construction GHG Emissions**. As shown below, total construction emissions would be approximately 460 MTCO<sub>2</sub>e. Construction emissions amortized over 30 years would be approximately 31 MTCO<sub>2</sub>e/year.

**Table 12**  
**Construction GHG Emissions**

Year	CO <sub>2</sub> e Emissions (Metric Tons per Year)
Year 2021	264
Year 2022	196
<b>Total Construction GHG Emissions</b>	<b>460</b>
<b>Annualized over Project's Lifetime</b>	<b>31</b>

Source: CalEEMod

For comparative purposes, SCAQMD recommends that construction-related GHG emissions be amortized over the assumed operational lifetime of a project, which is recommended by SCAQMD as 30-years.

Refer to **Appendix C: Air Quality and Greenhouse Gas Study**.

The GHG emissions from the operation of the Project involves the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment, hearth combustion, and the generation of solid waste and wastewater. The annual net GHG emissions associated with the operation of the Project are provided in **Table 13: Operational Greenhouse Gas Emissions**. The sum of the direct and indirect emissions associated with the Project is compared with SCAQMD's screening threshold of 3,000 MTCO<sub>2</sub>e/year. As

29 City of Los Angeles, Department of City Planning, *General Plan*, "Safety Element" (1996).

shown in **Table 13**, the net increase in GHG emissions generated by the Project would be 1,251 MTCO<sub>2</sub>e per year, below the recommended SCAQMD screening threshold of 3,000 MTCO<sub>2</sub>e per year.

As discussed in **Appendix C**, demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment), developed by Southern California Association of Governments (SCAG) for their 2016 Regional Transportation Plan (RTP) were used to estimate future emissions within the 2016 AQMP. Projects that are consistent with the growth projections are considered consistent with the AQMP. According to the SCAG estimates, the 2012 and 2040 population with the Los Angeles subregion is 3,845,500 and 4,609,400, respectively. The Project would include 124 units with a projected population increase of 355. This increase would yield to approximately less than 0.1 percent of the anticipated increase within the region, thus would be consistent with the growth projections.

The Project is consistent with regional strategies to reduce passenger VMT to achieve the per capita GHG emissions reduction targets of SB 375 for the SCAG region. The Project Site is within a high-quality transit area and is adequately served by existing public transit. This includes Metro Transit Line 40, 102, 105, 210, Rapid 705, 710, and 740. The Expo/Crenshaw station is located approximately 1 mile to the north of the Project. It is important to note the Crenshaw/LAX Extension Rail Line is currently under construction. The Martin Luther King Jr. Station is located 0.2 miles north and the Leimert Park Station is located approximately 0.3 miles to the south of the Project Site. Consequently, the Project would not conflict with the strategies with the 2016-2040 RTP/SCS to reduce per capita passenger vehicle GHG emissions.

**Table 13**  
**Operational Greenhouse Gas Emissions**

GHG Emissions Source	Emissions (MTCO <sub>2</sub> e/year)
Construction (amortized)	31
Area sources	28
Energy	460
Mobile	818
Waste	32
Water	107
<i>Annual Total</i>	<i>1,476</i>
<i>Existing</i>	<i>225</i>
<b>Net Total</b>	<b>1,251</b>

Source: CalEEMod

Totals in table may not appear to add exactly due to rounding in the computer model calculations.

MTCO<sub>2</sub>e = metric tons of carbon dioxide emissions.

Refer to **Appendix C: Air Quality and Greenhouse Gas Study**.



## Hazards and Hazardous Materials

The following section summarizes and incorporated by reference information from the Phase I and Phase II Environmental Site Assessment (ESA) that was conducted for this Project; the findings are included as **Appendix D** of this Categorical Exemption. For additional discussion related to Hazards, refer to discussion in Section E. of this document.

The Project would not involve the routine use, handling, or transport of hazardous materials that would create a substantial risk to the public. The Project would not exacerbate hazardous conditions related to airports or wildland fires. Roadways used for emergency evacuation would not be obstructed. Therefore, the Project would not result in any significant hazardous materials impacts.

## Hydrology and Water Quality

Water quality was discussed previously. The Project would be required to implement drainage measures that comply with the City's regulatory requirements. The Project would also not place housing or residents within a flood zone. Therefore, the Project would not result in any significant hydrology impacts.

## Land Use and Planning

The following findings are in addition to what was stated beforehand regarding general plan and zoning designations and policies. The neighborhood is urbanized and contains uses similar to the Project. No alteration of street pattern is proposed, and no separation of existing uses or disruption of access would occur. The Project Site is not located within a habitat conservation plan or natural community conservation plan. Therefore, no significant land use or planning impacts would result from the Project.

## Mineral Resources

The Project area does not contain any known mineral resources, and the Project would not result in the loss of availability of a known mineral resource or locally important mineral resource recovery site. The Project Site is not located within a MRZ-2 Area, an Oil Drilling/Surface Mining Supplemental Use District, or an Oil Field/Drilling Area.<sup>30</sup> No mineral resources are known to exist beneath the Project Site. Therefore, the Project would not result in any significant mineral resource impacts.

## Population and Housing

SCAG forecasts population and job growth of the cities and counties in the six county Southern California Region. The Department of City Planning refines the City's allocation so that projected growth is directed to centers and districts that are located near transit, consistent with the Framework Element and other

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30 City of Los Angeles, Department of City Planning, *General Plan*, Conservation Element, Exhibit A: Mineral Resources (2001).

City policies **Table 14: Los Angeles Department of City Planning Adjusted SCAG Population Forecast.** provides a comparison of the population and housing capacity for 2008 and 2030.

The Project would include 124 units with a projected population increase of 355. This increase would yield to approximately one percent of the anticipated increase within the Community Plan area, thus would be consistent with the growth projections. The Project would not accelerate development in an undeveloped area that exceeds projected/planned levels for the year of Project occupancy and buildout that would result in an adverse physical change in the environment; nor would the Project introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan. Therefore, the Project would not result in any significant population or housing impacts.

**Table 14**  
**Los Angeles Department of City Planning Adjusted SCAG Population Forecast**

Projection Year	Population	Dwelling Units	Person/Household
2008	182,600	66,415	2.7
2030	214,012	84,257	2.5
<b>Net Change from 2008 to 2030</b>	<b>31,412</b>	<b>17,842</b>	
<b>Percent Change (%)</b>	<b>17.2</b>	<b>26.9</b>	

Source: Los Angeles Department of City Planning, West Adams - Baldwin Hills - Leimert Community Plan, June 2016, accessed June 2019, <http://planning.lacity.org/complan/pdf/wadcptxt.pdf>.

## Recreation

The Project would construct a new mixed-use apartment building and would include 13,900 square feet of open space including a 8,450-square foot landscaped roof deck. The Project would not generate a substantial increase in demand for existing recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated and would not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Furthermore, the Quimby Act authorizes cities and counties to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. LAMC Section 17.12 requires developers to set aside land, donate conservation elements or pay fees for park improvements. Standards for parkland acreage requirements are identified in LAMC Section 17.12, as are fees per unit. Therefore, the Project would not have a significant effect on recreation facilities.

## Transportation

Traffic associated with the Project was discussed previously. The Project would make no changes to or have direct effects on transit services or roadways in the vicinity. As discussed in **Appendix A**, the Project

would not result in any traffic deficiencies on the existing street network or nearby intersections, pedestrian, bicycle, and transit facilities. Roadway design and access would be equivalent to the existing or would comply with City standards. The Project would utilize the Density Bonus parking reduction mechanism and Bike Parking ordinance to reduce parking requirements. The Project would provide both short-term and long-term bicycle parking spaces in accordance with LAMC Section 12.21A.16. Therefore, the Project would not result in any significant transportation impacts.

## **Tribal Cultural Resources**

The Project Site is located in an urban area that has been previously developed. The Project Site contains no known historic or other cultural resources, including Tribal Cultural Resources. Furthermore, the Project Site has been previously disturbed and no unique archeological resources are known to be present on or around the Project Site. If subsurface cultural resources are unearthed, the Project would comply with City regulations on how artifacts found during construction must be handled. As such, the probability for the Project to unearth significant subsurface artifacts during excavation is considered low and impacts to Tribal Cultural Resources would not be significant.

## **Wildfire**

The Project Site is in a previously developed and urbanized area of the City that does not contain wildlands or high fire hazard terrain or vegetation. The Project Site is not located in or near a state responsibility area or on lands classified as very high fire hazard severity zones.<sup>31</sup> No impacts related to wildfire hazards would occur.

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31 California Department of Forestry and Fire Protection (Cal Fire), Los Angeles County, Fire Hazard Severity Zones in SRA, map, November 7, 2007, accessed June 2019, available at [http://frap.fire.ca.gov/webdata/maps/los\\_angeles/fhszs\\_map.19.pdf](http://frap.fire.ca.gov/webdata/maps/los_angeles/fhszs_map.19.pdf).



COUNTY CLERK'S USE

## CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK  
200 NORTH SPRING STREET, ROOM 395  
LOS ANGELES, CALIFORNIA 90012

## CALIFORNIA ENVIRONMENTAL QUALITY ACT

## NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152(b) and CEQA Guidelines Section 15062. Pursuant to Public Resources Code Section 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS

CPC-2019-7006-DB-DRB-SPP-SPR-DD-MSD

LEAD CITY AGENCY

City of Los Angeles (Department of City Planning)

CASE NUMBER

ENV-2019-7009-CE

PROJECT TITLE

4242 Crenshaw Project

COUNCIL DISTRICT

10 – Wesson, Jr.

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)

4218-4248 South Crenshaw Boulevard

☐ Map attached.

The project is the construction, use, and maintenance of a 5-story, 69-foot tall mixed-use building comprised of 124 dwelling units (including 14 Very Low Income units), and 6,000 square feet of ground floor commercial retail space. The project will provide sixty (60) parking spaces at grade level, and will provide 90 long-term and 12 short-term bicycle parking spaces. The project will be 107,940 square feet in floor area with a Floor Area Ratio ("FAR") of 2.94:1. The site is currently developed with a car wash, and auto repair facility, with six (6) unprotected trees on the subject site proposed to be removed and six (6) trees along the public right-of-way which are proposed to remain.

NAME OF APPLICANT / OWNER:

Christian Hart

Community Builders Group

CONTACT PERSON (If different from Applicant/Owner above)

Edgar Khalatian

Mayer Brown, LLP

(AREA CODE) TELEPHONE NUMBER

EXT.

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)

## STATE CEQA STATUTE &amp; GUIDELINES

☐ STATUTORY EXEMPTION(S)

Public Resources Code Section(s) \_\_\_\_\_

☒ CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)CEQA Guideline Section(s) / Class(es) 15332 / Class 32☐ OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b) )

JUSTIFICATION FOR PROJECT EXEMPTION:

☐ Additional page(s) attached☐ None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.☐ The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.

If different from the applicant, the identity of the person undertaking the project.

## CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE

Sergio Ibarra

STAFF TITLE

City Planner

ENTITLEMENTS APPROVED

FEE:	RECEIPT NO.	REC'D. BY (DCP DSC STAFF NAME)
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DISTRIBUTION: County Clerk, Agency Record

Rev. 3-27-2019

Lucas Worthing  
7- Avenue Resident/ Business Owner  
Los Angeles CA 90008  
lucas@wco-op.com

Letter of Support for Local Project Development

TO: Concerned Neighbors  
JOB: 4242 Crenshaw Blvd.  
Los Angeles, CA 90008  
DATE: August 25, 2020

Re: Mixed Use Development Hearing for 4242 Crenshaw Blvd.

Dear fellow Citizens,

With the introduction of the Transit Oriented Community guidelines, we citizens are undergoing a swift and severe change to our community of which we have very little control over. The laws have passed through the necessary channels to allow our city a more free flowing transit system, and thusly; allowing for extreme growth in our communities that have long been ignored. Additionally this process is reshaping the way we engage our fellow citizens. Our government has deemed the housing crisis more important than the neighborhoods of Los Angeles including but not limited to their historical reference and contribution to the City's greatness.

If we stay diligent, we can still influence the level of impact on our great community by getting involved and working *with*, rather than against, developers to help listen to the citizens they develop within. The 4242 Crenshaw Boulevard Development has reached out to our community over a year ago, and has been successfully working with our community leaders to develop a multi residential housing design, which aims to benefit our neighborhood.

Yes the building is large, but it can be larger, taller, and deeper. Setbacks were more conservative then standard allowable code requires. Height restrictions allow for a much taller structure then we are seeing here today. Yes the building has market rate units, but it also has low-income level units. These lower level income units allow for our younger generations to stay closer to home as they become independent from their families. Yes the building is not required to provide parking for residents, but it does, and not only are they secure, but also they are far more plentiful than other surrounding new developments (60 total spaces including retail designated spaces). It should be noted the TOC guidelines allow for no parking in new developments when within similar proximately of train station stops.

This building design has contemporary elements, which tie its residents back into the community they'll be living within. Examples would include open balconies at both the front and rear facades, rooftop shared space, and an open plan to the main street access for multiple retail locations and/or businesses to thrive within. The building has taken the local color accents of local architecture into account and has quite literally mirrored these tones into the architecture. The quality of constructions looks to improve the level of quality we've seen in recent developments, and I believe this to be an investment in our community's future well being.

I take concern with only one item still in contention. The '4242' wall of numbers at the center parapet Crenshaw roofline are simply unnecessary. The scale and boldness of these numbers is superfluous, and in my humble opinion detracts from the overall success of the design. Large



building numbers already exist at the street level. Shouldn't this be enough? If an element is to stamp the building with a unique presence, let it be the art wall which is to face north to the Hollywood Hills, and let it be commissioned by competition for a local artist within the community.

As a residential architect & designer who lives and works locally within Leimert Park, I have been present and followed many planning meetings for dozens of developments within the community. On this 4242 Crenshaw Development, I have witnessed the designers and developers listen closely and interpret respectfully the primary requests of the surrounding community leaders' suggestions to better associate the design to our community. I believe this building represents a successful bridging between the Los Angeles Housing goals and the community in which it will be built. I support this project proceeding and stand by my fellow citizens who have helped shape this design to better connect to the heart of Liemert Park's main square and adjacent citizens.

I thank you for your time and consideration. Sending healthy wishes to all present,

Sincerely,

A handwritten signature in blue ink, appearing to read 'Lucas Worthing'. The signature is stylized with a large, looped 'L' and a 'W' that has a long, vertical tail extending downwards.

Lucas Worthing



Sergio Ibarra &lt;sergio.ibarra@lacity.org&gt;

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**4230 & 4242 S Crenshaw Blvd \* CPC-2019-7006-DB-DRB-SPR-DD-MS**1 message

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**Patrice Anderson** <msalexispatrice@gmail.com>  
To: sergio.ibarra@lacity.org

Tue, Sep 15, 2020 at 7:35 AM

Hello,  
I'm writing regarding the 4230 & 4242 S Crenshaw development Case #CPC-2019-7006-DB-DRB-SPR-DD-MS.

While I am in favor of the development, I am requesting that the developer go above and beyond to support the community and reduce the negative impact that we have already experienced from 4252 Crenshaw by increasing onsite parking from 0.5 to 0.6 per dwelling - 62 to 75 spaces.

Also, the description sites 60 parking spaces, but  $124 \times 0.5 = 62$  (with no rounding).

Thank you in your attention to this matter.

Best regards,  
Patrice Anderson  
[4135 S. Bronson Avenue](#)  
[Los Angeles, CA 90008](#)



Sergio Ibarra &lt;sergio.ibarra@lacity.org&gt;

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## Letter of Support for 4242 Crenshaw Development

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**Lucas Worthing** <lucas@wco-op.com>

Tue, Sep 1, 2020 at 11:30 AM

To: Sergio.Ibarra@lacity.org

Cc: Sharon Leacock &lt;sleacock@marathon-com.com&gt;

Good afternoon Sergio,

Attached to this email is a support letter for the above referenced development. In it, I've outlined who I am and why my support and opinion may carry some weight with your proceedings. Should you have any additional questions, please reach out.

Healthy wishes,

--

LUCAS WORTHING

**W + Co-op**

4247 [Seventh Avenue](#)

Los Angeles 90008

[lucas@wco-op.com](mailto:lucas@wco-op.com)

310-666-7565

[www.wco-op.com](http://www.wco-op.com)

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**4242 Creshaw Support Letter.pdf**

44K





Sergio Ibarra &lt;sergio.ibarra@lacity.org&gt;

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**CPC-2019-7006-DB-DRB-SPP-SPR-DD-MCS**

3 messages

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**Jamal Jones** <jamaljonesmsw@gmail.com>  
To: "Sergio.Ibarra@lacity.org" <Sergio.Ibarra@lacity.org>

Tue, Sep 1, 2020 at 7:24 PM

Sergio Ibarra, City Planner:

I'm writing this letter to voice my support of the proposed project at 4242 Crenshaw. I first met the Community Builders Group development team over a year ago, in my former capacity as a board member on Empowerment Congress West Area NDC. Community Builders Group has really set the precedent, having an ongoing open dialogue with the community from the beginning.

While I was on the Neighborhood Council, the team showed up to meetings, diligently taking our input and incorporating it into the project. This is how outreach and communication with community is supposed to work, with both sides understanding they are partners in building a better community. I'm glad about the outcome of this project and the process that took place to get us here.

Needless to say, this project will be a welcomed addition to the community. I'm particularly excited about the mural that's been included as part of the project, which will beautify the area and bring a sense of place to this new development. I'm also very appreciative of the neighborhood serving retail the ground floor will bring.

Community-minded projects like this one provide an example for how to add housing and new development to our neighborhoods in a way that respects existing residents, uplifts the neighborhood, and creates well-designed places for new residents and businesses.

Thank you,

Jamal Jones  
Los Angeles, CA

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Jamal O. Jones, MSW  
(323) 630-1587 Mobile  
[JamalJonesMSW@gmail.com](mailto:JamalJonesMSW@gmail.com)

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**Sergio Ibarra** <sergio.ibarra@lacity.org>  
To: Jamal Jones <jamaljonesmsw@gmail.com>

Sun, Sep 6, 2020 at 10:51 AM

Thank you, your letter has been received. Please see attached notice.  
[Quoted text hidden]

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**Sergio Ibarra**

City Planner

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

Planning4LA.org

T: (213) 473-9985 | F: (213) 000-0000



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 **DRAFT - 4 2 4 2 Initial Hearing Notice\_2020-0x (si4).pdf**  
103K

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**Jamal Jones** <jamaljonesmsw@gmail.com>  
To: Sergio Ibarra <sergio.ibarra@lacity.org>

Fri, Sep 11, 2020 at 5:27 PM

Thank you!

[Quoted text hidden]



Sergio Ibarra &lt;sergio.ibarra@lacity.org&gt;

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**CPC-2019-7006-DB-DRB-SPP-SPR-DD-MS**

2 messages

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**Gail Molen** <gail.molen@gmail.com>  
To: sergio.ibarra@lacity.org

Sat, Aug 29, 2020 at 11:23 AM

Hello,

I'm writing as a Leimert Park resident you voice my support of the proposed project at 4242 Crenshaw. I've attended every neighborhood meeting with Plus Development regarding this project. They have met with ECWA at both the general meeting and the PLUB committee, twice with the Design Review Board, and separately with smaller neighborhood groups - far more than any other developer in our area. They have been extremely available, respectful and receptive to community input, and I have confidence they will build and maintain quality project in our neighborhood.

Gail Molen  
4226 Edgehill Drive  
Los Angeles, CA 90008  
310-748-3279

Sent from my iPhone so please forgive typos

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**Sergio Ibarra** <sergio.ibarra@lacity.org>  
To: Gail Molen <gail.molen@gmail.com>

Sun, Sep 6, 2020 at 10:53 AM

Your comment has been received. Please see attached notice.

[Quoted text hidden]

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**Sergio Ibarra**

City Planner

**Los Angeles City Planning**

200 N. Spring St., Room 721

Los Angeles, CA 90012

Planning4LA.org

T: (213) 473-9985 | F: (213) 000-0000



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 **DRAFT - 4 2 4 2 Initial Hearing Notice\_2020-0x (si4).pdf**  
103K





Sergio Ibarra &lt;sergio.ibarra@lacity.org&gt;

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## Crenshaw 4200 block - Where is the meeting?

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**Beverly J Russell** <beverlyrussell426@gmail.com>

Thu, Sep 10, 2020 at 5:49 PM

To: "sergio ibarra@lacity. org" &lt;sergio.ibarra@lacity.org&gt;

Thank you, but all I wanted was date time and place.

Your email was forwarded to community organization better able to put it out there for the community.

Sergio I pass on an previous suggestion regarding infrastructure improvements for Crenshaw/McClung alley. 22yrs I have maintain the alley behind me. Just to much.

The concept I spoke about is called In-Kind Contribution. Look it up. Crenshaw/McClung may have to be 501.

Plus a petition of 2500+ signatures requesting the charitable gift. There more but this was my thought. I would be ready at the first hearing with Non Profit status and 2500 plus signed petition request the charitable contribution.

The request: pave alley, new LED lights place no parking signs, noise signage and cameras for illegal dumping.

This is a construction Corp company they have the resources for this type of charitable gift. They can deduct on their tax return.

It worth a thought it has been done before.

Thank u and good bye. Enough

[Quoted text hidden]

[Quoted text hidden]



August 26, 2020

Department of City Planning  
200 N. Spring St., Room 721  
Los Angeles, CA 90012  
Attn: Sergio Ibarra

Councilmember Herb Wesson  
City Hall  
200 N. Spring St., Room 430  
Los Angeles, CA 90012

**Re: 4242 Crenshaw Design Review Board (DRB)**

Empowerment Congress West Area NDC (ECWA) would like to thank the team of project 4242 Crenshaw Boulevard for working with the community to better integrate their project into our neighborhood. The team has been communicative and transparent with residents about what was being proposed. Stakeholders have had the opportunity to influence the design via the Crenshaw Design Review Board (DRB) where the aesthetics of the project were improved considerably. ECWA supports the residential development of this currently nonresidential parcel. By working with the developer, we have been able to facilitate our community's share of housing production during a time of affordable housing shortage in California. As discussed, we request that the developer provide 15% of the total units as affordable housing, a total of 18 units restricted for very low incomes which will house some residents at risk of displacement within our community.

Sincerely,

Empowerment Congress West Area NDC