COMMUNITY DEVELOPMENT COMMISSION
of the County of Los Angeles
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Executive Director

ADOPTED

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

2-D February 14, 2017

LORI GLASGOW
EXECUTIVE OFFICER

February 14, 2017

The Honorable Board of Commissioners
Community Development Commission
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Commissioners:

APPROVAL OF FUNDING AND ENVIRONMENTAL DOCUMENTATION FOR FIVE MULTIFAMILY AFFORDABLE HOUSING DEVELOPMENTS LOCATED IN THE CITY OF LOS ANGELES AND THE UNINCORPORATED COMMUNITIES OF FLORENCE-FIRESTONE, ATHENS-WESTMONT, AND WEST RANCHO DOMINGUEZ, AND FUNDING FOR A TRANSITION AGE YOUTH DEMONSTRATION PROGRAM (DISTRICTS 2 & 3) (3 VOTE)

SUBJECT

This letter recommends that your Board approve loans totaling up to $18,812,050 to fund the development of five affordable multifamily rental housing developments, as well as a grant in the amount of $900,000 to fund a Transition Age Youth Demonstration Program. The allocations recommended in this action are for six of the 14 projects that are being recommended for funding as a result of the Notice of Funding Availability (NOFA) for Affordable Multifamily Rental Housing, Round 22 issued by the Community Development Commission (Commission).

IT IS RECOMMENDED THAT THE BOARD:

1. Acting as a responsible agency pursuant to the California Environmental Quality Act (CEQA), certify that the Commission has considered the exemption determinations for the 6218 Compton and Florence Library Apartments projects, which were prepared by the County of Los Angeles Department of Regional Planning as lead agency; and find that these projects will not cause a significant impact on the environment.

2. Acting as a responsible agency pursuant to CEQA, certify that the Commission has considered the attached Notice of Exemption for the Westmont Vista project, which was prepared by the County of Los Angeles Department of Regional Planning as lead agency; and find that this project will not

cause a significant impact on the environment.

3. Acting as a responsible agency pursuant to CEQA, certify that the Commission has considered the attached Initial Study/Mitigated Negative Declaration (IS/MND) for the Stanford Avenue Apartments project, which was prepared by the County of Los Angeles Department of Regional Planning as lead agency; find that the mitigation measures identified in the IS/MND for this project are adequate to avoid or reduce potential impacts below significant levels; and find that this project will not cause a significant impact on the environment.

4. Acting as a responsible agency pursuant to CEQA, certify that the Commission has considered the attached exemption determination for the Metro at Western project, which was prepared by the City of Los Angeles as lead agency; and find that this project will not cause a significant impact on the environment.

5. Find that the approval of County Homeless Prevention Initiative (HPI) for the Step Up on Second Youth Demonstration Program is not subject to the provisions of CEQA, as described herein, because the activities are not defined as a project under CEQA.

6. Approve loans to the recommended developers identified in Attachment A, using up to a total of $18,812,050 in Affordable Housing Trust Funds, comprised of County Affordable Housing Funds and HOME Investment Partnerships Program (HOME) funds for five affordable housing developments.

7. Approve a grant to Step Up on Second, using $900,000 in HPI, for a Youth Demonstration Program, which will provide enhanced supportive services to Transition Age Youth.

8. Authorize the Executive Director, or his designee, to negotiate, execute, and if necessary, amend, reduce, or terminate the grant and loan agreements with the recommended developers/supportive service provider identified in Attachment A, or their Commission-approved designees, and all related documents, including but not limited to documents to subordinate the loans to construction and permanent financing, and any intergovernmental, interagency, or inter-creditor agreements necessary for the implementation of each development, following approval as to form by County Counsel.

9. Authorize the Executive Director, or his designee, to incorporate, as needed, up to $14,812,050 in County Affordable Housing Funds, $4,000,000 in HOME funds, and $900,000 in HPI funds, as described herein, into the Commission's approved Fiscal Year 2016-2017 budget, for the purposes described herein.

10. Authorize the Executive Director, or his designee, to increase the loan amounts identified in Exhibit A by a maximum of 10% each for unforeseen project costs, and to incorporate an aggregate amount up to $1,881,205 into the Commission's Fiscal Year budgets, as needed.

11. Authorize the Executive Director to reallocate funds set aside for affordable housing developments at the time of project funding, as needed and within each project's approved funding limit, in line with project needs, and within the requirements for each funding source.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

As a result of NOFA Round 22, a total of 14 projects will be recommended for funding, with six being recommended to your Board for approval at this time. Five of the projects are affordable housing

developments that will provide a total of 304 new housing units, of which 74 units will be set aside for homeless households, 74 units for general low-income families, 72 units for frequent users of the County's healthcare system, 58 units for low-income seniors, 20 units for Transition Age Youth, and six units for onsite managers.

Approval is requested to ensure that the housing development projects can meet the March 1, 2017 deadline for submitting Low Income Housing Tax Credit applications to the California Tax Credit Allocation Committee. The Commission will return to your Board at a later date with separate actions to recommend awards for the remaining projects utilizing the balance of NOFA Round 22 funding.

Grant funding is recommended for one Youth Demonstration project, which will provide enhanced supportive services for Transition Age Youth and will provide valuable information regarding the efficacy of providing enhanced services to this population, with the goal of participants realizing a greater level of self-sufficiency.

FISCAL IMPACT/FINANCING

The recommended loans to the developers identified in Attachment A will provide a total amount of up to $18,812,050 in Affordable Housing Trust Funds. The recommended grant to Step Up on Second will provide a total amount of up to $900,000 in HPI funds.

A total of up to $19,712,050, comprised of $14,812,050 in County Affordable Housing funds, $4,000,000 in HOME funds and $900,000 in HPI funds will be incorporated into the Commission's approved Fiscal Year 2016-2017 budget on an as-needed basis and included in future Fiscal Year budgets accordingly.

Because of the volatility in the construction industry involving both material and labor costs, the Commission requests authority to increase loan amounts by a maximum of 10% for each project, as needed, and to incorporate the funds into the Commission's approved Fiscal Year budgets, as needed.

The grant, loan, and contingency amounts are identified in Attachment A.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

On September 13, 2016, a total of $37,900,000 in Affordable Housing Trust Funds was made available for NOFA Round 22. Of this total, $37,000,000 was available for affordable housing construction activities, consisting of $32,000,000 in County Affordable Housing Funds, $4,000,000 in HOME funds, and $1,000,000 in Homeless Bonus Funds allocated by the First Supervisorial District. HPI Funds, in an amount of $900,000, were offered as a Youth Demonstration Project grant to fund enhanced supportive services for Transition Age Youth.

Eighteen funding proposals were received by the NOFA's October 25, 2016 deadline, 17 of which requested $43,877,450 for construction and permanent financing activities and one application that requested the $900,000 Youth Demonstration Program grant. Total funding requests exceeded available funds by $5,977,450.

One of the NOFA proposals did not meet threshold criteria related to financial feasibility and was not scored. Technical reviews of the remaining proposals, based on financial feasibility, supportive

services, and design, were performed by consultants. Applicants were notified of the scoring results and given two business days to appeal individual scores for procedural or technical errors. A total of 12 appeals were received. The Commission's Independent Review Panel reviewed the consultants' technical scoring and applicant appeals before making funding recommendations to the Commission's Executive Director.

Although 17 applications were received and reviewed, there are sufficient funds to finance only 14 projects. Six projects are being recommended for approval at this time. The Commission will return to your Board at a later date with separate actions to recommend awards for the remaining projects utilizing the balance of NOFA Round 22 funding.

The loan agreements and related documents will incorporate affordability restrictions, target assisted populations, and contain provisions requiring the developers to comply with all applicable federal, state, and local laws. Each loan will be evidenced by a promissory note and secured by a deed of trust, with the term of affordability enforced by a recorded Covenants, Conditions, and Restrictions document.

Approval of these projects will leverage approximately $116 million in additional external funding sources, which is more than six times the amount of NOFA 22 funds invested.

The loan agreements and related documents for these projects will reflect the respective Homeless and Special Needs set asides and indicate that the assisted units will be affordable to households earning no more than 30% of the median income for the Los Angeles-Long Beach Metropolitan Statistical Area, adjusted for family size, as established by the U.S. Department of Housing and Urban Development. The loan agreements will require that the affordable housing units be set aside for a period of 55 years. Subject to various underwriting requirements, the developers may be required by the Commission or other lenders to create a single asset entity to designate ownership of the project. These "designees" will be Commission-approved single asset entities created by the developers prior to execution of the loan agreement and all related loan documents.

The Youth Demonstration Program grant will provide funding for enhanced supportive services that are designed to meet the general and special needs of Transition Age Youth, including assessment, case management, and intensive supportive services. The goal of the three- to four-year program is to develop and improve mental and physical health, independent living skills, economic self-sufficiency, and to assist Transition Age Youth in identifying and accessing appropriate permanent housing.

The selected Youth Demonstration Program project must submit to the Commission quarterly program outcome reports and at the conclusion of the program the Commission will evaluate the effectiveness of enhanced supportive services in achieving the desired outcomes. The Commission will coordinate the program monitoring and evaluation with the Los Angeles County Chief Executive Office and the Los Angeles County Departments of Probation, Children and Family Services, and Mental Health.

This letter also recommends that the Executive Director have the authority to reallocate funds set aside for affordable housing development at the time of project funding to better align project funds with available resources. Any reallocation of funds will be made within each project's approved funding limit, in line with project needs, and within the requirements for each funding source.

ENVIRONMENTAL DOCUMENTATION

The proposed projects identified in Attachment A have been reviewed by the Commission pursuant to the requirements of CEQA.

The 6218 Compton project was determined ministerially exempt from the requirements of CEQA by the County of Los Angeles Department of Regional Planning in accordance with State CEQA Guidelines Section 15268. The Commission's consideration of this determination satisfies the requirements of CEQA.

The Westmont Vista project was determined exempt from the provisions of CEQA by the County of Los Angeles Department of Regional Planning in accordance with the State CEQA Statute Sections 21159.21 and 21159.23. The Commission's consideration of this determination satisfies the requirements of CEQA.

As a responsible agency, and in accordance with the requirements of CEQA, the Commission reviewed the IS/MND prepared by the County of Los Angeles Department of Regional Planning for the Stanford Avenue Apartments project and determined that this project will not have a significant adverse impact on the environment. The Commission's consideration of the IS/MND and filing of the Notice of Determination satisfy the State CEQA Guidelines as stated in Article 7, Section 15096.

The Western at Metro project was determined exempt from the requirements of CEQA by the City of Los Angeles in accordance with State CEQA Guidelines Section 15332. The Commission's consideration of this determination satisfies the requirements of CEQA.

The Florence Library project was determined exempt from the provisions of CEQA by the County of Los Angeles Department of Regional Planning in accordance with the State CEQA Statute Section 21155 and the State CEQA Guidelines Section 15061(b)(3). The Commission's consideration of this determination satisfies the requirements of CEQA.

The activities to be funded for the Step Up on Second Youth Demonstration Program are not subject to the provisions of CEQA pursuant to State CEQA Guidelines Sections 15060(c)(3) and 15378 because they are not defined as a project under CEQA and do not have the potential for causing a significant effect on the environment.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

The requested actions will increase the supply of Special Needs and affordable housing in the County of Los Angeles and provide information regarding the effectiveness of enhanced supportive services for Transition Age Youth.

Respectfully submitted,

SEAN ROGAN
Executive Director

SR:CC:ml

ATTACHMENT A
NOFA 22
RECOMMENDED FUNDING ALLOCATIONS

Capital Funds

Sup. Dist.	Jurisdiction	Development/ Applicant	Type of Housing	Total Project Units	Recommended Affordable Housing Trust Funds	Contingency	Other Funding Resources	Total Development Cost
2	Unincorp. Florence-Firestone	6218 Compton Ave./ LINC Housing Corp.	Homeless	30	$5,010,500	$501,050	$8,548,883	$13,559,383
2	Unincorp. Athens-Westmont	Westmont Vista/ Abode Communities	Homeless	39	$2,290,000	$229,000	$14,604,894	$16,894,894
2	Unincorp. West Rancho Dominguez	Stanford Ave. Apts./ Hollywood Community Housing Corp.	Special Needs	85	$5,000,000	$500,000	$28,291,883	$33,291,883
2	City of Los Angeles	Metro @ Western/ Meta Housing Corp.	Homeless	33	$1,511,550	$151,155	$16,977,868	$18,489,418
2	Unincorp. Florence-Firestone	Florence Library Apts./ AMCAL Multi-Housing, Inc.	Homeless	117	$5,000,000	$500,000	$47,126,929	$52,126,929
			Totals	**304**	**$18,812,050**	**$1,881,205**	**$115,550,457**	**$134,362,507**

Services Grant

Sup. Dist.	Jurisdiction	Development/ Applicant	Target for Services	Participants	Recommended HPI Funds
3	City of Los Angeles	Step Up on Second/ Step Up on Second Youth Demonstration Program	Transition Age Youth	20	$900,000

ATTACHMENT B

ENVIRONMENTAL DOCUMENTATION

Florence Library Apartments

PUBLIC NOTICES OF THE BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

Lori Glasgow, Executive Officer-
Clerk of the Board of Supervisors
383 Kenneth Hahn Hall of Administration
Los Angeles, California 90012

NOTICE OF PUBLIC HEARING CONCERNING

PROJECT NO. 2016-000933-(2)
ZONE CHANGE NO. RPPL2016004262-(2)
PLOT PLAN REVIEW NO. 2016004266-(2)

Notice is hereby given that the Board of Supervisors will conduct a public hearing on the above referenced project on **Tuesday, January 24, 2017 at 9:30 a.m.**, in Room 381B of the Kenneth Hahn Hall of Administration, 500 West Temple Street, Los Angeles, California 90012. Interested persons will be given an opportunity to testify.

The Board will also consider the Categorical Exemption associated with this project.

Location of Property:

The project site is located at 1600-1610-1616 East Florence Ave., in the unincorporated community of Florence-Firestone, within the Compton-Florence Zoned District.

General Description of Proposal:

Zone Change No. RPPL2016004262-(2), to change the zone of Assessor Parcel Number (APN) 6021-016-009 and APN 6021-016-901 from Neighborhood Business Zone (C-2) to Mixed Use Development Zone (MXD), and to change the zone for APN 6021-016-900 from Institutional Zone (IT) to MXD, and

Plot Plan Review No. 2016004266-(2), to authorize a mixed use building consisting of a public library and a 117-unit affordable housing project with 116 affordable housing units and one manager's unit in the MXD Zone, pursuant to County Code Section 22.40.640.

This project is categorically exempt pursuant to Section 15061.b.3, Review for Exemption and Section 21155, Transit Priority Project Categorical Exemption, of the California Environmental Quality Act requirements.

Contact the Department of Regional Planning, **Travis Seawards** at **(213) 974-6462** between 7:30 a.m. and 5:30 p.m., Monday through Thursday (office is closed Fridays) or at TSeawards@planning.lacounty.gov directly for any questions or additional information. Callers from North County areas may dial (661) 272-0964 or (661) 253-0111 toll free and ask to be connected to (213) 974-6462. Selected materials are available at http://planning.lacounty.gov. **Si necesita más información en Español, por favor llame al (213) 974-6466.**

If you are unable to attend the public hearing, written documents in favor or opposed to the project may be submitted to the Public Hearing/Zoning Section, Executive Office of the Board of Supervisors, Room 383, 500 West Temple Street, Los Angeles, CA 90012 or at PublicHearing@bos.lacounty.gov with the Project No. in the "Subject". Project status and information can be obtained online at: http://bos.co.la.ca.us/Board-meeting/Public-Hearings. For questions regarding this hearing you may also call (213) 974-1426.

Assistive listening devices, agenda in Braille and/or alternate formats are available upon request. American Sign Language (ASL) interpreters, other auxiliary aids and services, or reasonable accommodations, such as to request a disability-related accommodation to address the Board, are available, if requested at least three business days prior to the Board meeting. Later requests will be accommodated to the extent feasible. Please contact the Executive Office of the Board at (213) 974-1411 or (213) 974-1707 (TTY), from 8:00 a.m. to 5:00 p.m., Monday through Friday.

Translation devices are available in Spanish upon request. For other languages, please contact the Customer Service Center for assistance at least three business days prior to the hearing at (213) 974-1411 between 8:00 a.m. and 5:00 p.m., Monday through Friday.

Máquinas de traducción estan disponibles a petición. Si necesita intérprete para las juntas de los Supervisores del Condado de Los Angeles, por favor llame al (213) 974-1426 de 8:00 a.m. a 5:00 p.m., de lunes a viernes, con tres días de anticipación.

Lori Glasgow

LORI GLASGOW
EXECUTIVE OFFICER OF THE
BOARD OF SUPERVISORS

Westmont Vista

Notice of Exemption

To:

☒ Office of Planning and Research
P.O. Box 3044
Sacramento, CA 95812-3044

☒ County Clerk
County of: Los Angeles, Environmental Filings
12400 E. Imperial Hwy., #1201
Norwalk, CA 90650

From:
Public Agency: LA County Regional Planning
320 W. Temple Street, 13th Floor
Los Angeles, CA 90012

Project Title: 2016-000201-(2)

Project Applicant: Westmont Vista, L.P.

Project Location - Specific:

1763 W. Imperial Highway (APN 6077-011-040)

Project Location - City: West Athens- Westmont Project Location - County: Los Angeles County

Description of Nature, Purpose and Beneficiaries of Project:

CUP for the construction of an apartment building in the C-2 Zone. A concurrent administrative housing permit for the authorization of a 50% density bonus to increase units allowed from 26 to 39 and a modification in the maximum height allowed from 35 to 45 feet. 100% of the units will be dedicated to affordable housing with one set aside for the property manager.

Name of Public Agency Approving Project: Los Angeles County Department of Regional Planning

Name of Person or Agency Carrying Out Project: Abode Communities

Exempt Status: **(check one):**

☐ Ministerial (Sec. 21080(b)(1); 15268);
☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
☐ Categorical Exemption. State type and section number: _____
☐ Statutory Exemptions. State code number: _____
☒ Exemptions for Agricultural Housing, Affordable Housing, and Residential Infill Projects. State type and section number: 21159.3 - Exemption for Affordable Housing

Reasons why project is exempt:

The project is a 100% affordable housing project that satisfies the criteria described in sections 21159.21 and 21159.23. See item 17 of the approved Findings.

Lead Agency Contact Person: Shaun Temple Area Code/Telephone/Extension: (213) 974-6462

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☐ No

Signature: Shaun Temple Date: 1/11/16 Title: Senior Regional Planning Asst.

☒ Signed by Lead Agency

☐ Signed by Applicant

Date Received for filing at OPR: _____

Stanford Avenue Apartments

INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

HOLLYWOOD COMMUNITY HOUSING CORPORATION

S. STANFORD PROJECT

14733, 14739, and 14803 S. STANFORD AVENUE
COMPTON CALIFORNIA 90220

Lead Agency

Los Angeles County
Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

November 28, 2016

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TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

APPENDICES

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Environmental Checklist Form (Initial Study)
County of Los Angeles, Department of Regional Planning

Project title: S. Stanford Project / Project No. R2015-02448-(2) / Case No(s). RPPL2016001066, RZC201500008, RHSG201500004, and RPP201500770 ("Proposed Project")

Lead agency name and address: Los Angeles County, 320 West Temple Street, Los Angeles, CA 90012

Contact Person and phone number: Kevin Finkel, AICP, Senior Regional Planner, (213) 974-4854

Project sponsor's name and address: Eleanor Atkins, Project Manager, Hollywood Community Housing Corporation ("Applicant"), 5020 Santa Monica Boulevard, Los Angeles CA 90029

Project location: 14733, 14739 and 14803 S. Stanford Avenue, Compton, CA 90220 ("Project Site")
APN: 6137-005-902, 6137-005-903 and 6137-005-036 *USGS Quad*: Inglewood 7.5 Minute Quadrangle

Gross Acreage: 2.72 acres

General Plan Designation: H9 (Residential: 0-9 du/net ac)

Community/Area Wide Plan designation: N/A

Zoning: R-1 (Single-Family Residence Zone)

Description of project: See Project Description below.

Surrounding land uses and setting: See Project Description below.

Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):

Public Agency	*Approval Required*
Second District of the Los Angeles County Board of Supervisors	☐
Community Development Commission of the County of Los Angeles	☒
Los Angeles County Department of Health Services	☐

Major projects in the area:

Project/Case No.	*Description and Status*
1. City of Compton, 930 W. Compton Boulevard	41 dwelling unit condominium project.
2. City of Compton, 950 W. Alondra Boulevard	28 dwelling unit condominium and 3,000 square foot church project.
3. County of Los Angeles, 13218 Avalon Boulevard	54 dwelling unit apartment project.

Reviewing Agencies:

Responsible Agencies

- ☐ None
- Regional Water Quality Control Board:
- ☒ Los Angeles Region
- ☐ Lahontan Region
- ☐ Coastal Commission
- ☐ Army Corps of Engineers

Special Reviewing Agencies

- ☒ None
- ☐ Santa Monica Mountains Conservancy
- ☐ National Parks
- ☐ National Forest
- ☐ Edwards Air Force Base
- ☐ Resource Conservation District of Santa Monica Mountains Area
- ☐

Regional Significance

- ☒ None
- ☐ SCAG Criteria
- ☐ Air Quality
- ☐ Water Resources
- ☐ Santa Monica Mtns. Area
- ☐

Trustee Agencies

- ☒ None
- ☐ State Dept. of Fish and Wildlife
- ☐ State Dept. of Parks and Recreation
- ☐ State Lands Commission
- ☐ University of California (Natural Land and Water Reserves System)

County Reviewing Agencies

- ☒ DPW:
  - Land Development Division (Grading & Drainage)
  - Geotechnical & Materials Engineering Division
  - Traffic and Lighting Division
  - Environmental Programs Division
- ☒ Fire Department
  -Planning Division
  - Land Development Unit
- ☐ Sanitation District
- ☒ Public Health/Environmental Health Division: Land Use Program (OWTS), Drinking Water Program (Private Wells), Toxics Epidemiology Program (Noise)
- ☐ Sheriff Department
- ☒ Parks and Recreation
- ☐ Subdivision Committee

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project.

☒ Aesthetics	☒ Greenhouse Gas Emissions	☐ Population/Housing
☐ Agriculture/Forest	☐ Hazards/Hazardous Materials	☐ Public Services
☐ Air Quality	☐ Hydrology/Water Quality	☐ Recreation
☐ Biological Resources	☐ Land Use/Planning	☐ Transportation/Traffic
☒ Cultural Resources	☐ Mineral Resources	☒ Utilities/Services
☐ Energy	☒ Noise	☒ Mandatory Findings of Significance
☐ Geology/Soils		

DETERMINATION: (To be completed by the Lead Department.)
On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Kevin Finkel — 11/28/2016
Signature (Prepared by) — Date

Kevin Finkel — 11/28/2016
Signature (Approved by) — Date

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PROJECT DESCRIPTION:

A. PROJECT LOCATION

The Project Site is located at 14733, 14739 and 14803 S. Stanford Avenue, Compton, CA 90220. As shown in Figure 1, Project Location Map, the Project Site is located in the unincorporated community of West Rancho Dominguez-Victoria in central Los Angeles County west of the City of Compton and east of the City of Gardena. The Project Site is bounded by S. Stanford Avenue to the east, the Roy Campanella Park to the east across S. Stanford Avenue, a bus yard to the west, single-family residences to the north and multi-family residences to the south.

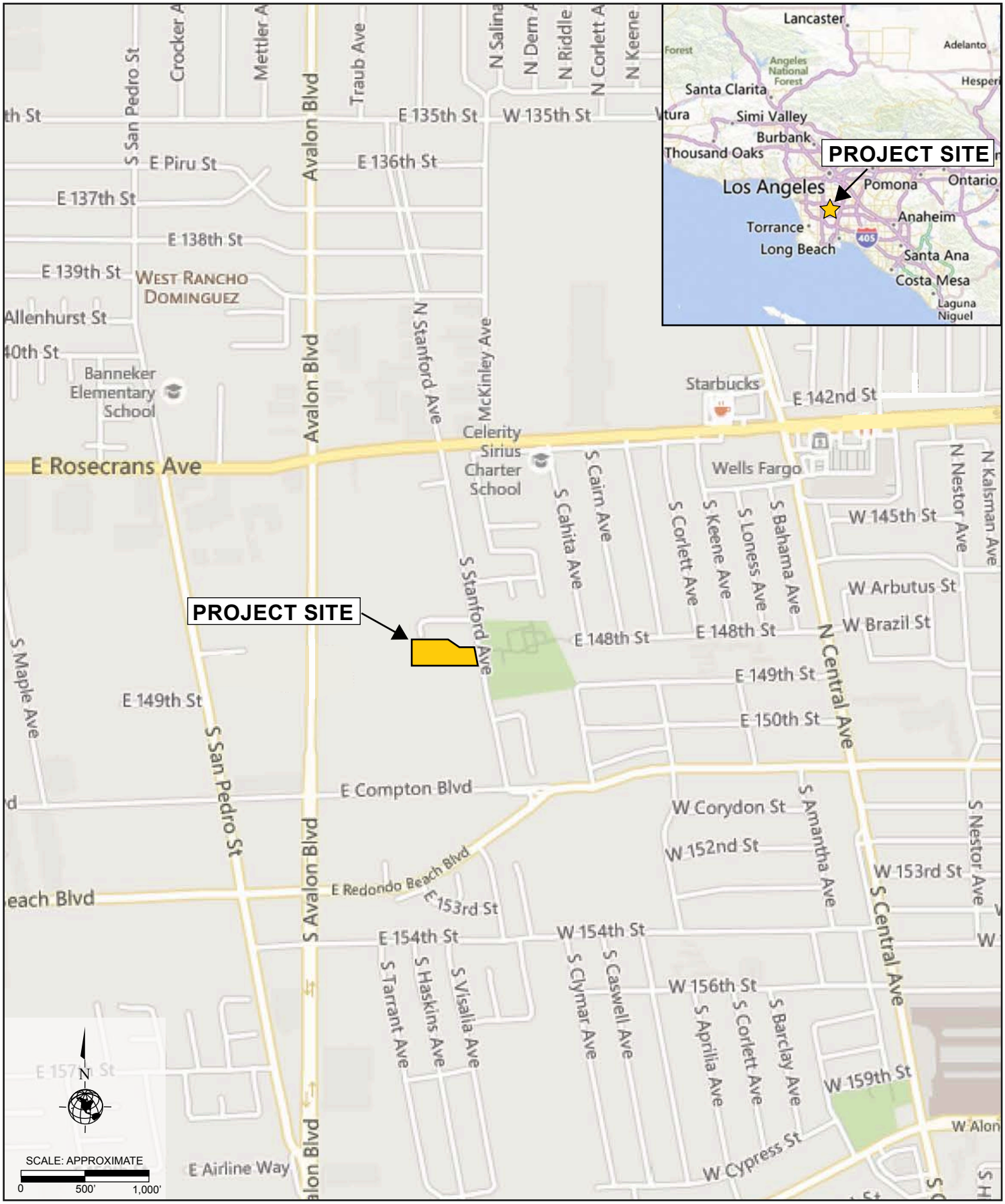
The Project Site is identified by the following County of Los Angeles Assessor Parcel Numbers (APNs): 6137-005-902, 6137-005-903 and 6137-005-036. The Project Site consists of three contiguous, vacant parcels of land that comprise approximately 118,605 square feet (2.72 acres).

Regional and Local Access

Regional access to the Project Site is provided by the Harbor Freeway (I-110), located west of the Project Site; the Long Beach Freeway (I-710), located east of the Project Site; the Glenn Anderson Freeway (I-105), located north of the Project Site; and the Gardena Freeway (SR-91) located south of the Project Site.

Local access to the Project Site is provided by Avalon Boulevard, S. Stanford Avenue, Central Avenue, Rosecrans Avenue, Compton Boulevard, and Redondo Beach Boulevard. Avalon Boulevard is a four-lane north-south roadway located west of the Project Site. Parking is provided on both sides of Avalon Boulevard in the project vicinity. S. Stanford Avenue is a two-lane north-south roadway located on the east frontage of the Project Site. Parking is provided on both sides of S. Stanford Avenue in the project vicinity. Central Avenue is a four-lane north-south roadway located east of the Project Site. Parking is prohibited on Central Avenue north of the Central Avenue and Compton Boulevard intersection. However, parking is provided on both sides of Central Avenue south of the Central Avenue and Compton Boulevard intersection. Rosecrans Avenue is a six-lane east-west roadway located north of the Project Site. Parking is prohibited on Rosecrans Avenue in the project vicinity. Compton Boulevard is a four-lane east-west roadway located south of the Project Site. Parking is provided on both sides of Compton Boulevard in the project vicinity. Redondo Beach Boulevard is a four-lane east-west roadway during located south of the Project Site. Parking is provided on both sides on Redondo Beach Boulevard in the project vicinity.

The Project Site is served by bus transit lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro) and the City of Compton. Metro Bus Lines 51/52/352 provide access between Compton and Koreatown via Compton Boulevard. Metro Bus Line 125 provides access between El Segundo and Norwalk via Rosecrans Avenue. Compton Renaissance Transit System Line 1 and 5 provide service within the City of Compton via Central Avenue and Compton Boulevard. The Metro Bus stop serving Lines 51/52/352 is located approximately 0.2 miles south of the Project Site at the intersection of S. Stanford Avenue and E. Compton Boulevard. The Metro Bus Line 125 stop is located approximately 0.3 miles north of the Project Site at the intersection of S. Stanford Avenue and E. Rosecrans Avenue. The bus stop serving the Compton Renaissance Transit System Line 1 and 5is located approximately 0.3 miles east of the Project Site at the Compton Adult School.



Source: Bing Maps, 2015

PARKER
ENVIRONMENTAL CONSULTANTS

Figure 1
Project Location Map

Existing Conditions

The Project Site is currently undeveloped. The Project Site is comprised of three vacant lots that is bordered by S. Stanford Avenue to the east, the Roy Campanella Park to the east across S. Stanford Avenue, a bus yard to the west, single-family residences to the north, and multi-family residences to the south. An aerial photograph and photographs depicting the current conditions on the Project Site are shown in Figure 2 and 3. Existing vegetation on the Project Site is predominantly bull mallow (*Malva nicaeensis*), which is non-native ruderal vegetation. The Project Site is approximately 110 feet above sea level. The Project Site's topography generally slopes to the middle of the Project Site and is characterized as flat with a small-engineered hill at the highest point of the west edge of the Project Site. The steepest slope of the hill is approximately 25% with the lowest point approximately 13 feet lower than the highest point.

Land Use and Zoning

The County adopted the Los Angeles County General Plan 2035 (General Plan) on October 6, 2015. As shown in Figure 4, Zoning and General Plan Land Use Designations, the County of Los Angeles' General Plan designates the Project Site H9 (Residential: 0-9 du/net ac).[1] The H9 (Residential: 0-9 du/net ac) General Plan land use designation allows for the development 0-9 dwelling units per net acre and is intended to guide the development of single-family residences. The Proposed Project includes construction of an 85-unit affordable housing development with 93 surface parking spaces. As such, the Proposed Project would not be consistent with the density or uses allowed for by the General Plan land use designation. Thus, the Applicant is proposing a General Plan Amendment from the existing General Plan land use designation of H9 (Residential: 0-9 du/net ac) to the General Plan land use category of H30 (Residential: 0-30 du/net ac) for the Proposed Project, which allows for 0-30 dwelling units per net acre. With the affordable housing density bonus as part of the General Plan Amendment, the Proposed Project would be consistent with all applicable General Plan land use standards of the H30 land use designation. The General Plan Amendment for the Proposed Project would be consistent with adjacent land uses, specifically the two-story Warwick Terrace Apartments complex to the south of the Project Site, in the General Plan given that the area is a transitional area.

The Project Site is located in the West Rancho Dominguez-Victoria in the unincorporated area of the County of Los Angeles. The Project Site is zoned R-1 (Single-Family Residence Zone). The Proposed Project includes construction of an 85-unit affordable housing development with 93 surface parking spaces. As such, the proposed multi-family residential structure is not consistent with the uses allowed in the R-1 Zone. Thus, the Applicant is proposing a zone change from R-1 to R-3 (Limited Multiple Residence Zone) to accommodate the Proposed Project.

The Applicant is also requesting a 3% affordable housing density bonus. Approval of the requested General Plan amendment changing the category designated on the site from H9 to H30, zone change from R-1 to R-3 zone change, 3% affordable housing density bonus, and the Site Plan approval would allow the Applicant to develop the Proposed Project's 85 units of affordable housing.

[1] County of Los Angeles, Department of Regional Planning Commission, 2015, Los Angeles County General Plan 2035, Chapter 6: Land Use Element, website: http://planning.lacounty.gov/assets/upl/project/gp_web80-land-use.pdf, accessed May 2016.

Source: Google Earth, Aerial View, 2015

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Figure 2
Aerial Photograph of the Project Site

View 1: From the west side of S. Stanford Avenue looking northwest towards the Project Site.

View 2: From the west side of S. Stanford Avenue looking west towards the Project Site.

View 3: From the west side of S. Stanford Avenue looking southwest towards the Project Site.

View 4: From the east side of S. Stanford Avenue looking northwest towards the Project Site.

View 5: From the east side S. Stanford Avenue looking west towards the Project Site.

View 6: From the east side of S. Stanford Avenue looking southwest towards the Project Site.

Source: Parker Environmental Consultants, 2015

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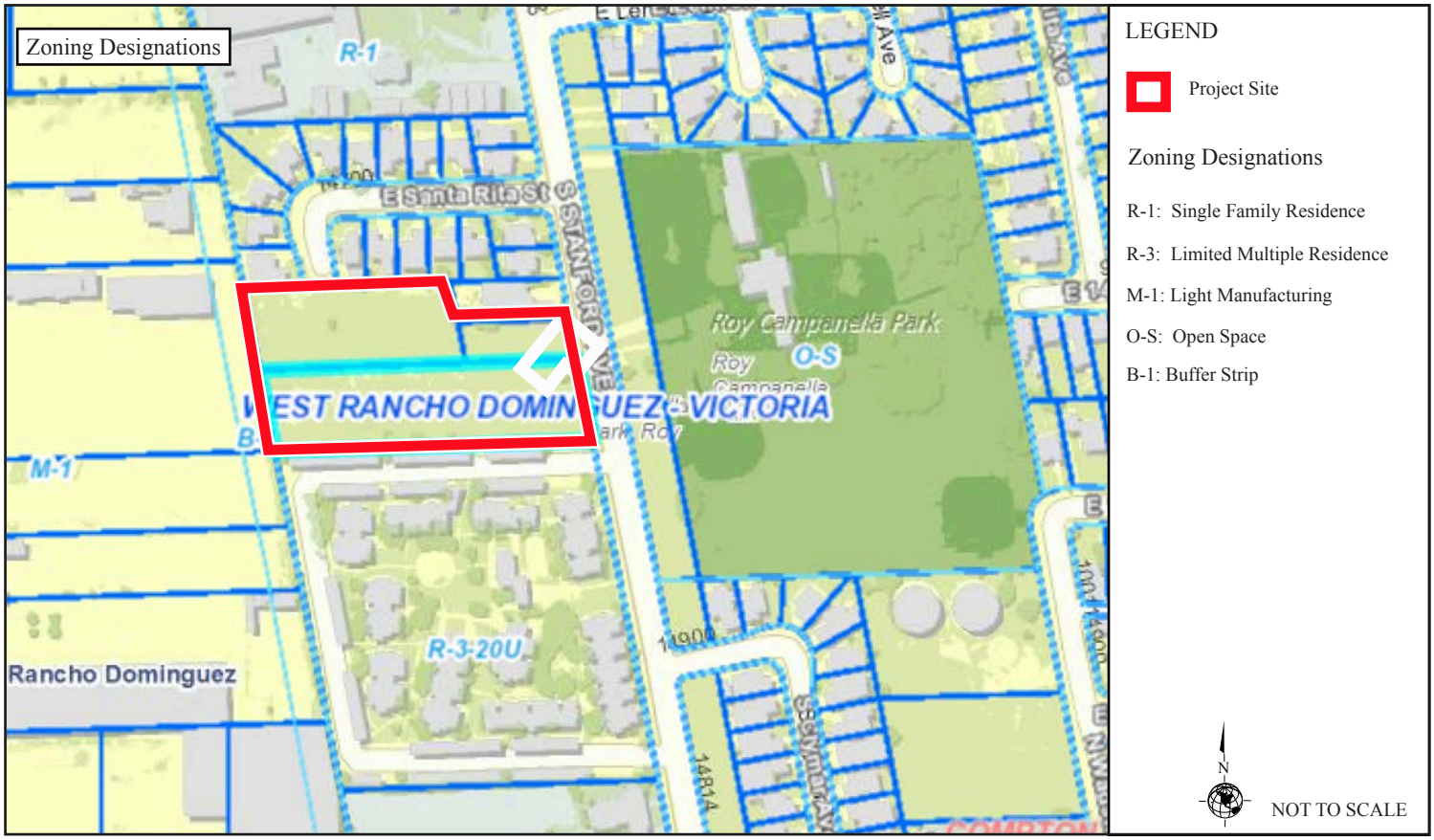
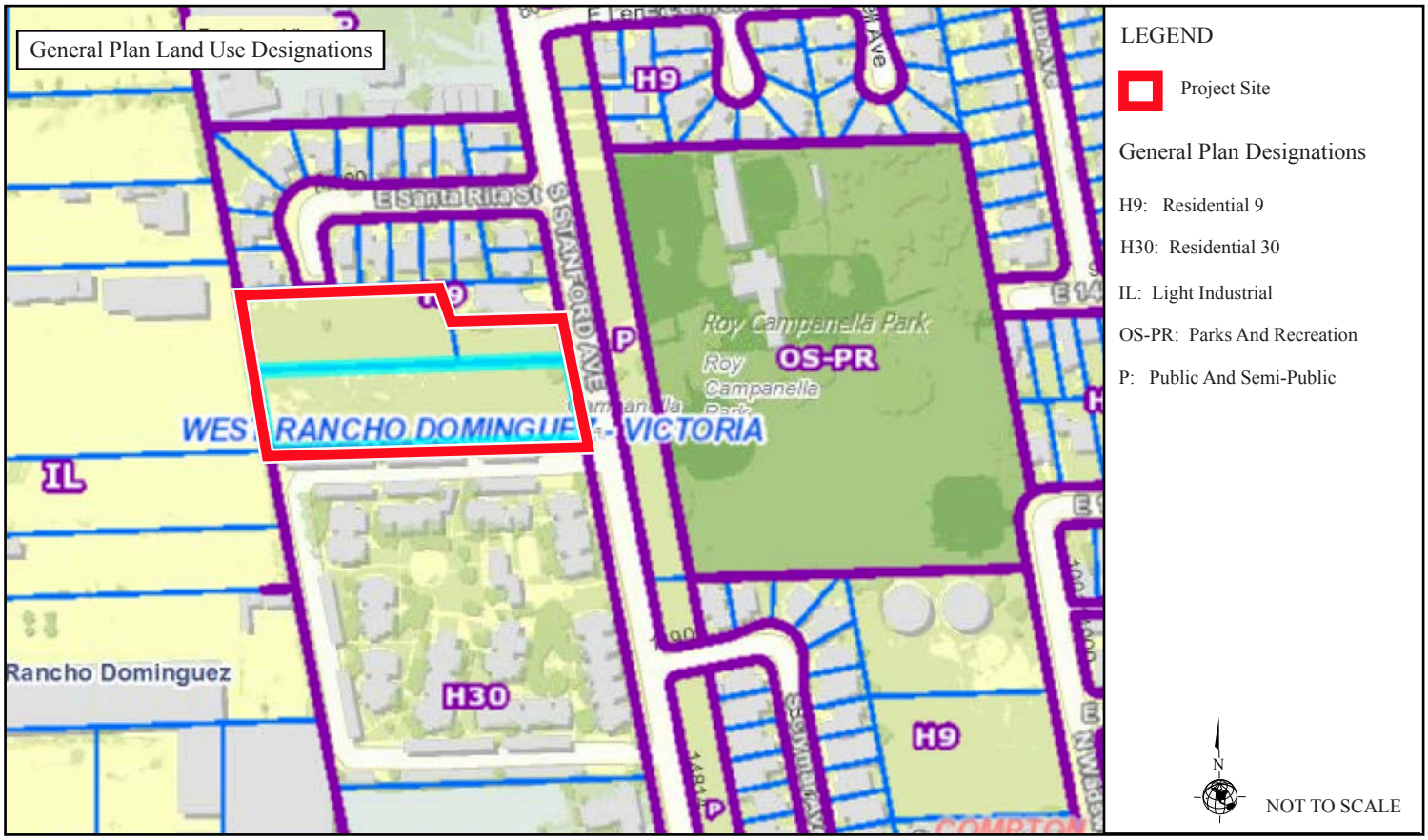
Figure 3
Photographs of the Project Site





Source: Los Angeles County Department of Regional Planning, 2015

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Figure 4
Zoning and General Plan Land Use Designations

Surrounding Land Uses

Photographs of the land uses immediately surrounding the Project Site are provided in Figure 5. As shown, the Project Site is surrounded by multi-family residences, single-family residences, light industrial uses, and open space.

To the east of the Project Site is S. Stanford Avenue followed by Roy Campanella Park (see Figure 5, View 9 and 10). Under the General Plan, properties to the east of the Project Site are designated as P (Public and Semi Public) and OS-PR (Parks and Recreation). The properties to the east of the Project Site are zoned O-S (Open Space). To the south of the Project Site are the Warwick Terrace Apartments, which is a two-story apartment complex with one-story carports (see Figure 5, View 7 and 12). Properties to the south of the Project Site are designated as H30. The properties to the south of the Project Site are zoned R-3. To the north of the Project Site are single-family residences (see Figure 5, View 11). Properties to the north are designated as H9. The properties to the north of the Project Site are zoned R-1. To the west of the Project Site is the First Student Bus Yard. Properties to the west are designated as IL (Light Industrial). The properties to the west of the Project Site are zoned B-1 (Buffer Strip Zone) and M-1 (Light Manufacturing).

View 7: From the east side S. Stanford Avenue looking north.

View 8: From the west side of S. Stanford Avenue looking west.

View 9: From the west side of S. Stanford Avenue looking east.

View 10: From the west side of S. Stanford Avenue looking northeast.

View 11: From the east side of S. Stanford Avenue looking northwest.

View 12: From the east side of S. Stanford Avenue looking southwest.

Source: Parker Environmental Consultants, 2015

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Figure 5
Photographs of Surrounding Land Uses

B. PROPOSED DEVELOPMENT

The Proposed Project includes construction of an 85-unit affordable housing development with 93 surface parking spaces. The Proposed Project is comprised of two residential structures. Building one is three stories high (approximately 23 and a half feet above grade at its lowest point fronting S. Stanford Avenue and 34 feet above grade at its highest point fronting the interior of the Project Site) and includes 24,701 gross square feet of development. Building one includes 21 residential units (all one-bedroom units), a ground floor lobby, a community room, a meeting room, and two office spaces for the Proposed Project's residents. Building two is three stories high (approximately 34 and a half feet above grade at its lowest point fronting First Student Bus Yard to the west and 40 feet above grade at its highest point fronting the interior of the Project Site) and includes 88,253 square feet of development. Building two includes 64 units (25 one-bedroom units, 21 two-bedroom units, and 26 three-bedroom units), a kitchenette, utility storage, laundry, computer room, mail room, arcade, two common rooms, a meeting room, and two office spaces for the Proposed Project's residents. The Proposed Project includes a total of 85 dwelling units and 112,954 gross square feet of development.

A summary of the proposed development program is provided in Table 1, below. The proposed site plan is depicted in Figure 6. Figures 7 through 10 depict the first, second, third and roof level, respectively.

Table 1
Proposed Development Program

Land Uses	Units	Percent of Project
Residential		
1-Bedroom Units	46 du	54.1%
2-Bedroom Units	13 du	15.3%
3-Bedroom Units	26 du	30.6%
TOTAL RESIDENTIAL	**85 du**	**100 %**
Common Areas and Community Rooms	3,130 sf	NA
Parking	93 stalls	NA

Notes:
sf = square feet, du = dwelling unit.
Source: Shelter LLP, July 23, 2015.

Architectural Features

The Proposed Project would consist of two three-story residential buildings with a height of 34 feet above grade for building one and 40 feet above grade for building two. With the affordable housing density bonus requested by Applicant, the maximum building height permitted for a project with the required set aside in the R-3 Zone is 45 feet above grade, which is 10 feet above the 35-foot maximum building height permitted in the R-3 Zone without the affordable housing density bonus. Covered surface parking would be provided at grade along the western and northern border of the Project Site. Building elevations and sections of the Proposed Project are depicted in Figures 11 and 15. The Proposed Project would be designed to compliment the surrounding neighborhood, with the bulk of the Proposed Project's buildings located on the south side of the Proposed Project to

compliment the two-story Warwick Terrace Apartments to the south. The Proposed Project would be similar to the character of the two-story Warwick Terrace Apartments. The Proposed Project's architecture would be sensitive to the single-family residences immediately to the north.

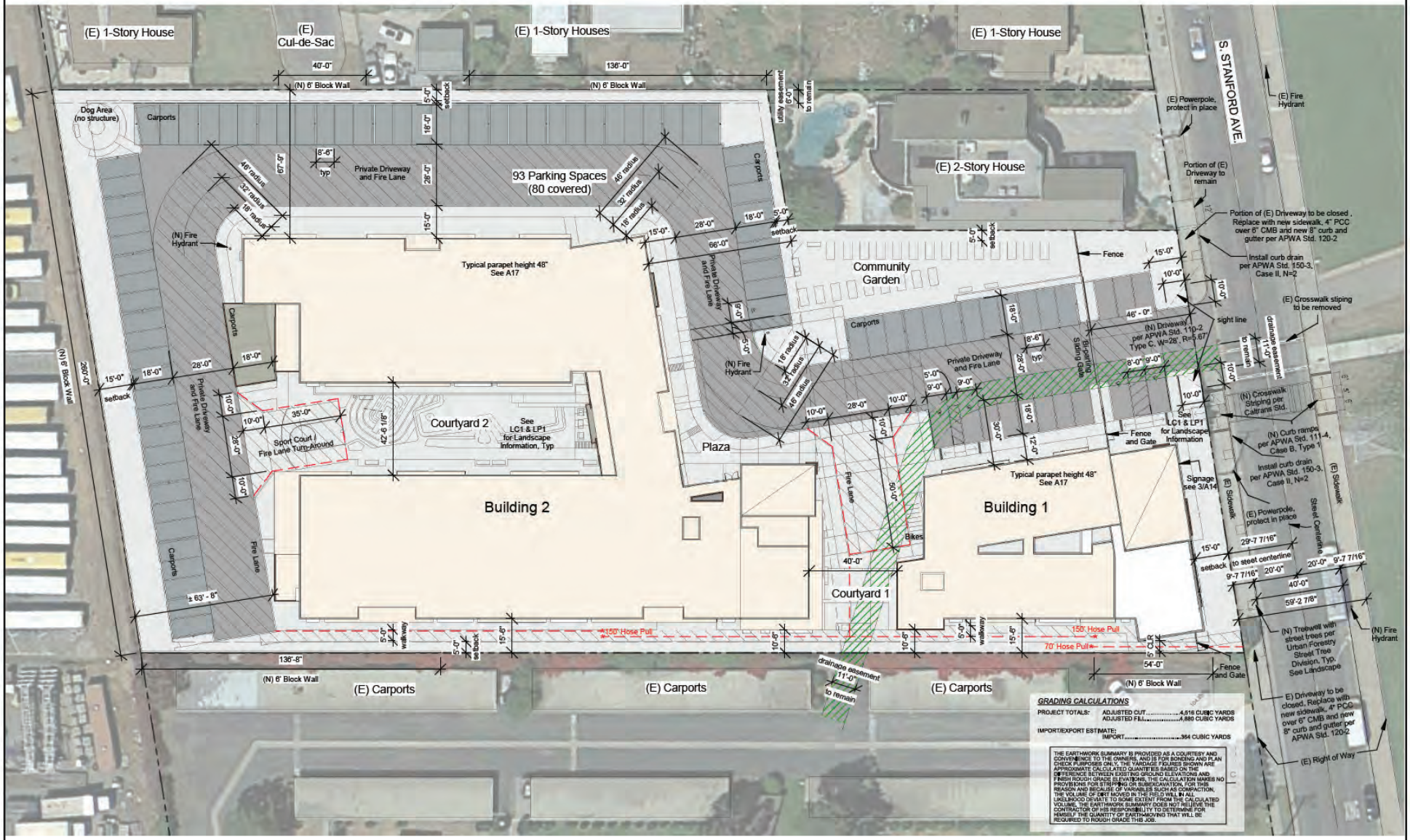
Open Space and Landscaping

The Proposed Project will provide open space areas consisting of private open space on balconies and common open space areas on the ground floor, which includes two courtyards, a dog area, plaza, sport court, and a community garden. The Proposed Project also includes a community room, a computer room, and four common rooms. As summarized in Table 2, below, the Proposed Project will provide 17,851 square feet of common open space, 3,130 square feet of common indoor space and 3,270 of private open space. The Proposed Project will also feature 216 proposed trees, 23,707 square feet of proposed landscape area, 374 square feet of proposed lawn area, and 23,333 square feet of drought-tolerant landscaping. The Proposed Project would include 57,527 square feet of total paving area, including 5,142 square feet of pervious paving area (2,117 decomposed granite paving and 3,025 square feet of interlocking paver) and 52,385 square feet of impervious paving area. Figure 16 and Figure 17 depict the landscape and hardscape concept plans, respectively.

Table 2
Open Space / Landscape Summary

Type of Open Space	Number of Units	Square Feet Required	Total Square Feet Required
Private Open Space	24 61	60 sf/du (ground floor) 30 sf/du (upper floor)	1,440 1,830
Common Open Space	85	17.5 sf/du	1,488
Common Indoor Area	--	600 sf min	600
Open Space / Landscaping Features		**Area Proposed (Square Feet)**	
Courtyard One		5,062	
Courtyard Two		7,106	
Community Garden		4,016	
Breezeway		1,667	
TOTAL		**17,851**	
Common Indoor Area		**Area Proposed (Square Feet)**	
Building One Community Room		687	
Building Two Common Room A		872	
Building Two Common Room B		739	
Computer Room		134	
2nd Floor Common Room		349	
3rd Floor Common Room		349	
TOTAL		**3,130**	
Private Open Space		**Area Proposed (Square Feet)**	
Private Open Space		3,270	
TOTAL		**3,270**	

Source: Shelter LLP, July 23, 2015



Source: Shelter LLP., October 14, 2016.

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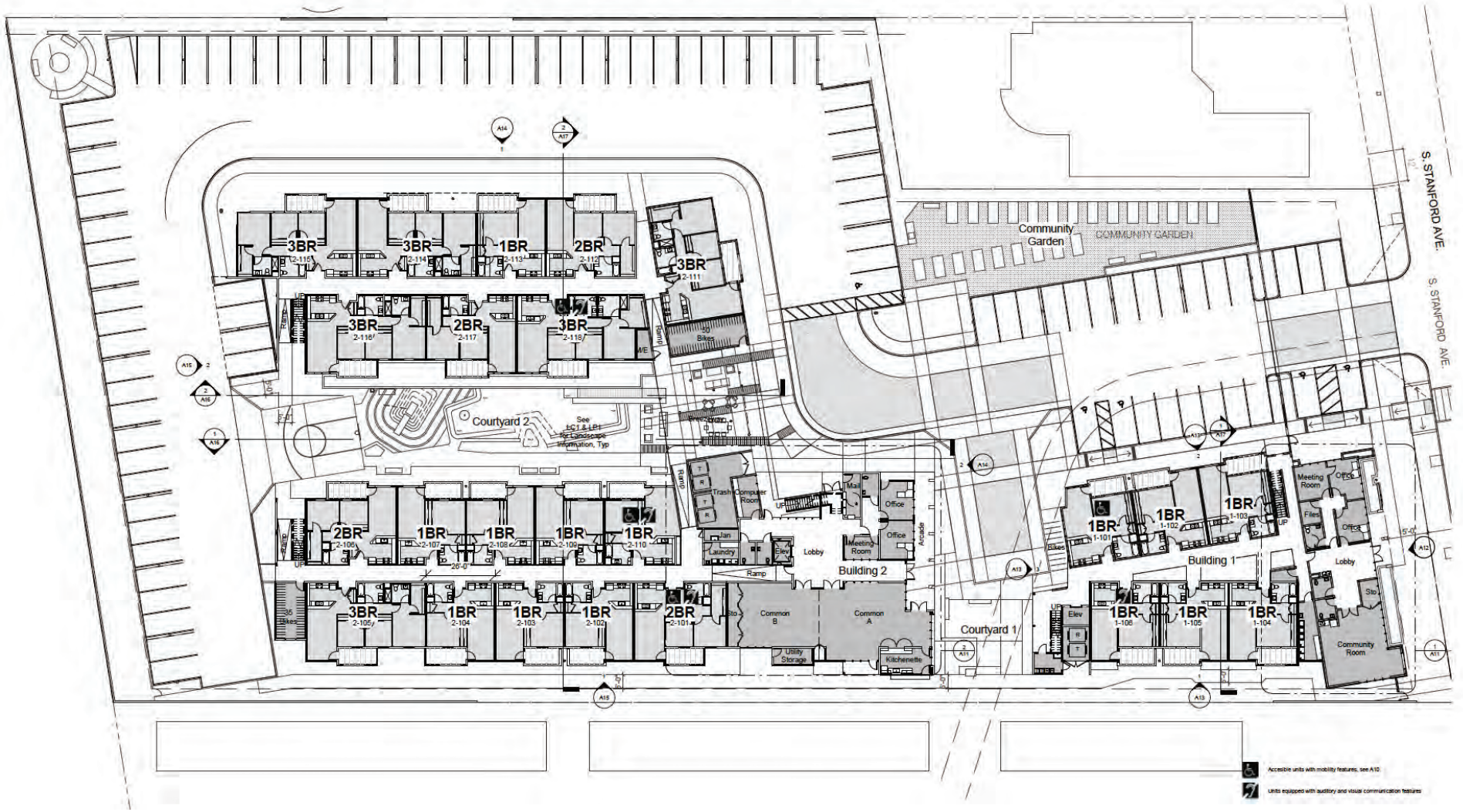
Figure 6
Site Plan



Source: Shelter LLP., October 21, 2016

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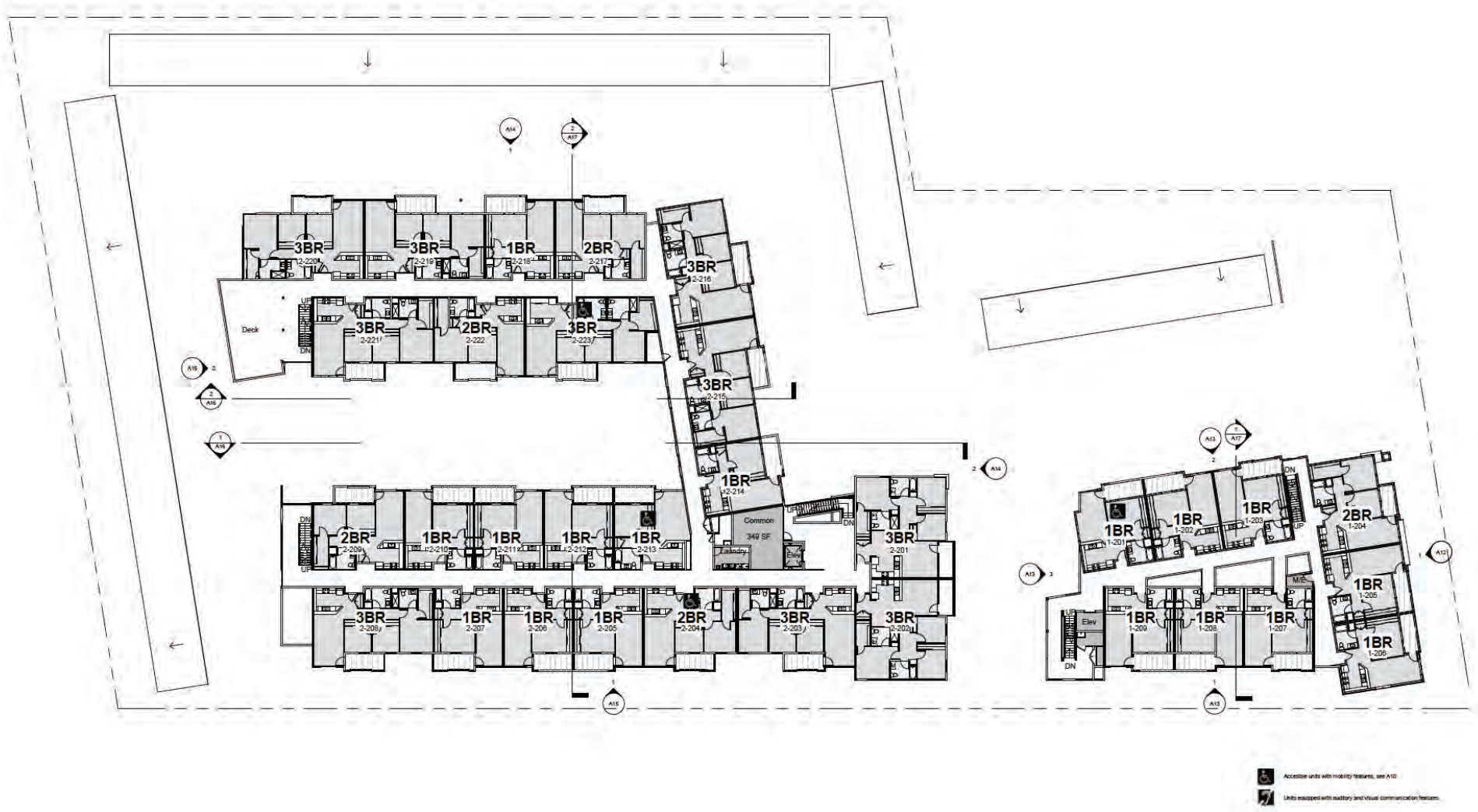
Figure 7
First Floor Plan



Source: Shelter LLP., October 21, 2016

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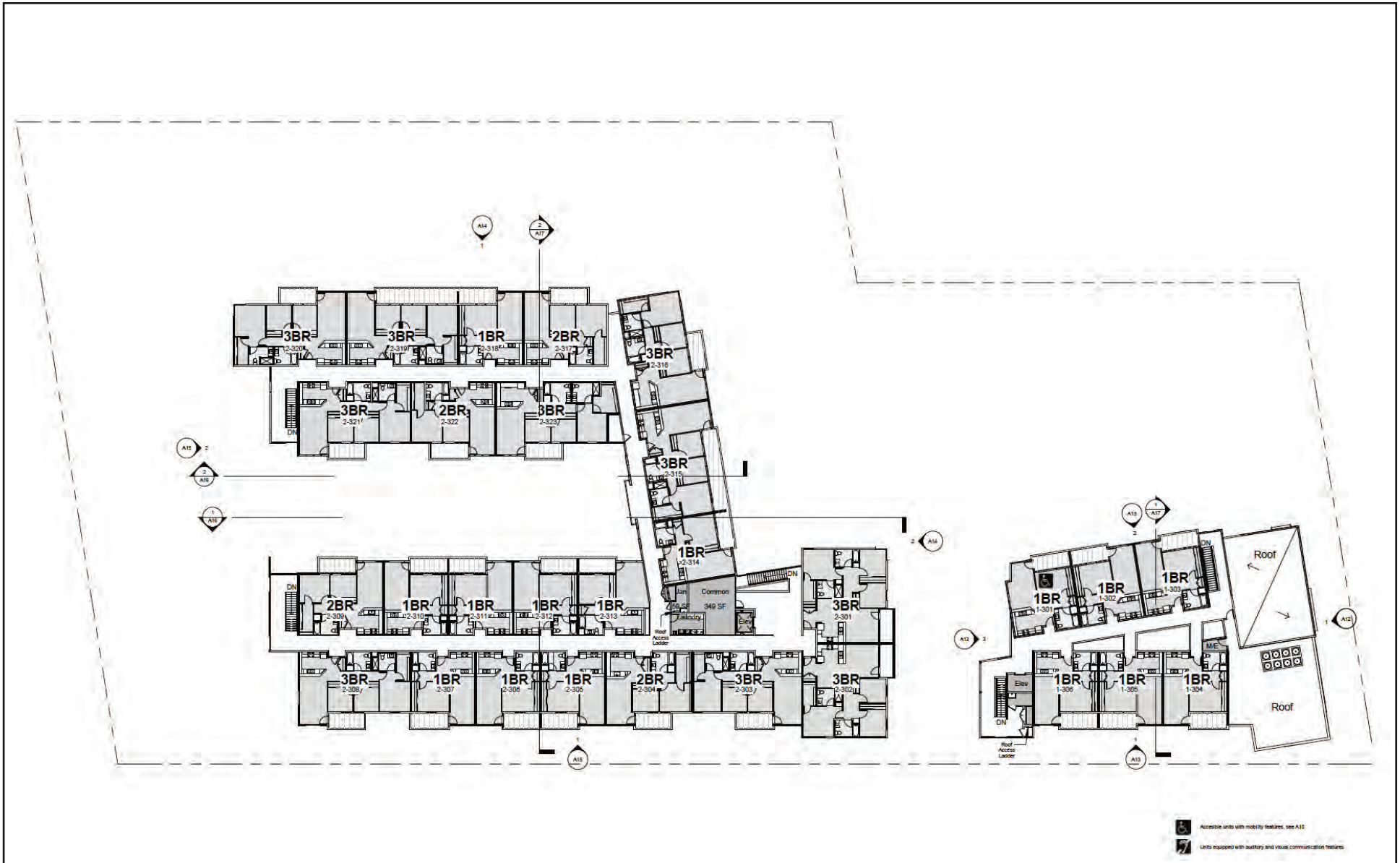
Figure 8
Second Floor Plan



Source: Shelter LLP., October 21, 2016

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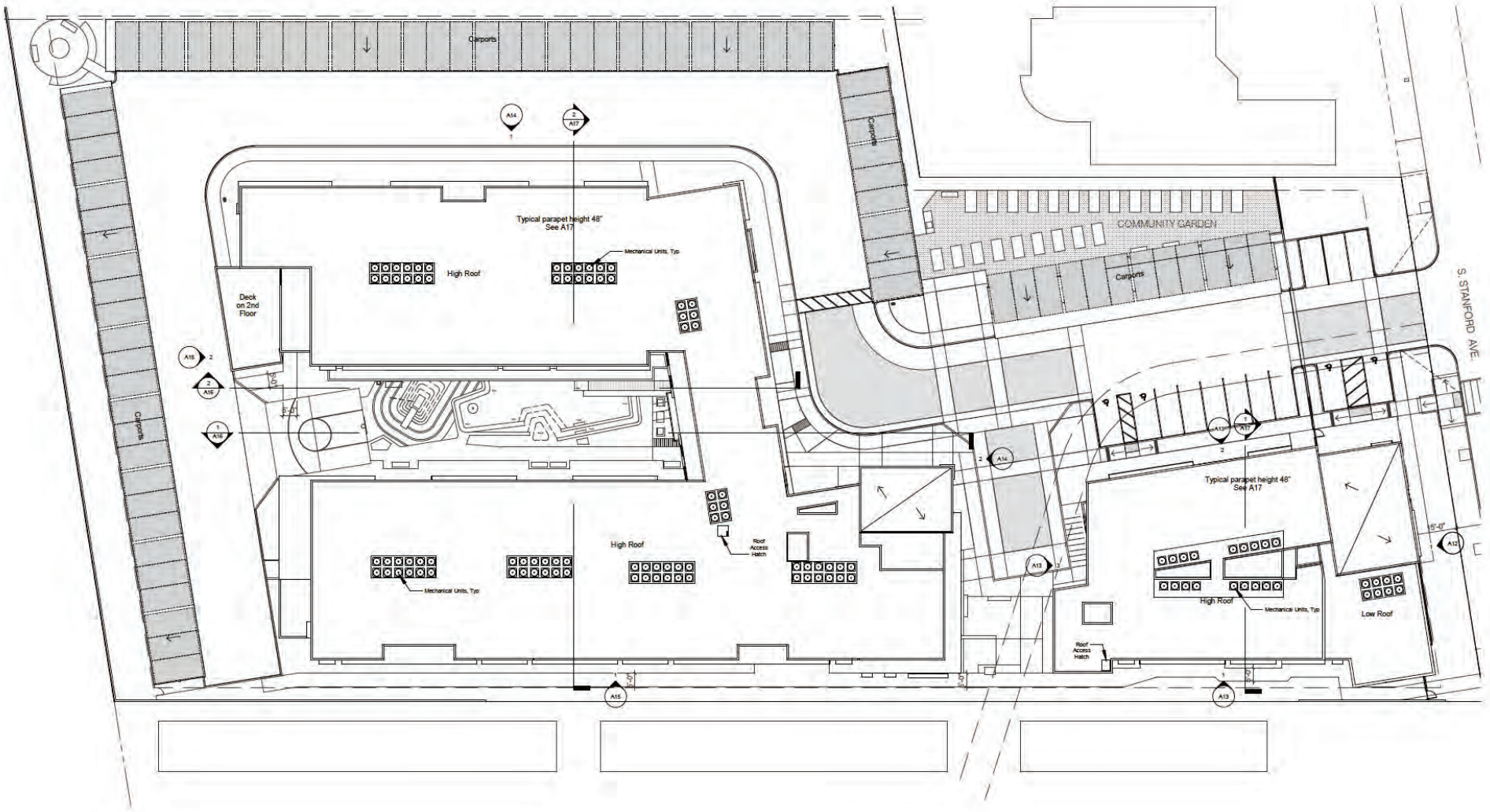
Figure 9
Third Floor Plan



Source: Shelter LLP., October 21, 2016

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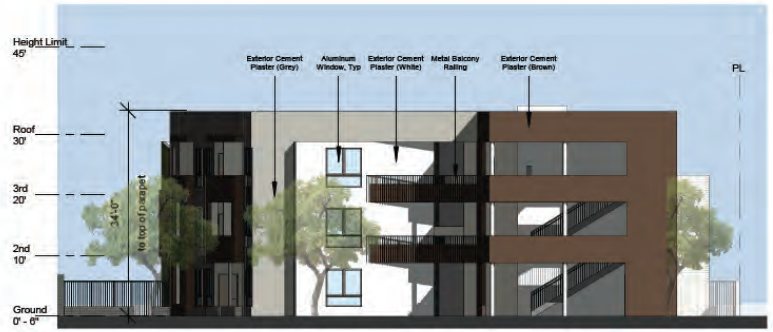
Figure 10
Roof Plan

Building 1 - East Elevation | 4

Building 1 - North Elevation | 2



Building 1 - West Elevation | 3

Building 1 - South Elevation | 1

Source: Shelter LLP., October 21, 2016

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Figure 11
Building One Elevations

Building 2 - Building Section / Courtyard South Elevation | 2

Building 2 - Building Section / Courtyard North Elevation | 1

Source: Shelter LLP., October 21, 2016

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Figure 12
Building Two Elevations - North and South

Building 2 - West Elevation | 2

Building 2 - South Elevation | 1

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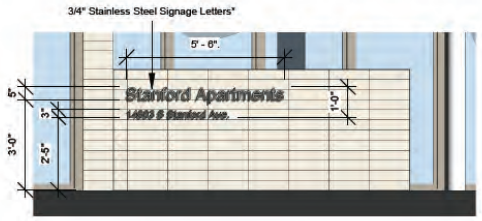
Figure 13
Building Two Elevations - South and West



*Final text to be determined

Project Signage | 3

Building 2 - East Elevation | 2

Building 2 - North Elevation | 1

Source: Shelter LLP., October 21, 2016

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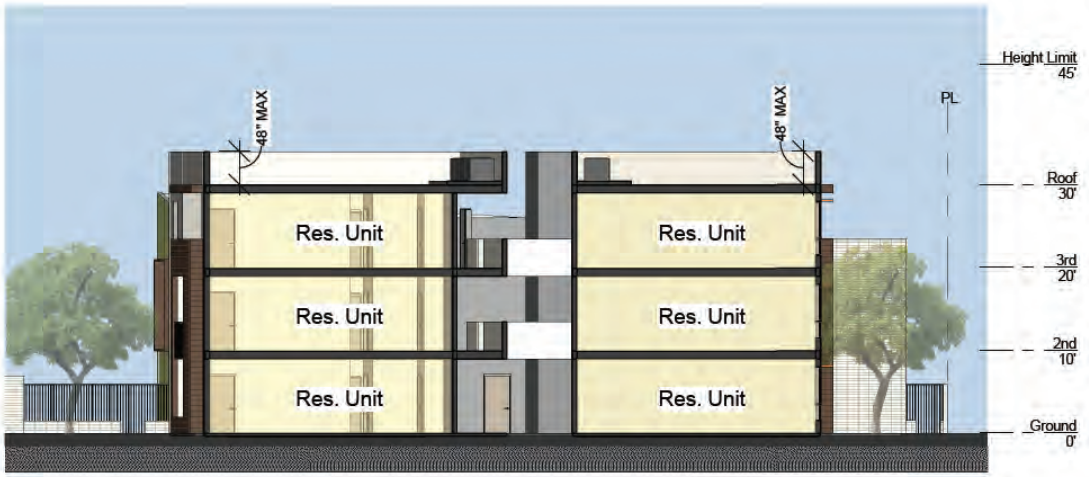
Figure 14
Building Two Elevations - North and East

Building 2 - Courtyard Section | 2



Building 1 - Section | 1

Source: Shelter LLP., October 21, 2016

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Figure 15
Building Sections

Source: Shelter LLP., October 21, 2016

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Figure 16
Landscape Concept Plan

Source: Shelter LLP., October 21, 2016

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Figure 17
Hardscape Concept Plan

Parking and Access

With the affordable housing density bonus requested by Applicant, the Proposed Project would meet the requirements for on-site parking. A total of 93 parking spaces are proposed to be provided at grade along the western and northern border of the Project Site. The Proposed Project proposes one two-way driveway off S. Stanford Avenue. A summary of the proposed parking plan is provided in Table 3.

Table 3
Proposed Parking Summary

Description	Quantity	Units	Parking Requirements Per LACMC [a.]	Parking Required	Parking Proposed
Apartments					
One Bedroom	46	du	.75 space per du	34.5	--
Two Bedroom	13	du	1.5 spaces per du	19.5	
Three Bedroom	26	du	1.5 spaces per du	39	
			TOTAL	**93**	**93** [b.]

[a.] *Los Angeles County Code of Ordinances, Title 22 - Planning and Zoning, Division 1- Planning and Zoning, Chapter 22.52 - General Regulations, Part 17 - Density Bonuses and Affordable Housing Incentives (Section 22.52.1840).*

[b.] *Shelter LLP, July 23, 2015.*

Project Design Features

The Proposed Project will incorporate the following project design features (PDFs) to support and promote environmental sustainability:

PDF-1 All exterior building lighting, security lighting and parking area lighting shall be designed, shielded, directed downward, and located as to avoid intrusive effects on adjacent properties. Low-intensity exterior lighting shall be used throughout the development to the extent feasible, subject to approval by the County. Lighting fixtures shall use shielding to prevent spillover lighting on adjacent off-site uses.

PDF-2 The project shall incorporate water conservation measures in its landscape design and installation. The Project landscape plan shall incorporate the following:

- Weather-based irrigation controller with rain shutoff
- Matched precipitation (flow) rates for sprinkler heads
- Drip/microspray/subsurface irrigation where appropriate
- Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials
- Use of landscape contouring to minimize precipitation runoff
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for irrigated landscape areas totaling 5,000 square feet and greater.

PDF-3 The Project shall incorporate the following water conservation features into its design:

- Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

Construction

Construction of the Proposed Project is anticipated to occur over an approximate 20-month period. Buildout and occupancy is anticipated by 2019. The construction process would be divided into the following phases: (1) Site Clearing, (2) Excavation/Grading/Structural Foundation, and (3) Structural Framing/Building/Finishing.

Construction of the Proposed Project would require clearance of the existing vegetation on the Project Site. Site clearing is anticipated to take approximately 15 days.

The excavation, grading, and foundation site preparation phase is anticipated to occur over a one month period immediately following the clearing phase. The Proposed Project would require the excavation and import of approximately 364 cubic yards of soil. Trucks for soil import and construction material delivery would enter and exit the Project Site from S. Stanford Avenue.

The building construction and finishing phases are estimated to occur over an approximate 12 to 13-month period immediately following the completion of the building foundation.

Following the building construction phase, the internal sidewalks and roadways would be paved. The paving phase would occur over an approximate one-month period.

The finishing phases of construction usually involve painting the interior of the buildings and installation of windows, millwork and flooring materials. The finishing phases typically overlap with the later phases of building construction. The finishing phase of the Proposed Project is expected to occur during the final three months of the construction process.

Construction activities could necessitate temporary lane closures on S. Stanford Avenue adjacent to the Project Site on an intermittent basis for utility relocations/hook-ups, and other construction activities as may be required. However, site deliveries and the staging of all equipment and materials would be organized in the most efficient manner possible on-site to mitigate any temporary impacts to the neighborhood and surrounding traffic. Construction equipment would be staged on-site for the duration of construction activities. Traffic lane and right-of-way closures, if required, will be properly permitted by Public Works.

All construction debris would be recycled to comply with state and local requirements. Construction debris and soil materials from the site that cannot be recycled or diverted would likely be hauled to the Calabasas Landfill, located near the City of Agoura Hills, and the Scholl Canyon Landfill, located in the City of Glendale, which serve the County of Los Angeles. The Calabasas Landfill is approximately 43 miles northwest of the Project Site (approx. 86-miles round trip). The Scholl Canyon Landfill is approximately 25 miles to the north of the Project Site (approx. 50-miles round trip). For construction waste recycling efforts, the Puente Hills Materials Recovery Facility (MRF), the Palos Verdes Landfill, the Downey Area Recycling and Transfer (DART) Facility, and the South Gate Transfer Station would serve the Project Site.

As discussed above, the Proposed Project would require the excavation and import of approximately 364 cubic yards of soil. For purposes of analyzing the construction-related impacts, it is anticipated that the excavation and soil import would involve 18-wheel bottom-dump trucks with an average of 12 cubic yard hauling capacity. All truck staging would either occur on-site or at designated off-site locations and radioed into the site to be filled. The anticipated import of 364 cubic yards of soil route would include entering/exiting the Project Site from S. Stanford Avenue. The route would then extend eastbound on Rosecrans Avenue to the I-110 Freeway north or southbound.

Related Projects

In accordance with CEQA Guidelines Section 15064(h), this IS/MND includes an evaluation of the Project's cumulative impacts. The guidance provided under CEQA Guidelines Section 15064 (h) is as follows:

> *"(1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.*
>
> *(2) A lead agency may determine in an initial study that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.*
>
> *(3) A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.*

(4) The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable."

In light of the guidance summarized above, an adequate discussion of a project's significant cumulative impact, in combination with other closely related projects, can be based on either: (1) a list of past, present, and probable future producing related impacts; or (2) a summary of projections contained in an adopted local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect. (CEQA Guidelines Section 15130(b)(1)(A)-(B). The lead agency may also blend the "list" and "plan" approaches to analyze the severity of impacts and their likelihood of occurrence. Accordingly, all proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment, when considered in conjunction with the Proposed Project, were identified for evaluation.

The related projects identified are included in Table 4, Related Projects List, below. A total of 3 related projects were identified within the affected Project area. An analysis of the cumulative impacts associated with these related projects and the Proposed Project are provided under each individual environmental impact category in Section II of this IS/MND. The locations of the related projects are shown in Figure 18, Related Projects Location Map.

Table 4
Related Projects List

Project Number	Project Name	Location/Address	Project Description	Size	Units
City of Compton					
1	--	930 W. Compton Boulevard	Condominium	41	du
2	--	950 W. Alondra Boulevard	Condominium Church	28 3,000	du sf
County of Los Angeles					
3	--	13218 Avalon Boulevard	Apartment	54	du

Notes:
du = dwelling unit, sf = square feet
Source: KOA Corporation: Planning and Engineering, Traffic Impact Study for Apartment Project, 14733-14803 Stanford Avenue, West Rancho Domiguez, May 18, 2016.

Source: KOA Corporation, May 18, 2016.

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Figure 18
Related Project Location Map

C. ENTITLEMENT REQUESTS

The Applicant is requesting that the following entitlements be granted by the County of Los Angeles as the designated lead agency:

1. A General Plan amendment to change the plan category designated on the Project Site from H9 (Residential: 0-9 du/net ac) to H30 (Residential: 0-30 du/net ac).

2. A zone change from the existing R-1 zone to the R-3 zone.

3. An Affordable Housing Density Bonus to request a 3% density bonus with incentives related to an increase in maximum building height and a reduction in required on-site parking.

4. A Site Plan Review to approve the construction of an 85-unit multi-family residential development with 100% of the units set aside as affordable units to serve various income levels.

Related approvals (as needed), ministerial or otherwise, may be necessary, as the County finds appropriate in order to execute and implement the Proposed Project. Other responsible governmental agencies may also serve as a responsible agency for certain discretionary approvals associated with the construction process, which include, but are not limited to the South Coast Air Quality Management District (construction-related air quality emissions) and the Regional Water Quality Control Board, Los Angeles Region (construction- related water quality).

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources the Lead Department cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3) Once the Lead Department has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level. (Mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.)
5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration. (State CEQA Guidelines § 15063(c)(3)(D).) In this case, a brief discussion should identify the following:
    a) Earlier Analysis Used. Identify and state where they are available for review.
    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
7) The explanation of each issue should identify: the significance threshold, if any, used to evaluate each question, and; mitigation measures identified, if any, to reduce the impact to less than significance. Sources of thresholds include the County General Plan, other County planning documents, and County ordinances. Some thresholds are unique to geographical locations.
8) Climate Change Impacts: When determining whether a project's impacts are significant, the analysis should consider, when relevant, the effects of future climate change on: 1) worsening hazardous conditions that pose risks to the project's inhabitants and structures (e.g., floods and wildfires), and 2) worsening the project's impacts on the environment (e.g., impacts on special status species and public health).

1. AESTHETICS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒

The Project Site is located in an urbanized area in in the unincorporated community of West Rancho Dominguez-Victoria in central Los Angeles County. Based on the review of the County of Los Angeles (County) Regional Recreation Areas Plan, the Project Site is not within a scenic vista.[2] Due to the relatively level topography and extent of development within the immediate area, there are no scenic views or vantage points that afford scenic views. No scenic vistas are located in the immediate area. The Project Site is currently vacant and undeveloped. Because the Project Site is located in an urbanized area, no scenic views are provided from or through the Project Site. The Project Site does not currently afford views of any scenic elements. Furthermore, though views of Roy Campanella Park are visible from the Project Site to the east, existing walls and development currently obstruct existing views of Roy Campanella Park from the adjacent uses to the west. The Proposed Project would improve the Project Site with a two building, 85-unit affordable housing project approximately 40 feet above grade at its highest point. The Proposed Project would alter the existing views and character of the Project Site and immediately surrounding area in a manner that is compatible with the urban setting of the surrounding area. As there are no scenic vistas located in the immediate area, the development of the Proposed Project would not impact any scenic vistas. Views of Roy Campanella Park would continue to be visible from the Project Site with the development of the Proposed Project. Because views of Roy Campanella Park from the adjacent uses to the west are currently obstructed, the Proposed Project would not worsen these views of Roy Campanella Park from these adjacent uses. Therefore, no impact to any recognized or valued scenic view would occur.

b) Be visible from or obstruct views from a regional riding or hiking trail?	☐	☐	☐	☒

The nearest trail is the County-managed Los Angeles River Trail, located approximately 2.57 miles east of the Project Site.[3] The Project Site cannot be viewed from the Los Angeles River Trail due to distance. The Project Site is not visible from a regional riding or hiking trail. Moreover, the Project Site is characterized as flat with a small-engineered hill at the highest point of the west edge of the Project Site. The steepest slope of the hill is approximately 25% with the lowest point approximately 13 feet lower than the highest point. The distance from the Los Angeles River Trail and the Project Site's flat topography curtail any obstruction of views from the trail attributed to the Proposed Project. Therefore, no impact to views from a regional riding or hiking trail would occur.

c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒

[2] County of Los Angeles, Department of Regional Planning Commission, 2015, Los Angeles County General Plan, Chapter 9: Conservation and Natural Resources Element, website: http:// http://planning.lacounty.gov/generalplan/generalplan, accessed May 2016.
[3] County of Los Angeles, Department of Parks and Recreation, Trails, website: http://trails.lacounty.gov, accessed June 2015.

The Project Site is not located within or along a designated corridor and is not considered a scenic resource. The Project Site is along S. Stanford Avenue, which is not designated as a scenic highway.[4] The nearest scenic highway is State Route 110, located approximately 1.7 miles west of the Project Site.[5] The Project Site is characterized as flat with a small-engineered hill at the highest point of the west edge of the Project Site. Due to distance and topography, the Project Site cannot be viewed from State Route 110. The Project Site is currently vacant. No historic structures would be impacted by the redevelopment of the Project Site. Currently, trees on the Project Site include English walnut (*Juglans regia*) and apricot (*Prunus armeniaca*). No oak trees or other unique native trees are present. As such, the Project Site does not contain any natural scenic resources, such as native habitat, locally protected tree species, or unique geologic features. Therefore, no impact to scenic resources within a state scenic highway would occur.

d) Substantially degrade the existing visual character or quality of the site and its surroundings because of height, bulk, pattern, scale, character, or other features?	☐	☒	☐	☐

A significant impact would occur if the Proposed Project were to substantially degrade the existing visual character or quality of the Project Site and its surroundings. The area immediately surrounding the Project Site consists of Roy Campanella Park to the east, Warwick Terrace Apartments (a two-story apartment complex with one-story carports) to the south, single-family residences to the north, and First Student Bus Yard to the west. The Project Site is currently vacant and undeveloped. The Project Site can currently be seen from the park and surrounding manufacturing and residential land uses.

With respect to building mass and height, the structures in the Project Site vicinity range in height from one to two stories. The Proposed Project would involve the construction of two structures, two to three stories high (approximately 40 feet), with 85 affordable housing units and 93 surface parking spaces. The Proposed Project would involve the construction of a 24,701 gross square foot building and an 88,253 gross square foot building (112,954 total gross square feet). The Proposed Project would be designed to compliment the surrounding area. With regard to height, the Proposed Project's two to three story structures would be similar in height to the two story Warwick Terrace Apartments to the south and the single family residences to the north. The bulk of the Proposed Project's buildings would be located on the south side of the Proposed Project to compliment the two-story Warwick Terrace Apartments to the south. The Proposed Project would be similar to the architectural character of the two-story Warwick Terrace Apartments. The Proposed Project's architecture would be sensitive to the single-family residences immediately to the north. The Proposed Project will also incorporate drought tolerant landscaping along all project edges to better integrate the development into the visual character of existing residential and open space uses in the surrounding area.

The Project Site is currently zoned R-1 (Single-Family Residence Zone). The Applicant is requesting a zone change from R-1 to R-3 (Limited Multiple Residence Zone). The Proposed Project would be consistent with all applicable zoning development standards of the proposed R-3 zone. Additionally, the County's General Plan land use designation for the entire site is H9 (Residential 0-9 du/net ac),[6] which would allow 0-9 dwelling units per net acre. Thus, the Applicant is proposing a General Plan Amendment from the

[4] County of Los Angeles, Department of Regional Planning Commission, 2015, Los Angeles County General Plan, Chapter 9: Conservation and Natural Resources Element, Figure 9.7: Scenic Highways Map, website: http:// http://planning.lacounty.gov/generalplan/generalplan, accessed May 2016.

[5] California Department of Transportation, California Scenic Highway Mapping System, Los Angeles County, website: http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm, accessed June 2015.

[6] County of Los Angeles, Department of Regional Planning Commission, 2015, Los Angeles County General Plan 2035, Chapter 6: Land Use Element, website: http://planning.lacounty.gov/assets/upl/project/gp_web80-land-use.pdf, accessed May 2016.

existing General Plan land use designation to H30 (Residential: 0-30 du/net ac) for the Proposed Project, which allows for 0-30 dwelling units per net acre. The Proposed Project would be consistent with all applicable General Plan land use standards of the H30 land use designation. The zone change and the General Plan Amendment for the Proposed Project would also be consistent with adjacent multi-family land uses located to the south of the Project Site, especially the Warwick Terrace Apartments. The Proposed Project would include the development of 85 affordable housing units, which is comparable to the 108 dwelling units provided by the Warwick Terrace Apartments.

The Project Site is located in the West Rancho Dominguez-Victoria Community Standards District in the unincorporated area of the County. The Proposed Project would be consistent with all applicable regulations of the West Rancho Dominguez-Victoria Community Standards District, including maintaining exterior walls free from graffiti. The Proposed Project shall complement the building style of the surrounding area and be consistent with the zoning development and General Plan land use standards relative to building heights, street setbacks, parking spaces, and bicycle storage spaces. The County shall review all plans for the Proposed Project to ensure the Proposed Project complements the surrounding area. Accordingly, the following mitigation measure are recommended to reduce impacts associated with visual character to a less than significant level.

Mitigation Measures:

AES-1 Construction equipment, debris, and stockpiled equipment shall be enclosed within a fenced or visually screened area to effectively block the line of sight from the ground level of neighboring properties. Such barricades or enclosures shall be maintained in appearance throughout the construction period. Graffiti shall be removed within 24 hours of occurrence.

e) Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

Shading impacts are influenced by the height and bulk of a structure, the time of year, the duration of shading during the day, and the sensitivity of the surrounding uses. The project vicinity is characterized by a number of shade-sensitive uses: Roy Campanella Park, across S. Stanford Avenue to the east; the Warwick Terrace Apartments to the south; and the single-family residences to the north. The Proposed Project would involve the construction of two structures, two to three stories high (approximately 40 feet). At this height, the Proposed Project would not be tall enough to create a new source of substantial shadows in the project vicinity. Furthermore, the Proposed Project's two to three story structures would be similar in height to the two story Warwick Terrace Apartments to the south and the single family residences to the north. Therefore, due to the Proposed Project's height and height of the surrounding land uses in the project vicinity, the Proposed Project would not create a new source of substantial shadows and impacts associated with shadows would be less than significant.

A significant impact may occur if the Proposed Project introduces new sources of light or glare on or from the Project Site, which would be incompatible with the areas surrounding the Project Site, or which pose a safety hazard to motorists utilizing adjacent streets or freeways. The Project Site is currently vacant and undeveloped. Presently, the surrounding land uses provide lighting to the project vicinity. With implementation of the Proposed Project, additional sources of night lighting would be associated with the development of the Proposed Project. Night lighting for the Proposed Project would be provided in order to illuminate the building entrances, common open space areas, and parking areas. The Proposed Project would not generate a substantial increase in ambient lighting. Lighting fixtures for the Proposed Project

would be directed towards the interior of the Project Site and away from any nearby land uses. The Proposed Project would also create a minor source of light due to the residents' interior lights; however, the residential lighting proposed would be similar to the amount of light generated by the single-family and multi-family residences located adjacent to the Project Site. With the implementation of project design feature PDF-1, stated in the Project Description Section of this IS/MND, the Proposed Project would not introduce any new sources of substantial light that are incompatible with the surrounding areas. Accordingly, the project design features would be implemented to ensure impacts associated with light would be less than significant.

Potential reflective surfaces in the Project Site vicinity include automobiles traveling and parked on streets, exterior building windows, and surfaces of brightly painted buildings. Excessive glare not only restricts visibility but increases the ambient heat reflectivity in a given area. The Proposed Project would not contain large expanses of reflective or mirrored architectural materials. Landscaping would be provided in the interior of the Project Site and would serve to partially screen any glare from the building's windows or potentially reflective façade materials. The Proposed Project would not introduce any new sources of substantial glare that are incompatible with the surrounding areas. Additionally, the project design feature PDF-1, and mitigation measure, AES-2, are recommended to reduce impacts associated with glare to a less than significant level.

Mitigation Measures:

AES-2 The exterior of the proposed structure shall be constructed of materials to minimize glare and reflected heat, such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces with non-reflective materials.

2. AGRICULTURE / FOREST

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒

No farmland or agricultural activity exists on or in the vicinity of the Project Site. The Project Site is currently vacant. The Proposed Project does not include the development of agricultural land and is located within an urban setting. According to the Soil Candidate Listing for Prime Farmland of Statewide Importance, Los Angeles County, which was prepared by the U.S. Department of Agriculture Natural Resources Conservation Service (NRCS), the soils at the Project Site are not candidates for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. In addition, the Project Site has not been mapped pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency.[7] Therefore, no impact to agricultural lands would occur.

b) Conflict with existing zoning for agricultural use, with a designated Agricultural Opportunity Area, or with a Williamson Act contract?	☐	☐	☐	☒

The Project Site is not located in an Agricultural Resource Area (ARA).[8] The Project Site is currently vacant with no agricultural uses taking place. The Project Site is zoned R-1 (Single-Family Residence Zone) and the Applicant is proposing a zone change to R-3 (Limited Multiple Residence Zone) to accommodate the Proposed Project. Neither the current zoning nor the proposed zoning is intended to provide for agricultural use. In addition, no Williamson Act Contracts are in effect for the Project Site.[9] There would be no expected impacts to existing zoning for agricultural use or a Williamson Act Contract resulting from the Proposed Project. Therefore, no impact would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220 (g)), timberland (as defined in Public Resources	☐	☐	☐	☒

[7] California Department of Conservation, Farmland Mapping and Monitoring Program, website http://www.conservation.ca.gov/dlrp/FMMP/Pages/Index.aspx, accessed June 2015.
[8] County of Los Angeles, Department of Regional Planning Commission, 2015, Los Angeles County General Plan, Chapter 9: Conservation and Natural Resources Element, Figure 9.5: Agricultural Resource Areas Policy Map, website: http://planning.lacounty.gov/generalplan/generalplan, accessed May 2016.
[9] Williamson Act Program, California Division of Land Resource Protection, website: http://www.conservation.ca.gov/dlrp/lca/Pages/Index.aspx, accessed June 2015.

Code § 4526), or timberland zoned Timberland Production (as defined in Government Code § 51104(g))?

The Project Site is not zoned as forest land or timberland. The proposed zone change and General Plan Amendment for the Proposed Project would not result in a zone designated for forest land or timberland. There is no Timberland Production at the Project Site. The surrounding area is not zoned for forest land or timberland. Therefore, no impact would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use? ☐ ☐ ☐ ☒

The Project Site is currently vacant with no timberland or forest resources present or related activities occurring on-site. The Project Site and the surrounding area are in an urban setting. The Proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use due to no forest land on or immediately adjacent to the Project Site.[10] Therefore, no impact would occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? ☐ ☐ ☐ ☒

The Project Site is currently vacant and is not currently utilized for agricultural or forestry uses. The Project Site is not classified in any "Farmland" category designated by the State of California.[11] The Project Site is not located near or in any significant farmland area (i.e., a significant commercial crop or animal producing site). The adjacent land uses and surrounding area are not utilized for agricultural or forestry uses nor are they classified as "Farmland." Therefore, no impact would occur.

[10] California Department of Forestry and Fire Protection, website: http://www.fire.ca.gov, accessed June 2015.
[11] California Department of Conservation, Farmland Mapping and Monitoring Program, website http://www.conservation.ca.gov/dlrp/FMMP/Pages/Index.aspx, accessed June 2015.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD)?	☐	☐	☒	☐

A significant air quality impact would occur if a project is not consistent with the SCAQMD's 2012 Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of these plans. The 2012 AQMP was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the Basin, to meet federal and state air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. The 2012 AQMP is based in part on demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry), developed by SCAG for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS). Because the 2016-2040 RTP/SCS is based on the General Plan growth projections of the local municipalities within the Basin, projects that are consistent with the projections of employment and population forecasts identified in their respective General Plans are considered to be consistent with the AQMP. Projects that are not consistent with the local General Plan and/or involve Plan Amendments for higher densities must be analyzed for consistency with the AQMP. As provided in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993), the two specific criteria for determining a project's consistency with the AQMP are as follows:

- *Consistency Criteria 1.* Whether the project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- *Consistency Criteria 2.* Whether the project will exceed the assumptions in the AQMP or increments based on the year of project build-out and phase (Table 12-2 [of the AQMP]).[12]

Under Consistency Criteria 1, in order to determine whether the project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, the Proposed Project's construction and operational air quality emissions were estimated utilizing the California Emissions Estimator Model (CalEEMod.2013.2.2), as recommended by the SCAQMD. The estimated emissions for both construction and operation were then compared to the applicable SCAQMD's significance thresholds for regional air quality impacts. As discussed in greater detail below (see response to Checklist Question 3(b), the Proposed Project's construction and operational emissions would be well below the thresholds of significance for the six criteria pollutants monitored by the SCAQMD. Thus, the Project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new

[12] For residential projects, the key assumptions identified in Table 12-2 include population number and location and Regional Housing Needs Assessment.

violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP. As such, the Proposed Project would be consistent with the AQMP under Criteria 1.

The Proposed Project includes a total of 85 affordable housing units with a maximum population of 313 persons assuming an occupancy rate of 3.68 persons per unit.[13] As discussed in further detail in Section III.14, the Proposed Project would not exceed the growth projections of SCAG's 2012-2035 RCP/SCS for the unincorporated areas of the Los Angeles County subregion. For these reasons, the Proposed Project is consistent with the AQMP under Consistency Criteria 2.

Based on the above, the Proposed Project would not conflict with or obstruct implementation of the adopted AQMP and Project impacts would be considered less than significant.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐

A project may have a significant impact where project-related emissions would exceed federal, State, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation. For purposes of assessing the Project's air quality impacts, the SCAQMD has established quantitative thresholds for seven criteria pollutants for short-term (construction) emissions and long-term (operational) emissions. These criteria pollutants include the following:

- **Ozone (O_3)** is a highly reactive and unstable gas that is formed when reactive organic gases (ROGs) and nitrogen oxides (NO_X), both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight.

  Short-term exposures (lasting for a few hours) to ozone at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Individuals exercising outdoors, children and people with preexisting lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible sub-groups for ozone effects.

- **Carbon Monoxide (CO)**, a colorless, odorless toxic gas that is produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood.

  Inhaled CO has no direct toxic effect on the lungs, but exerts its effect on tissues by interfering with oxygen transport by competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include patients with diseases involving heart and blood vessels, fetuses, and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes. The effects of increased CO exposure include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of worsening oxygen supply to the heart.

- **Nitrogen dioxide (NO_2)** is a nitrogen oxide compound that is produced by the combustion of

[13] United States Census Bureau, West Rancho Dominguez CDP 2010, website: http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF, accessed June 2015.

fossil fuels, such as in internal combustion engines (both gasoline and diesel), as well as point sources, especially power plants. Of the seven types of NO_x compounds, NO_2 is the most abundant in the atmosphere.

As ambient concentrations of NO_2 are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO_2 than those indicated by regional monitors. Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposures to NO_2 at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO_2 in healthy individuals. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.

- **SO_2** is a colorless, extremely irritating gas or liquid. SO_2 occurs as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms sulfates (SO_4). Collectively, these pollutants are referred to as sulfur oxides (SO_x).

  A few minutes exposure to low levels of SO_2 can result in airway constriction in some asthmatics. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties are observed after acute exposure to SO_2. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO_2.

- **Particulate Matter (PM_{10} and $PM_{2.5}$)** consists of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter, respectively. Some sources of particulate matter, like pollen and windstorms, are naturally occurring. However, in populated areas, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities.

  A consistent correlation between elevated ambient fine particulate matter (PM_{10} and $PM_{2.5}$) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world.

- **Lead (Pb)** is a relatively soft and chemically resistant metal. Lead forms compounds with both organic and inorganic substances. As an air pollutant, lead is present in small particles. Sources of lead emissions in California include a variety of industrial activities. Because it was emitted in large amounts from vehicles when leaded gasoline was used, lead is present in many soils (especially urban soils) and can get resuspended into the air.

  Because lead is only slowly excreted, exposures to small amounts of lead from a variety of sources can accumulate to harmful levels. Effects from inhalation of lead near the level of the ambient air quality standard include impaired blood formation and nerve conduction. Lead can adversely affect the nervous, reproductive, digestive, immune, and blood-forming systems. Symptoms can include fatigue, anxiety, short-term memory loss, depression, weakness in the extremities, and learning disabilities in children. Lead also causes cancer.

Thresholds of Significance

Based on criteria set by the SCAQMD[14], a project would have the potential to violate an air quality standard or contribute substantially to an existing violation and result in a significant impact with regard to construction emissions if regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels:

1. 75 lbs/day for VOC
2. 100 lbs/day for NO_X
3. 550 lbs/day for CO
4. 150 lbs/day for SO_X
5. 150 lbs/day for PM_{10}
6. 55 lbs/day for $PM_{2.5}$

For operational impacts, a project would have the potential to violate an air quality standard or contribute substantially to an existing violation and result in a significant impact with regard to operational emissions if regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels:

1. 55 lbs/day for VOC
2. 55 lbs/day for NO_X
3. 550 lbs/day for CO
4. 50 lbs/day for SO_X
5. 50 lbs/day for PM_{10}
6. 55 lbs/day for $PM_{2.5}$

For purposes of determining whether the Proposed Project would exceed the applicable thresholds of significance for construction and operational air quality emissions, the project's emissions were modeled using the latest release of CalEEMod.2013.2.2, as recommended by the SCAQMD.

Construction Impacts

The Project's construction activities would generate emissions of dusts, fumes, equipment exhaust, and other air contaminants on a temporary and intermittent basis during an approximate 20-month construction period. Mobile sources such as the use of diesel-fueled equipment onsite and vehicles traveling to and from the Project Site would primarily generate NO_X emissions. The application of architectural coatings would primarily generate VOC/ROG emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction equipment and intensity of activities occurring.

Construction activities associated with the Proposed Project would be undertaken in four main steps: (1) site preparation, (2) building construction, (3) paving, and (4) finishing (architectural coatings). These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. The amount of emissions generated on a daily basis would vary, depending on the phase and intensity of construction activities occurring at the same time. Due to the construction time frame and the normal day-to-day variability in construction activities, it is difficult, if not impossible, to precisely quantify

[14] South Coast Air Quality Management District, Air Quality Significance Thresholds, Revision March 2011, website: http://www.aqmd.gov/ceqa/handbook/signthres.pdf, accessed July 2015.

the daily emissions associated with each phase of the proposed construction activities. Nonetheless, Table 5, Estimated Peak Daily Construction Emissions, identifies a conservative estimate of daily emissions that are estimated to occur on peak construction days for each construction phase.

Table 5
Estimated Peak Daily Construction Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Site Preparation	2.90	33.67	20.60	0.02	2.14	1.86
Grading	3.92	45.94	32.94	0.06	9.15	5.36
Building Construction Phase	4.06	25.82	21.85	0.03	2.38	1.76
Paving Phase	1.70	16.54	12.94	0.02	1.19	0.99
Architectural Finishing	8.69	2.25	2.58	<0.01	0.31	0.21
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust.
CalEEMod sheets are provided in Appendix A to this IS/MND.

The calculations presented in Table 5 assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development, as required by SCAQMD Rule 403 - Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project Site, and maintaining effective cover over exposed areas. Compliance with these applicable rules would ensure local and regional construction-related air quality impacts are less than significant:

Regulatory Requirement:

RR AQ-1 During grading activities, the construction contractor shall implement the following measures to reduce short-term fugitive dust emissions on nearby sensitive receptors:

- All unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 61 percent.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely

covered to prevent excessive amount of dust.

- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.

As shown in Table 5, above, the Proposed Project's construction-related maximum daily emissions would be below the SCAQMD's significance thresholds for all six criteria pollutants during the construction phases. Therefore, with regulatory compliance construction impacts would be less than significant.

Operational Impacts

The Project Site is currently vacant and does not generate any air quality emissions. The Proposed Project's operational emissions would be generated by both stationary and mobile sources associated with the day-to-day activities of 85 new residential units. 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 results of the estimated operational emissions are presented in Table 6, Estimated Daily Operational Emissions. As shown in Table 6, the operational emissions generated by the Proposed Project would not exceed the regional thresholds of significance set by the SCAQMD for any of the six criteria pollutants analyzed. Therefore, impacts associated with regional operational emissions from the Proposed Project would be less than significant.

Table 6
Estimated Daily Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Mobile (Vehicle) Sources	2.04	6.07	24.33	0.08	4.51	1.27
Energy (Natural Gas)	0.02	0.21	0.09	<0.01	0.02	0.02
Architectural Coatings	1.82	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.68	0.00	0.00	0.00	0.00	0.00
Landscape Maintenance Equipment	0.22	0.08	7.06	<0.01	0.04	0.04
Total Project Emissions	**5.78**	**6.36**	**24.42**	**0.08**	**4.57**	**1.33**
SCAQMD Thresholds	**55.00**	**55.00**	**550.00**	**150.00**	**150.00**	**55.00**
Potentially Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Wintertime (Non-Smog Season) Emissions						
Mobile (Vehicle) Sources	2.14	6.39	24.27	0.06	4.51	1.27
Energy (Natural Gas)	0.02	0.21	0.09	<0.01	0.02	0.02
Architectural Coatings	0.18	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.68	0.00	0.00	0.00	0.00	0.00
Landscape Maintenance Equipment	0.22	0.08	7.06	<0.01	0.04	0.04
Total Project Emissions	**4.24**	**6.68**	**24.36**	**0.06**	**4.57**	**1.33**
SCAQMD Thresholds	**55.00**	**55.00**	**550.00**	**150.00**	**150.00**	**55.00**
Potentially Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Note: CalEEMod worksheets are provided in Appendix A to this IS/MND.						

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? ☐ ☐ ☒ ☐

A significant impact may occur if a project adds a considerable cumulative contribution to federal or State non-attainment pollutants. The Air Basin is currently in State non-attainment for ozone, NO_2, PM_{10} and $PM_{2.5}$. In regards to determining the significance of the Proposed Project's contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, SCAQMD states that if an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

As discussed under Question 3(b) above, with implementation of Regulatory Requirement RR AQ-1 (ensuring compliance with SCAQMD Rule 403), the Proposed Project would not generate construction or operational emissions that exceed the SCAQMD's recommended regional thresholds of significance. Therefore, the Proposed Project would not generate a cumulatively considerable increase in emissions of the pollutants for which the Basin is in nonattainment, and impacts would be less than significant.

d) Expose sensitive receptors to substantial pollutant concentrations? ☐ ☐ ☒ ☐

A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities.[15] For purposes of this analysis, Roy Campanella Park, Warwich Terrace Apartments, and single family residences are within 500 feet of the Project Site, and are thus identified as sensitive receptors. As noted in response 3(b) above, the Project's air quality impacts would be well under the SCAQMD's adopted thresholds of significance for construction and operational emissions, respectively. Thus, the Proposed Project would result in less than significant impact with respect to exposing potential sensitive receptors to substantial pollutant concentrations. Construction activities associated with the Proposed Project would be typical of other development projects in the County and City of Compton, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. As the Proposed Project consists of 85 affordable housing units,

[15] South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993, page 5-1.

operation of the Proposed Project would not include any land uses requiring the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants and no toxic airborne emissions would typically result from Proposed Project implementation. Therefore, impacts associated with the release of toxic air contaminants during construction and operation would be less than significant.

e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

A significant impact may occur if objectionable odors occur which would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the manufacturing or use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. The Proposed Project is a residential development project and involves no elements related to the types of activities mentioned above, and no odors from these types of uses are anticipated. Garbage collection areas for the Proposed Project would be covered and situated away from the property line and nearby sensitive uses. Good housekeeping practices would be sufficient to prevent nuisance odors. In addition, SCAQMD Rule 402 (Nuisance) states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. Compliance with Rule 402 would limit potential objectionable odor impacts during the Proposed Project's long-term operations phase. Therefore, potential operational odor impacts would be less than significant.

4. BIOLOGICAL RESOURCES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	☐	☐	☒	☐

A review of the California Natural Diversity Database (CNDDB) identified a number of species documented to occur either historically or recently within the Inglewood and surrounding 8 USGS Quadrangles.[16] The project site was visited by a DRP biologist on March 3, 2016 and was found to support predominately non-native ruderal vegetation throughout. Low spots that may retain relatively high levels of soil moisture were found to be dominated by bull mallow (*Malva nicaeensis*) and do not indicate evidence of pooling or the potential to support southern tarplant (*Centromadia parryi* ssp. *australis*, California Rare Plant Rank 1B.1), a rare plant known from ruderal sites in the region[17]. The Project Site is otherwise void of habitat suitable to support special-status species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, apart from occasional visitations or roosting be special-status bird species outside of sensitive activity periods. Therefore, impacts under this threshold are less than significant.

b) Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS?	☐	☐	☐	☒

The Project Site is currently vacant. No riparian or other sensitive natural community is located on or adjacent to the Project Site. Existing vegetation on or near the Project Site includes weeds and other non-sensitive vegetation. The Proposed Project would not have a substantial adverse effect on any sensitive natural communities. Therefore, no impact would occur.

[16] California Department of Fish and Wildlife, CNDDB Quad Species List, website: https://map.dfg.ca.gov/bios/?tool=cnddbQuick, accessed June 2015.
[17] Data provided by the participants of the Consortium of California Herbaria (ucjeps.berkeley.edu/consortium/).

c) Have a substantial adverse effect on federally or state protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, and drainages) or waters of the United States, as defined by § 404 of the federal Clean Water Act or California Fish & Game code § 1600, et seq. through direct removal, filling, hydrological interruption, or other means?

☐ ☐ ☐ ☒

The Project Site is currently vacant with a storm drain easement that runs along the southeastern corner of the Project Site. The Project Site does not contain any streams, ponds, sumps, or other water bodies. Additionally, the Project Site does not support a wetland habitat. The Proposed Project would not have a substantial adverse effect on federally or state protected wetlands or waters of the United States. Therefore, no impact would occur.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

☐ ☐ ☒ ☐

Wildlife nursery sites include active nests of breeding birds. In addition, migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section10.13). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). Compliance with these laws will reduce impacts to nesting birds to a less than significant level.

The Proposed Project would not otherwise interfere with the movement of any native resident or migratory fish or wildlife species, and no impacts to wildlife movement would occur.

e) Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or otherwise contain oak or other unique native trees (junipers, Joshuas, southern California black walnut, etc.)?

☐ ☐ ☐ ☒

The Project Site does not contain any oak woodlands, oak, or other unique native trees. The Project Site is currently vacant and does not contain any existing trees. The vegetation on the Project Site consists of weeds. The Proposed Project would not result in the removal of any existing trees. Therefore, no impact would occur.

f) Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.56, Part 16), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, § 22.56.215), and Sensitive Environmental Resource Areas (SERAs) (L.A. County Code, Title 22, Ch. 22.44, Part 6)? ☐ ☐ ☐ ☒

Trees on the project site include English walnut (*Juglans regia*) and apricot (*Prunus armeniaca*). No oak trees or other unique native trees are present. Therefore, no impact to unique native trees or oak woodlands would occur.

g) Conflict with the provisions of an adopted state, regional, or local habitat conservation plan? ☐ ☐ ☐ ☒

The Project Site is currently vacant. The vegetation on the Project Site consists of ruderal non-native species. The Project Site is not located within an area governed by an adopted state, regional, or local habitat conservation plan. The Proposed Project would not conflict with any habitat conservation plans. Therefore, no impact would occur.

5. CULTURAL RESOURCES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines § 15064.5?	☐	☐	☐	☒

The Project Site is currently vacant. Additionally, the Project Site is not considered a historic site according to the Office of Historic Preservation.[18] No listed historic resources would be impacted by the redevelopment of the Project Site. The Proposed Project would not cause a substantial adverse change in the significance of a historical resource. Therefore, no impact would occur.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?	☐	☒	☐	☐

In 2014 the California legislature added new requirements for tribal cultural resources through the approval of Assembly Bill (AB) 52. To help determine whether a project may have cause a substantial adverse change in the significance of a tribal cultural resource, the provisions of AB 52 require a lead agency to consult with any California Native American tribe on the NAHC tribal consultation list that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project.

SB 18 (California Government Code, Section 65352.4) requires local agencies to consult with California Native American tribes during the local planning process for the purpose of protecting Traditional Tribal Cultural Places prior to amending or adopting any general plan or specific plan, or designating land as open space.[19] Pursuant to the provisions of SB 18, the County of Los Angeles, Department of Regional Planning submitted requests for consultation to California Native American tribes regarding the Proposed Project in accordance with the requirements of SB 18.

As discussed in the Phase I Environmental Site Assessment (see Appendix E of this IS/MND), the Project Site has been utilized for residential uses intermittently since 1928. In 1928, a dwelling was constructed on the northeast portion of the Site with the southern and western portions of the site graded flat. Two dwellings and an out building appear to have been constructed on the eastern portion of the Site in 1952. The southern dwelling was demolished in 1972 and a drainage easement appeared. By 1994, the northern dwelling had been demolished and the Site has remained vacant.[20]

The Project Site is not known to be historically or culturally significant to any group or individuals. Archaeological or historical resources are not expected to be found on-site during construction of the Proposed Project. The Proposed Project would not cause a substantial adverse change in the significance of an archaeological resource. Under SB 18, the Tribal Representatives from the Gabrielino Band of Mission

[18] Office of Historic Preservation, California State Parks, California Historical Resources, website: http://ohp.parks.ca.gov/ListedResources/?view=county&criteria=19, accessed June 2015.
[19] State of California, Office of Planning & Research, Local and Tribal Intergovernmental Consultation, website: https://www.opr.ca.gov/s_localandtribalintergovernmentalconsultation.php, accessed August 2016.
[20] Pacific Environmental Company, Phase One Environmental Site Assessment, 14733 – 14803 S. Stanford Avenue, Compton, California 90220, dated March 4, 2015.

Indians, Kizh Nation responded to the County of Los Angeles, Department of Regional Planning's request for consultation.[21] Therefore, as a precautionary measure, the following mitigation measures will be implemented to ensure that if any archaeological resources are encountered during construction the impact to such resources would be mitigated to a less than significant level.

Mitigation Measures:

V-1 The Proposed Project Applicant shall provide site access to a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrielino Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and shall be provided access on-site during the construction phases that involve any ground disturbing activities. The Native American Monitor shall complete monitoring logs on a daily basis. The logs shall provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The Monitor shall photo-document the ground disturbing activities. Monitoring logs shall be submitted to the County of Los Angeles, Department of Regional Planning upon completion of the survey period. The monitors must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitors will be required to provide insurance certificates, including liability insurance, to the an archaeological resource(s) are encountered during grading and excavation activities, pertinent provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k) shall apply. The on-site monitoring shall end when the Project Site grading and excavation activities are completed.

V-2 If any archaeological materials are encountered during the course of project development, all further development activity shall halt in the area of the discovery and the services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The archaeologist's survey, study or report shall contain recommendations, if necessary, for the preservation, conservation, or relocation of the resource. The Applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report to the satisfaction of the Planning Director. The archaeological survey, study or report shall be submitted to: SCCIC Department of Anthropology, McCarthy Hall 477, CSU Fullerton, 800 North State College Boulevard, Fullerton, CA 92834. The Gabrieleno Band of Mission Indians – Kizh Nation shall also be contacted to ascertain whether the resource is affiliated with their tribal ancestors.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, or contain rock formations indicating potential paleontological resources?	☐	☐	☒	☐

The Project Site and the surrounding properties are located in an urbanized area that has been previously disturbed by past activities. The Project Site is not known to have unique paleontological or geological features and would not directly or indirectly destroy a unique paleontological resource. The Proposed Project is not expected to disturb any paleontological resources during construction of the Proposed Project. Therefore, impacts would be less than significant.

[21] The Gabrielino Band of Mission Indians, Kizh Nation provided a Request for Consultation Response dated August 23, 2016 for the Proposed Project (see Appendix I, Consultation Letters).

d) Disturb any human remains, including those interred outside of formal cemeteries? ☐ ☒ ☐ ☐

No cemeteries are located in the immediate vicinity of the Project Site. The nearest cemetery is Lincoln Memorial Park Cemetery located 2.4 miles south of the Project Site. At this distance, the Proposed Project would not disturb any human remains at Lincoln Memorial Park Cemetery. The Project Site is not part of a formal cemetery and not known to have been used for disposal of historic or prehistoric remains. In addition, the Project Site does not contain any sacred structures. It is unlikely that human remains would be encountered during grading and excavation of the Proposed Project. The Proposed Project is not anticipated to disturb any remains including those interred outside of formal cemeteries. However, it is possible that unknown human remains could occur on the Proposed Project site, and if proper care is not taken during construction, damage to or destruction of these unknown remains could occur. The following mitigation measure is recommended to reduce potential impacts related to the disturbance of unknown human remains to a less than significant level.

Mitigation Measures:

V-3 In the event that human remains are discovered during excavation activities, the contractors shall stop all activities in the immediate vicinity of the discovery and contact the County Coroner. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods. If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or; if the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.

6. ENERGY

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Conflict with Los Angeles County Green Building Standards Code (L.A. County Code Title 31)?	☐	☐	☒	☐

The Los Angeles County Green Building Standards Code is based on the 2013 California Green Building Standards Code, which addresses green buildings, low-impact development, and landscape design.[22] The Proposed Project would have drought tolerant landscaping. The Proposed Project design, building construction techniques, and building materials would be consistent with the principles of sustainability and green design in the Los Angeles County Green Building Standards Code. The Proposed Project would not be expected to conflict with Los Angeles County Green Building Standards Code. Therefore, impacts would be less than significant.

b) Involve the inefficient use of energy resources (see Appendix F of the CEQA Guidelines)?	☐	☐	☒	☐

The Proposed Project would be consistent with the principles of sustainability in the design, building construction techniques, and building materials. The Proposed Project would have drought tolerant landscaping. As discussed in Section 18, Utilities and Service Systems, consumption of natural gas and electricity from the Proposed Project would not substantially increase the overall demand for resources in the surrounding area. The Proposed Project would not be expected to necessitate the need for additional natural gas and electricity infrastructure. The Proposed Project would not involve the inefficient use of energy resources. Therefore, impacts would be less than significant.

[22] County of Los Angeles, Los Angeles County Green Building Standards Code, website: https://library.municode.com/HTML/16274/level2/TIT31GRBUSTCO_CH1AD.html, accessed July 2015.

7. GEOLOGY AND SOILS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known active fault trace? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐

The following section summarizes and incorporates by reference information from the *Fault Rupture Hazard Investigation, Proposed Multi-Family Residential Development, 14803 S. Stanford Avenue, West Rancho Dominguez, Unincorporated Los Angeles County, California*, dated September 19, 2014, prepared by Geocon West Inc. (Fault Rupture Hazard Investigation) and the *Geotechnical Investigation, Proposed Multi-Family Residential Development, 14733 – 14803 S. Stanford Avenue, West Rancho Dominguez, Unincorporated Los Angeles County, California, APN: 6137-005-036, 6137-005-902, 6137-005-903*, dated November 24, 2014, prepared by Geocon West Inc. (Geotechnical Investigation). The Fault Rupture Hazard Investigation is included as Appendix B to this IS/MND. The Geotechnical Investigation is included as Appendix C to this IS/MND.

Faults associated with the active Newport-Inglewood Fault Zone (NIFZ) have been inferred near the western boundary of the Project Site. Moreover, Avalon-Compton segment of the NIFZ is located very close to the Site. However, the Fault Rupture Hazard Investigation concluded the potential for surface fault rupture during the construction of the Proposed Project to be low based on the absences of active faulting or fault-related features observed in site explorations.[23] The Fault Rupture Hazard Investigation stated deep faults may be present in the western portion of the Site or immediately off-site, but, based on the pre-Holocene age of the unfaulted sediments observed, deeper faults would not be considered active if present.[24] However, due to seismic compliance standards, the construction contractor shall incorporate project design elements consistent with Office of Statewide Health Planning and Development, California Building Code, Uniform Building Code, or other required standards to further reduce any potential for impacts resulting from strong seismic ground shaking. Accordingly, the Proposed Project shall conform to measures described in the Fault Rupture Hazard Investigation and the Geotechnical Investigation for the Proposed Project, as it may be subsequently amended or modified by the County to ensure compliance throughout the construction and development of the Proposed Project, which would reduce impacts associated with rupture of a known earthquake fault to a less than significant level.

[23] Geocon West Inc., Fault Rupture Hazard Investigation, Proposed Multi-Family Residential Development, 14803 S. Stanford Avenue, West Rancho Dominguez, Unincorporated Los Angeles County, California, dated September 19, 2014.
[24] Ibid.

ii) Strong seismic ground shaking? ☐ ☐ ☒ ☐

Faults associated with the active Newport-Inglewood Fault Zone (NIFZ) have been inferred near the western boundary of the Project Site. Specifically, the Fault Rupture Hazard Investigation stated the Avalon-Compton segment of the NIFZ is located very close to the Site.[25] A future earthquake originating on this fault could produce very strong near-field ground motions at the Project Site. Thus, the Project Site could be subjected to strong ground shaking in the event of an earthquake. However, this hazard is common in Southern California and the effects of ground shaking can be mitigated if the proposed structure is designed and constructed in conformance with current building codes and engineering practices. Ground shaking can be further mitigated if the Proposed Project incorporates the recommendations specified in the Fault Rupture Hazard Investigation and the Geotechnical Investigation. Due to seismic compliance standards, the construction contractor shall incorporate project design elements consistent with Office of Statewide Health Planning and Development, California Building Code, Uniform Building Code, or other required standards to further reduce any potential for impacts resulting from strong seismic ground shaking. Accordingly, the Proposed Project shall conform to measures described in the Fault Rupture Hazard Investigation and the Geotechnical Investigation for the Proposed Project, as it may be subsequently amended or modified by the County to ensure compliance throughout the construction and development of the Proposed Project, which would reduce impacts associated with seismic ground shaking to a less than significant level.

iii) Seismic-related ground failure, including liquefaction and lateral spreading? ☐ ☐ ☒ ☐

Liquefaction is a phenomenon in which loose, saturated, relatively cohesionless soil deposits lose shear strength during strong ground motions. Primary factors controlling liquefaction include intensity and duration of ground motion, gradation characteristics of the subsurface soils, in-situ stress conditions, and the depth to groundwater. Liquefaction is typified by a loss of shear strength in the liquefied layers due to rapid increases in pore water pressure generated by earthquake accelerations.

The current standard of practice, as outlined in the "Recommended Procedures for Implementation of DMG Special Publication 117, Guidelines for Analyzing and Mitigating Liquefaction in California" and "Special Publication 117A, Guidelines for Evaluating and Mitigating Seismic Hazards in California" requires liquefaction analysis to a depth of 50 feet below the lowest portion of the proposed structure. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction.

The Geotechnical Investigation concluded the Project Site is not within an area identified as having a potential for liquefaction based on review of the Los Angeles County Seismic Safety Element. Additionally, the Project Site is not located in an area designated as "liquefiable" according to the State of California Seismic Hazard Zone, Inglewood Quadrangle Map (CDMG 1999).[26] Therefore, impacts would be less than significant.

iv) Landslides? ☐ ☐ ☐ ☒

[25] Ibid.

[26] Geocon West Inc., Geotechnical Investigation, Proposed Multi-Family Residential Development, 14733 – 14803 S. Stanford Avenue, West Rancho Dominguez, Unincorporated Los Angeles County, California, APN: 6137-005-036, 6137-005-902, 6137-005-903, dated November 24, 2014.

According to the State of California Seismic Hazard Zones Map, Inglewood Quadrangle Map (CDMG 1999), the Project Site is not located within an area identified as having a potential for seismic slope instability. The Geotechnical Investigation concluded there are no known landslides near the Project Site, nor is the Project Site in the path of any known or potential landslides.[27] The potential for a landslide is not considered to be a hazard to the Project Site because the Project Site and the surrounding area are relatively flat. As such, no landslides are likely to occur at the Project Site or in the surrounding area. Therefore, no impact would occur.

b) Result in substantial soil erosion or the loss of topsoil? ☐ ☐ ☒ ☐

Although development of the Proposed Project has the potential to result in the erosion of soils during site preparation and construction activities, erosion would be reduced by implementation of erosion controls and best management practices (BMPs) to meet the NPDES requirements for storm water quality and be consistent with guidelines provided in the *California Storm Water Best Management Practice Handbooks: Construction*.[28] Specifically, a Storm Water Pollution Prevention Plan (SWPPP) would be required to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system. Implementation of the BMPs identified in the SWPPP and compliance with the NPDES discharge requirements would be anticipated to mitigate degradation of water quality during construction. Additionally, the Proposed Project would be constructed in conformance with the Los Angeles County Building Code and under observation and testing of a geotechnical engineer. The geotechnical engineer would provide continuity of geotechnical interpretation and check that the recommendations presented for geotechnical aspects of site development are incorporated during site grading, construction of improvements, and excavation of foundations.[29] Due to seismic compliance standards, the construction contractor shall incorporate best management practices consistent with the guidelines provided in the *California Storm Water Best Management Practice Handbooks: Construction* as well as project design elements consistent with Office of Statewide Health Planning and Development, California Building Code, Uniform Building Code, or other required standards to further reduce any potential for impacts resulting from strong seismic ground shaking. With compliance of the Los Angeles County Building Code and any conditions that may be imposed through measures described in the Fault Rupture Hazard Investigation and the Geotechnical Investigation for the Proposed Project, as it may be subsequently amended or modified by the County to ensure compliance throughout the construction and development of the Proposed Project, impacts with respect to soil erosion or loss of topsoil would be reduced to a less than significant level.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? ☐ ☐ ☒ ☐

Dynamic compaction of dry and loose sands may occur during a major earthquake. Typically, settlements

[27] Geocon West Inc., Geotechnical Investigation, Proposed Multi-Family Residential Development, 14733 – 14803 S. Stanford Avenue, West Rancho Dominguez, Unincorporated Los Angeles County, California, APN: 6137-005-036, 6137-005-902, 6137-005-903, dated November 24, 2014.

[28] California Stormwater Quality Association, California Stormwater Best Management Practice Handbooks: Construction, website: https://www.casqa.org/resources/bmp-handbooks, accessed June 2015.

[29] Geocon West Inc., Geotechnical Investigation, Proposed Multi-Family Residential Development, 14733 – 14803 S. Stanford Avenue, West Rancho Dominguez, Unincorporated Los Angeles County, California, APN: 6137-005-036, 6137-005-902, 6137-005-903, dated November 24, 2014.

occur in thick beds of such soils. The Geotechnical Investigation concluded the settlement of the foundation system is expected to occur on initial application of loading. The differential settlement is not expected to exceed ½ inch over a distance of 20 feet or between adjacent foundations.[30] Based on these considerations, the Geotechnical Investigation makes specific recommendations with respect to the building foundation and grading activities that will mitigate potential impacts. Additionally, the Proposed Project would be constructed in conformance with the Los Angeles County Building Code and under observation and testing of a geotechnical engineer. The geotechnical engineer would provide continuity of geotechnical interpretation and check that the recommendations presented for geotechnical aspects of site development are incorporated during site grading, construction of improvements, and excavation of foundations.[31] Due to seismic compliance standards, the construction contractor shall incorporate best management practices consistent with the guidelines provided in the *California Storm Water Best Management Practice Handbooks: Construction* as well as project design elements consistent with Office of Statewide Health Planning and Development, California Building Code, Uniform Building Code, or other required standards to further reduce any potential for impacts resulting from strong seismic ground shaking. Accordingly, the Proposed Project shall conform to measures described in the Fault Rupture Hazard Investigation and the Geotechnical Investigation for the Proposed Project, which would reduce impacts associated with seismically induced settlement to a less than significant level.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐

Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subject to uplifting forces caused by the swelling. Without proper mitigation measures, heaving and cracking of both building foundations and slabs-on-grade could result. The Geotechnical Investigation concluded that, during the field investigation on October 23, 2014, the Project Site soils are considered to have a very low expansive potential and are classified as non-expansive.[32] The Proposed Project would not be located on expansive soil and would not create substantial risks to life or property. Therefore, impacts would be less than significant.

e) Have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

This question would apply to the Proposed Project only if it were located in an area not served by an existing sewer system. The Project Site is located in an urban setting, and the Sanitation Districts of Los Angeles County sewers serve the Project Site. No onsite wastewater treatment systems for the disposal of wastewater would be used as part of the Proposed Project. Therefore, no impact would occur.

[30] Geocon West Inc., Geotechnical Investigation, Proposed Multi-Family Residential Development, 14733 – 14803 S. Stanford Avenue, West Rancho Dominguez, Unincorporated Los Angeles County, California, APN: 6137-005-036, 6137-005-902, 6137-005-903, dated November 24, 2014.
[31] Ibid.
[32] Ibid.

f) Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, § 22.56.215) or hillside design standards in the County General Plan Conservation and Open Space Element? ☐ ☐ ☐ ☒

Hillside Management Areas (HMAs) are considered a type of scenic resource where mountainous or foothill terrain has a natural slope of 25 percent or greater.[33] The Project Site contains a small-engineered hill at the highest point of the west edge of the Project Site. The steepest slope of the hill is approximately 25% with the lowest point approximately 13 feet lower than the highest point. However, this small-engineered hill does not fall within the designation of the Hillside Management Area. The Project Site is located in an urban setting, not within a Hillside Management Area. Thus, the Project Site is not subject to hillside design standards. The Proposed Project would not conflict with the Hillside Management Area Ordinance or hillside design standards in the County General Plan Conservation and Open Space Element. Therefore, no impact would occur.

[33] County of Los Angeles, Planning and Zoning, Definitions, website: https://library.municode.com/index.aspx?clientId=16274, accessed July 2015.

8. GREENHOUSE GAS EMISSIONS

Regulatory Setting

Gases that trap heat in the atmosphere are called greenhouse gases ("GHG"), since they have effects that are analogous to the way in which a greenhouse retains heat. Greenhouse gases are emitted by both natural processes and human activities. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature. The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H_2O). CO_2 is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e).

The State of California has undertaken initiatives designed to address the effects of greenhouse gas emissions, and to establish targets and emission reduction strategies for greenhouse gas emissions in California. California has enacted several pieces of legislation that relate to GHG emissions and climate change, much of which sets aggressive goals for GHG reductions within the state. Per Senate Bill 97, the California Natural Resources Agency adopted amendments to the CEQA Guidelines, which address the specific obligations of public agencies when analyzing GHG emissions under CEQA to determine a project's effects on the environment. However, neither a threshold of significance nor any specific mitigation measures are included or provided in these CEQA Guideline amendments. The following includes a brief discussion of various GHG-related policies that have been adopted at the state and local levels.

Assembly Bill 32

The California Global Warming Solutions Act of 2006, widely known as AB 32, requires the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and verification of statewide GHG emissions. CARB is directed to set a statewide GHG emission limit, based on 1990 levels, to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner. The heart of the bill is the requirement that statewide GHG emissions be reduced to 1990 levels by 2020. As reported by CARB's Climate Change Scoping Plan First Update, Discussion Draft for Public Review and Comment (October 2013), California is currently on track to meet the goals of AB 32. AB 32 required CARB to determine California's 1990 statewide GHG emissions level, which would become California's statewide emissions limit to be achieved by 2020. ARB developed a California statewide GHG emission inventory for years 1990–2004 to support the effort of determining the 1990 level and 2020 emissions limit. In December 2007, the Board approved a total statewide GHG 1990 emissions level and 2020 emissions limit of 427 $MMTCO_2e$. CARB maintains the statewide GHG emission inventory to track California's progress to meet the 2020 emissions limit. CARB's GHG cap-and-trade regulation provides a firm cap, ensuring that the 2020 emission target will be achieved.

Executive Order B-30-15

Governor of California, Jerry Brown, issued Executive Order B-30-15, effective immediately on April 29, 2015 ordering a new interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 in order to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050. All state agencies with jurisdiction over sources of greenhouse gas emissions shall implement measures, pursuant to statutory authority, to meet the 2030 and 2050 greenhouse gas emissions reductions targets. The CARB shall update the Climate Change

Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent.[34] With this order, California sets a high bar to reduce GHG emissions. California will continue its rigorous climate change research program focused on understanding the impacts of climate change and how best to prepare and adapt to such impacts.

Sustainable Communities and Climate Protection Act (SB375)

California's Sustainable Communities and Climate Protection Act, also referred to as Senate Bill (SB) 375, became effective January 1, 2009. The goal of SB 375 is to help achieve AB 32's GHG emissions reduction goals by aligning the planning processes for regional transportation, housing, and land use. SB 375 requires CARB to develop regional reduction targets for GHGs, and prompts the creation of regional plans to reduce emissions from vehicle use throughout the State. California's 18 Metropolitan Planning Organizations (MPOs) have been tasked with creating Sustainable Community Strategies (SCS) in an effort to reduce the region's vehicle miles traveled (VMT) in order to help meet AB 32 targets through integrated transportation, land use, housing and environmental planning. Pursuant to SB 375, CARB set per-capita GHG emissions reduction targets from passenger vehicles for each of the State's 18 MPOs. On September 23, 2010, CARB issued a regional eight (8) percent per capita reduction target for the planning year 2020, and a conditional target of 13 percent for 2035. As part of its regional planning efforts, SCAG prepared and has adopted the 2016-2040 RTP/SCS to address regional growth and measure progress toward achieving regional planning goals and objectives.

Community Climate Action Plan - GHG Emissions Inventory and Forecasts for the Unincorporated Area of the County of Los Angeles

The County of Los Angeles released its Final Draft Community Climate Action Plan (CCAP) in July 2014, which serves to mitigate and avoid GHG emissions associated with community activities in the unincorporated area of the Los Angeles County. Climate action plans include an inventory of GHG emissions and measures for reducing future emissions to achieve a specific reduction target. The CCAP will address emissions from building energy, land use and transportation, water consumption, and waste generation. The measures and actions outlined in the CCAP will tie together the County's existing climate change initiatives and provide a blueprint for a more sustainable future. Ultimately, the CCAP and associated GHG reduction measures will be incorporated into the Air Quality Element of the County's General Plan 2035.

The CCAP will identify emissions related to community activities, establish a GHG reduction target consistent with AB 32 and provide a roadmap for successfully implementing GHG reduction measures selected by the County. Importantly, the CCAP will recognize the County's leadership and role in contributing to statewide GHG emissions reductions. Actions undertaken as part of the CCAP will also result in important community co-benefits including improved air quality, energy savings, and increased mobility, as well as will enhance the resiliency of the community in the face of changing climatic conditions.

An emissions inventory is an accounting of total GHG emissions within a specific jurisdiction. To inform the development of the County's CCAP, which is a component of the General Plan Update, the County prepared a 2010 GHG emissions inventory for community activities in the unincorporated area of the County.[35] The County also developed emissions forecasts for 2020 and 2035, based on anticipated population, employment, and household growth in the unincorporated area. The emissions inventory and forecasts can serve as a base for assessing emissions reduction goals. The County's GHG emissions

[34] Office of Governor, Edmund G. Brown Jr., website: http://gov.ca.gov/news.php?id=18938, accessed July 2015.
[35] County of Los Angeles, Department of Regional Planning, CCAP – Emissions Inventory, http://planning.lacounty.gov/ccap/emissions, accessed July 2015.

inventory and forecasts are organized by six categories. The top two emissions categories are "building energy" and "land use and transportation." Emissions in the building energy category largely result from electricity used to cool homes and to power household appliances. Emissions in the land use and transportation category are primarily due to on-road vehicles, and in particular, passenger cars.

GHG Significance Threshold

Section 15064.4 of the CEQA Guidelines serves to assist lead agencies in determining the significance of the impacts of GHGs. However, neither the SCAQMD nor the State CEQA Guidelines Amendments provide any adopted thresholds of significance for addressing a project's GHG emissions. Further, because the County does not currently have an adopted quantitative threshold of significance for a project's generation of greenhouse gas emissions, the following analysis is based on a combination of the requirements outlined in the CEQA Guidelines.

As required in Section 15604.4 of the CEQA Guidelines, this analysis includes an impact determination based on the following: (1) an estimate of the amount of greenhouse gas emissions resulting from the Proposed Project; (2) a qualitative analysis or performance based standards; (3) a quantification of the extent to which the Proposed Project increases greenhouse gas emissions as compared to the existing environmental setting; and (4) the extent to which the Proposed Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

Baseline GHG Emissions

The Project Site is currently vacant and generates no greenhouse gas emissions.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Generate greenhouse gas (GHGs) emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐

A significant impact would occur if the Proposed Project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. The Proposed Project has the potential to generate GHG emissions as a result of the temporary construction activities and long-term operation of the Proposed Project. To assess the Proposed Project's contribution of GHG emissions, the construction and operational emissions were quantified using CalEEMod.2013.2.2 as discussed in further detail below.

Construction

Construction of the Proposed Project would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site and from the disposal of construction waste. Construction emissions

represent an episodic, temporary source of GHG emissions. To be consistent with the guidance from the SCAQMD for calculating criteria pollutants from construction activities, only GHG emissions from on-site construction activities and off-site hauling and construction worker commuting are considered as Project-generated. Emissions of GHGs were calculated for each year of construction of the Proposed Project. The Proposed Project's annual construction-generated GHG emissions are expressed in CO_2e metric tons per year (CO_2e MTY) and are presented in Table 7, Proposed Project Construction-Related Greenhouse Gas Emissions. As shown in Table 7, the Project's total construction-related greenhouse gas emissions are estimated to be 566.06 CO_2e metric tons, with the greatest annual increase in GHG emissions estimated at 368.78 CO_2e MTY in 2016.

Table 7
Proposed Project Construction-Related Greenhouse Gas Emissions

Year	CO_2e Emissions (Metric Tons per Year) [a]
2016	368.78
2017	197.28
Total Project Construction GHG Emissions	**566.06**

[a] *Construction CO_2 values were derived using CalEEMod.2013.2.2. CalEEMod annual worksheets are provided in Appendix D to this IS/MND.*

Operational

The GHG emissions resulting from operation of the Proposed Project, which involves the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment, and generation of solid waste and wastewater, were calculated under the assumption of compliance with Title 24 building regulations. Emissions of the Proposed Project's operational GHGs are shown in Table 8, Proposed Project Operational Greenhouse Gas Emissions. As shown in Table 8, the Proposed Project is expected to generate approximately 1,117.84 CO2e MTY.

Table 8
Proposed Project Operational Greenhouse Gas Emissions

Emissions Source	CO_2e Emissions (Metric Tons per Year)
Area	1.46
Energy – Natural Gas	45.27
Energy - Electricity	86.49
Mobile	822.96
Solid Waste	17.79
Water	38.73
Amortized Construction Emissions [a]	18.87
Total Project GHG Emissions	**1,117.84**

[a] *The total construction GHG emissions were amortized over 30 years and added to the operation of the Project.*
CalEEMod annual worksheets are provided in Appendix C to this IS/MND.

To illustrate the scope of the Proposed Project's potential to generate GHG emissions, the following screening analysis has been provided. The SCAQMD released a draft guidance document regarding interim CEQA GHG significance thresholds in October 2008. At that time SCAQMD staff proposed a screening level of 3,000 metric tons of CO_2e per year for mixed-use or all land use projects, under which project impacts would be considered "less than significant." The 3,000 metric ton screening level was intended "to achieve the same policy objective of capturing 90 percent of the GHG emissions from new mixed-use or all land use development projects in the residential/commercial sectors." Citing the need for additional analysis to further define the performance standards and to coordinate with CARB staff's interim GHG proposal, no thresholds of significance were ever adopted for residential/commercial sectors. Nevertheless, for comparative purposes, it is worth noting that the Project's total GHG emissions would be less than the 3,000 metric tons of CO_2e per year screening threshold proposed by the SCAQMD staff in 2008. Therefore, the project's GHG emissions and associated contribution to global warming is considered less than significant. Notwithstanding the Proposed Project's less than significant impact upon global warming, mitigation measures that would further reduce the Project's GHG emissions are recommended below.

Mitigation Measures:

GHG-1 The Applicant shall require its contractors to utilize low VOC architectural coatings during the construction process.

b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

A significant impact would occur if the Proposed Project would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. As such, the Project would be consistent with regional and statewide goals and policies aimed at reducing the generation of GHGs, including Title 24 building regulations, SCAG's 2016-2040 RTP/SCS, SB 375, and CARB's AB 32 Scoping Plan aimed at achieving 1990 GHG emission levels by 2020. Therefore, the Proposed Project's generation of GHG emissions would not make a cumulatively considerable contribution to conflicting with an applicable plan, policy or regulation for the purposes of reducing the emissions of greenhouse gases. The Proposed Project's impact upon GHG emissions and global warming would be less than significant.

9. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?	☐	☐	☒	☐

The Proposed Project involves the construction and operation of an affordable housing project and would not result in the routine transport, use, or disposal of hazardous materials. No hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes would routinely be transported to the Project Site. Use of these materials on the Project Site would comply with State Health Codes and Regulations. Therefore, the Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and impacts would be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment?	☐	☐	☒	☐

A Phase One Environmental Site Assessment was conducted by Pacific Environmental Company (Pacific). The findings of the Phase I ESA are detailed in the *Phase One Environmental Site Assessment, 14733 – 14803 S. Stanford Avenue, Compton, California 90220* ("Phase I ESA"), dated March 4, 2015 (included in Appendix E to this IS/MND).

The Project Site is currently vacant and undeveloped. According to available historical sources, the Project Site has been utilized for residential uses intermittently since 1928. In 1928, a dwelling was constructed on the northeast portion of the Site with the southern and western portions of the site graded flat. Two dwellings and an out building appear to have been constructed on the eastern portion of the site in 1952. One dwelling was demolished in 1972 and a drainage easement appeared. By 1994, the last dwelling on the northern portion of the site had been demolished and the site has remained vacant since that time.[36]

A recognized environmental concern (REC) refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. According to available historical sources, the Project Site was historically utilized for residential uses. No known or suspected recognized environmental concerns, controlled recognized environmental concerns, or historical recognized environmental concerns were identified in the Phase I ESA on the Project Site. The Phase I ESA noted the presence of leaking underground storage tanks and other potentially impacted sites within a one-mile radius of the Project Site. However, due to their distance, groundwater gradient in the area, and status with the enforcement agencies, these leaking underground storage tanks would not be expected to affect the Project Site. The Proposed Project would utilize modest amounts of typical cleaning supplies and solvents, which would not involve the release of

[36] Pacific Environmental Company, Phase One Environmental Site Assessment, 14733 – 14803 S. Stanford Avenue, Compton, California 90220, dated March 4, 2015.

hazardous materials or waste into the environment. Therefore, impacts would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?	☐	☐	☒	☐

The nearest school to the Project Site is McKinley Elementary School, located 0.2 miles north of the Project Site. The closest residential land uses are the Warwick Terrace Apartments to the south and the single-family residences to the north of the Project Site. The closest park is Roy Campanella Park to the east of the Project Site. The Proposed Project involves the construction of an affordable housing development. The Proposed Project would use limited common hazardous materials during construction and adhere to all applicable regulations. No hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes would routinely be transported to the Project Site. The Proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses. Therefore, impacts would be less than significant.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

The Phase I ESA conducted a database records search provided by Environmental Data Resources, Inc. (EDR), which includes standard federal, state, county, and city environmental record sources. The Project Site was not listed in any of the databases that were searched.[37] No known or suspected recognized environmental concerns, controlled recognized environmental concerns, or historical recognized environmental concerns were identified in the Phase I ESA on the Project Site. The Project Site is not located on a list of hazardous materials sites and would not create a significant hazard to the public or the environment. Therefore, no impact would occur.

e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

The nearest public use, general aviation airport is the Compton/Woodley Airport, which is located 2.1 miles southeast of the Project Site at 901 W. Alondra Boulevard in the City of Compton. The Project Site is currently zoned R-1 (Single-Family Residence Zone). The Applicant is requesting a zone change from R-1 to R-3 (Limited Multiple Residence Zone) to accommodate the Proposed Project. Additionally, the County's General Plan land use designation for the entire site is H9 (Residential: 0-9 du/net ac), which allows 0-9 dwelling units per net acre.[38] Thus, the Applicant is proposing a General Plan Amendment from the existing General Plan land use designation of H9 (Residential: 0-9 du/net ac) to the General Plan land use category of H30 (Residential: 0-30 du/net ac) for the Proposed Project, which allows for 0-30 dwelling units per net acre. The Proposed Project, in both the existing General Plan and the Draft General Plan, is

[37] Pacific Environmental Company, Phase One Environmental Site Assessment, 14733 – 14803 S. Stanford Avenue, Compton, California 90220, dated March 4, 2015.

[38] County of Los Angeles, Department of Regional Planning Commission, 2015, Los Angeles County General Plan 2035, Chapter 6: Land Use Element, website: http://planning.lacounty.gov/assets/upl/project/gp_web80-land-use.pdf, accessed May 2016.

not located within a public airport land use plan area or subject to a safety hazard. Therefore, no impact would occur.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? ☐ ☐ ☐ ☒

The nearest private airstrip is located 15.9 miles northwest of the Project Site at 5510 Lincoln Boulevard in Playa Vista. At this distance, the Proposed Project is not in the vicinity of a private airstrip and would not result in a safety hazard. Therefore, no impact would occur.

g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? ☐ ☐ ☒ ☐

The Proposed Project would not involve the closure of any public roadway. The Proposed Project would not cause permanent alterations to vehicular circulation routes and patterns, public access, or travel upon public rights of way. Additionally, development of the Proposed Project would not adversely affect access on S. Stanford Avenue either temporarily during construction or long-term during operation. The Proposed Project would not be expected to interfere with any adopted emergency response plan or emergency evacuation plan. Therefore, impacts would be less than significant.

h) Expose people or structures to a significant risk of loss, injury or death involving fires, because the project is located:

i) within a Very High Fire Hazard Severity Zones (Zone 4)? ☐ ☐ ☐ ☒

The Project Site is located in an urban setting and is not located in a Very High Fire Hazard Severity Zone.[39] Therefore, no impact would occur.

ii) within a high fire hazard area with inadequate access? ☐ ☐ ☐ ☒

The Project Site is not located in a high fire hazard area. The Proposed Project would not expose people or structures to a significant risk within a high fire hazard area with inadequate access. Therefore, no impact would occur.

iii) within an area with inadequate water and pressure to meet fire flow standards? ☐ ☐ ☒ ☐

The Project Site is located in an urban setting with established water infrastructure. Coordination would be completed with the Los Angeles County Fire Department (LACFD) to ensure that the Proposed Project could be adequately served and meet fire flow requirements. The LACFD has determined fire flow is adequate for the Proposed Project.[40] Therefore, impacts would be less than significant.

[39] Cal Fire, Los Angeles County FHSZ Map, website: http://www.fire.ca.gov/fire_prevention/fhsz_maps_losangeles.php, accessed June 2015.
[40] The LACFD provided a letter dated September 6, 2016 for the Proposed Project (see Appendix I, Consultation Letters).

iv) within proximity to land uses that have the potential for dangerous fire hazard? ☐ ☐ ☒ ☐

The Project Site is located in an urban setting. The land uses surrounding the Project Site include Roy Campanella Park to the east, Warwick Terrace Apartments (a two-story apartment complex with one-story carports) to the south, single family residences to the north, and First Student Bus Yard to the west of the Project Site. The Phase I ESA noted the presence of leaking underground storage tanks and other potentially impacted sites within a one-mile radius of the Project Site. However, due to their distance, groundwater gradient in the area, and status with the enforcement agencies, these leaking underground storage tanks would not be expected to affect the Project Site. Additionally, the LACFD adequately serves the surrounding land uses. Therefore, impacts would be less than significant.

i) Does the proposed use constitute a potentially dangerous fire hazard? ☐ ☐ ☐ ☒

The Proposed Project involves the construction and operation of an affordable multi-family development project. No hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes would routinely be transported to the Project Site. Use of these materials on the Project Site would comply with State Health Codes and Regulations. The Proposed Project would not propose any use that would constitute a potentially dangerous fire hazard. Therefore, no impact would occur.

10. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐

A project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if the project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). The Proposed Project would be required to demonstrate compliance with the County Stormwater Ordinance and the Los Angeles County Low Impact Development (LID) Ordinance, which would reduce potential water quality impacts. Additionally, significant impacts would occur if a project does not comply with the County Stormwater Ordinance which addresses provisions that apply to the discharge, deposit, or disposal of any stormwater and/or runoff to the storm drain system and/or receiving waters within any incorporated area covered by the NPDES stormwater permit.

Construction

Three general sources of potential short-term, construction-related stormwater pollution associated with the Proposed Project include: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment. As required under the NPDES, the Applicant is responsible for preparing a Storm Water Pollution Prevention Plan (SWPPP) to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system. The primary objectives of the NPDES storm water program requirements are to: 1) effectively prohibit non-storm water discharges; and 2) reduce the discharge of pollutants from storm water conveyance systems to the Maximum Extent Practicable ("MEP" statutory standard). The SWPPP would incorporate the required implementation of Best Management Practices (BMPs) for erosion control and other measures to meet the NPDES requirements for storm water quality. Implementation of the BMPs identified in the SWPPP and compliance with the NPDES and the County Stormwater Ordinance would ensure that the construction of the Proposed Project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality. Additionally, the implementation of Regulatory Requirements RR-HWQ-1 and RR-HWQ-2 below would ensure construction-related impacts to any water quality standards would be less than significant.

Operation

The Project Site is currently vacant and undeveloped. With the Proposed Project, the Project Site would be fully developed with impervious surfaces, with the exception of the two courtyards, a dog area, plaza, sport

court, and proposed community garden. Other pervious surfaces would include the 216 proposed trees, 23,707 square feet of proposed landscape area, 374 square feet of proposed lawn area, and 23,333 square feet of drought-tolerant landscape. The Proposed Project also proposes to develop 5,142 square feet of pervious paving area (2,117 decomposed granite paving and 3,025 square feet of interlocking paver). As such, surface water runoff from the Project Site would be directed to adjacent storm drains. Additionally, a storm drain easement currently runs along the southeastern corner of the Project Site. Potential impacts to surface water runoff would be less than significant with incorporation of required stormwater pollution control measures. The Proposed Project would be required to demonstrate compliance with the County Stormwater Ordinance and the LID Ordinance. In addition, all operational activities would comply with applicable provisions in the County General Plan. Full compliance with the LID Ordinance, implementation of design-related BMPs, and compliance with the County Stormwater Ordinance and General Plan would ensure that the operation of the Proposed Project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. Therefore, implementation of the following regulatory requirements would ensure operation-related impacts to any water quality standards would be less than significant.

Regulatory Requirements:

RR-HWQ-1 Prior to the issuance of grading or building permits for the Proposed Project, a Notice of Intent to comply with the Construction General Permit to the State of California Regional Water Quality Control Board shall be prepared and submitted. A copy of the Notice of Intent acknowledgement from the State of California Regional Water Quality Board must be submitted to the County.

RR-HWQ-2 Prior to the commencement of project construction, a Stormwater Pollution Prevention Plan per requirements of the National Pollutant Discharge Elimination System Construction General Permit shall be prepared and submitted to the County for review and approval. A copy of the Storm Water Pollution Prevention Plan shall be available at the construction site and shall be implemented at all times on the construction site. The Storm Water Pollution Prevention Plan shall outline the source control and/or treatment control Best Management Practices to avoid or mitigate runoff pollutants at the construction site to the maximum extent practicable.

RR-HWQ-3 The Applicant shall comply with post-construction Best Management Practices requirements as detailed in the Los Angeles County Standard Urban Stormwater Mitigation Plan.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐

The Project Site is currently undeveloped, with a storm drain easement that runs along the southeastern corner of the Project Site. Surface water runoff from the Project Site is currently directed to storm drains. Based on a review of the Seismic Hazard Evaluation of the Inglewood 7.5 Minute Quadrangle, Los Angeles County, California (California Division of Mines & Geology, 1998) in the Geotechnical Investigation, the historic high groundwater level beneath the Project Site is approximately 30 feet below the existing ground

surface.[41] Groundwater information in this publication is based on data collected from the early 1900's to the late 1990's. Therefore, the Geotechnical Investigation concluded that, based on current groundwater basin management practices, it is unlike that groundwater levels would ever exceed the historic high levels. Because the depth of groundwater is sufficiently lower than the depth of construction activities for the Proposed Project, construction of the Proposed Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. Additionally, the Project Site would be served by municipal water and would not rely on a groundwater well to serve the proposed uses. Though the Proposed Project would add impervious surfaces (approximately 52,385 square feet of impervious paving area), there would be areas for intrusion, such as the two courtyards, a dog area, community garden, drought tolerant landscaping, and 5,142 square feet of pervious paving area. Therefore, the Proposed Project would not substantially interfere with groundwater recharge. As a result, at a regional or greater aquifer level, the Proposed Project would not result in a significant impact. Therefore, impacts would be less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐

The Project Site is located in a highly urbanized area of the unincorporated area of the County. No streams or rivers are located on or within the vicinity of the Project Site. The Geotechnical Report found that surface water drainage at the Project Site appears to be by sheet flow along the existing ground contours to the city streets and to the middle of the southern parcel. The Proposed Project would involve the construction of an 85-unit affordable housing development on a currently vacant Project Site. Implementation of the Proposed Project would have the potential to increase site runoff and result in changes to the local drainage pattern. However, the Geotechnical Report provided recommendations to ensure the Proposed Project's surface drainage patterns would controlled and non-erosive. Additionally, implementation of the SWPPP would reduce the amount of surface water runoff after storm events, as the Proposed Project would be required to implement Stormwater BMPs and comply with NPDES and the LID Ordinance. As a result, the Proposed Project would not be expected to substantially alter the existing drainage pattern which would result in substantial erosion or siltation. Additionally, the Proposed Project would be constructed in conformance with the Los Angeles County Building Code and under observation and testing of a geotechnical engineer to check that the recommendations presented for geotechnical aspects of site development are incorporated during site grading, construction of improvements, and excavation of foundations.[42] The construction contractor shall incorporate best management practices consistent with the guidelines provided in the *California Storm Water Best Management Practice Handbooks: Construction* as well as project design elements consistent with Office of Statewide Health Planning and Development, California Building Code, Uniform Building Code, or other required standards to further reduce any potential for impacts resulting from strong seismic ground shaking. Furthermore, Regulatory Requirements RR-HWQ-1 through RR-HWQ-3 would ensure impacts to the drainage pattern resulting in substantial erosion or siltation would be less than significant.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐

[41] Geocon West Inc., Geotechnical Investigation, Proposed Multi-Family Residential Development, 14733 – 14803 S. Stanford Avenue, West Rancho Dominguez, Unincorporated Los Angeles County, California, APN: 6137-005-036, 6137-005-902, 6137-005-903, dated November 24, 2014.

[42] Ibid.

No lakes, streams, or natural stream channels are located on or in the vicinity of the Project Site. The Geotechnical Report found that surface water drainage at the Project Site appears to be by sheet flow along the existing ground contours to the city streets and to the middle of the southern parcel. Implementation of the Proposed Project would have the potential to increase site runoff and result in changes to the local drainage pattern. However, the Geotechnical Report provided recommendations to ensure the Proposed Project's surface drainage patterns would controlled and non-erosive. Additionally, implementation of the SWPPP would reduce the amount of surface water runoff after storm events. The Proposed Project would be also required to implement Stormwater BMPs and comply with NPDES and the LID Ordinance. As a result, the Proposed Project would not be expected to substantially alter the existing drainage pattern, which would result in a substantial increase to the rate or amount of surface runoff in a manner which would result in flooding. Additionally, the Proposed Project would be constructed in conformance with the Los Angeles County Building Code and under observation and testing of a geotechnical engineer to check that the recommendations presented for geotechnical aspects of site development are incorporated during site grading, construction of improvements, and excavation of foundations.[43] The construction contractor shall incorporate best management practices consistent with the guidelines provided in the *California Storm Water Best Management Practice Handbooks: Construction* as well as project design elements consistent with Office of Statewide Health Planning and Development, California Building Code, Uniform Building Code, or other required standards to further reduce any potential for impacts resulting from strong seismic ground shaking. Furthermore, Regulatory Requirements RR-HWQ-1 through RR-HWQ-3 would ensure impacts to the drainage pattern resulting in flooding would be less than significant.

e) Add water features or create conditions in which standing water can accumulate that could increase habitat for mosquitoes and other vectors that transmit diseases such as the West Nile virus and result in increased pesticide use?	☐	☐	☒	☐

The Project Site is currently vacant and undeveloped. As an undeveloped site, the Project Site currently does not implement measures to prevent conditions in which standing water can accumulate. With the Proposed Project, the Project Site would be fully developed with impervious surfaces, with the exception of the two courtyards, a dog area, community garden, drought tolerant landscaping, and 5,142 square feet of pervious paving area. The Proposed Project would also include infrastructure that would convey stormwater and urban runoff to existing drains. The Proposed Project's developments would reduce the potential for standing water on-site compared to existing conditions and not add water features or conditions in which standing water can accumulate. The Geotechnical Report provided recommendations to ensure the Proposed Project would not create conditions in which standing water can accumulate. Therefore, impacts would be less than significant.

f) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐

The Project Site is currently vacant with a storm drain easement that runs along its southeastern corner. All surface water currently travels to the storm drain system. Pursuant to local policy, storm water retention would be required as part of the LID implementation features. Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater

[43] Ibid.

pollution prevention permits. Further, any pollutants from parking areas would be subject to the requirements and regulations of the NPDES and LID Ordinance. Accordingly, the Proposed Project would be required to demonstrate compliance with the LID Ordinance standards, which will reduce the Proposed Project's impact to the stormwater infrastructure. Therefore, the Proposed Project would not create or contribute substantial runoff water, which would exceed the capacity exiting or planned stormater drainage systems or provide substantial additional sources of polluted runoff. The Geotechnical Report also provided recommendations to reduce runoff. Therefore, impacts would be less than significant.

g) Generate construction or post-construction runoff that would violate applicable stormwater NPDES permits or otherwise significantly affect surface water or groundwater quality?	☐	☐	☒	☐

As discussed in the response to Question 10 a), construction and post construction of the Proposed Project would comply with the NPDES by preparing a Storm Water Pollution Prevention Plan (SWPPP) to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system. The primary objectives of the NPDES storm water program requirements are to: 1) effectively prohibit non-storm water discharges; and 2) reduce the discharge of pollutants from storm water conveyance systems to the MEP statutory standard. The SWPPP would incorporate the required implementation of BMPs for erosion control and other measures to meet the NPDES requirements for storm water quality. The Proposed Project is not located near any surface water. Based on the findings of the Geotechnical Report, the historic high groundwater level beneath the Project Site is approximately 30 feet below the existing ground surface.[44] Therefore, the Proposed Project would not be expected to significantly affect surface water or groundwater quality. Additionally, the implementation of Regulatory Requirements RR-HWQ-1 and RR-HWQ-2 above would ensure construction and post-construction-related impacts to applicable stormwater NPDES permits and surface or groundwater water quality would be less than significant.

h) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84)?	☐	☐	☐	☒

The Proposed Project would be designed to comply with the LID Ordinance. The Proposed Project would also be required to demonstrate compliance with the LID Ordinance, which includes, but is not limited to, submitting an LID plan to the Director of the County of Los Angeles Department of Public Works (LACDPW) for review and approval prior to the issuance of any discretionary entitlements.[45] Full compliance with the LID Ordinance would ensure the Proposed Project does not conflict with the LID Ordinance. Furthermore, the following Regulatory Requirement RR-HWQ-4 would ensure impacts related to conflicts with the LID Ordinance would be less than significant.

Regulatory Requirement:

RR-HWQ-4 Prior to the issuance of any discretionary entitlements, the Applicant shall submit a LID plan to the Director of LACDPW for review and approval that provides a comprehensive technical discussion of how the development project will comply with the LID Ordinance and the applicable provisions specified in the LID Standards Manual.

[44] Ibid.
[45] County of Los Angeles, Low Impact Development Standards, website: https://library.municode.com/index.aspx?clientId=16274, accessed July 2015.

i) Result in point or nonpoint source pollutant discharges into State Water Resources Control Board-designated Areas of Special Biological Significance? ☐ ☐ ☐ ☒

Based on a review of the State Water Resources Control Board-designated Areas of Special Biological Significance map, the Proposed Project is not located near any State Water Resources Control Board-designated Areas of Special Biological Significance.[46] Therefore, the Proposed Project would not result in point or nonpoint source pollutant discharges into State Water Resources Control Board-designated Areas of Special Biological Significance. Therefore, no impact would occur.

j) Use onsite wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course)? ☐ ☐ ☐ ☒

The Proposed Project does not include onsite wastewater treatment systems because the Proposed Project would utilize the municipal sewer systems. Additionally, the Geotechnical Investigation found that the historic high groundwater level beneath the Project Site is approximately 30 feet below the existing ground surface.[47] Groundwater information in this publication is based on data collected from the early 1900's to the late 1990's. The Proposed Project is not located in close proximity to any surface water. Thus, the Proposed Project would not result in impacts related to use of onsite wastewater treatment systems in areas with known geological limitations or in close proximity to surface water.

k) Otherwise substantially degrade water quality? ☐ ☐ ☐ ☒

The Proposed Project does not include potential sources of contaminants, which could potentially degrade water quality. No hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes would routinely be transported to the Project Site. Use of these materials on the Project Site would comply with State Health Codes and Regulations and would not degrade water quality. The Proposed Project would comply with all federal, state and local regulations governing stormwater discharge. Therefore, no impact would occur.

l) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, or within a floodway or floodplain? ☐ ☐ ☐ ☒

The concept of a 100-year or 500-year flood condition is used as a benchmark by civil engineers as a means to design flood control infrastructure. According to the Flood Insurance Rate Map, the Project Site is located in Zone X, which is an area of minimal flood hazard and determined to be outside the 0.2% annual chance floodplain.[48] Thus, the Proposed Project is not located within a designated 100-year flood hazard area, as defined by FEMA's Flood Insurance Mapping Program. Therefore, the Proposed Project would not

[46] State Water Resources Control Board, California's Areas of Special Biological Significance, website: http://www.waterboards.ca.gov/water_issues/programs/ocean/asbs_map.shtml, accessed July 2015.
[47] Geocon West Inc., Geotechnical Investigation, Proposed Multi-Family Residential Development, 14733 – 14803 S. Stanford Avenue, West Rancho Dominguez, Unincorporated Los Angeles County, California, APN: 6137-005-036, 6137-005-902, 6137-005-903, dated November 24, 2014.
[48] Federal Emergency Management Agency, National Flood Hazard Layer, website: http://fema.maps.arcgis.com/home/webmap/viewer.html?webmap=cbe088e7c8704464aa0fc34eb99e7f30&extent=-118.26851226989764,33.893304239621735,-118.25357773010232,33.902209539602154, accessed July 2015.

place housing within a 100-year flood hazard area. No impact would occur.

m) Place structures, which would impede or redirect flood flows, within a 100-year flood hazard area, floodway, or floodplain? ☐ ☐ ☐ ☒

As discussed in the response to Question 10 l), the Proposed Project is not located within a designated 100-year flood hazard area, as defined by FEMA's Flood Insurance Mapping Program. The Proposed Project would not place structures, which would impede or redirect flood flows. Therefore, no impact would occur.

n) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? ☐ ☐ ☐ ☒

The Geotechnical Investigation (see Appendix C of this IS/MND) concluded earthquake-induced flooding is inundation caused by failure of dams or other water-retaining structures due to earthquakes. Based on a review of the County Seismic Safety Element, the Project Site is not located within the inundation boundaries of upgradient dams or reservoirs. As a result the potential for inundation at the Project Site as a result of an earthquake-induced dam failure is considered low. Therefore, no impacts related to the exposure of people or structures to a significant risk of loss including flooding from the failure of a levee or dam would occur.

o) Place structures in areas subject to inundation by seiche, tsunami, or mudflow? ☐ ☐ ☐ ☒

The Proposed Project is located approximately 12.3 miles inland from the Pacific Ocean and thus, the Project Site would not be exposed to the effects of a tsunami. No dams, reservoirs or volcanoes are located near the Project Site that would present seiche or volcanic hazards. In addition, there are no surface water bodies in the immediate area that would result in seiche hazards. As a result, no impacts related to seiche, tsunami or mudflow would result.

11. LAND USE AND PLANNING

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒

The Project Site is currently vacant. To the east of the Project Site is S. Stanford Avenue followed by Roy Campanella Park (see Figure 5, View 9 and 10). Under the General Plan, properties to the east of the Project Site are designated as P (Public and Semi Public) and OS-PR (Parks and Recreation). The properties to the east of the Project Site are zoned O-S (Open Space). To the south of the Project Site are the Warwick Terrace Apartments, which is a two-story apartment complex with one-story carports (see Figure 5, View 7 and 12). Properties to the south of the Project Site are designated as H30. The properties to the south of the Project Site are zoned R-3. To the north of the Project Site are single-family residences (see Figure 5, View 11). Properties to the north are designated as H9. The properties to the north of the Project Site are zoned R-1. To the west of the Project Site is the First Student Bus Yard. Properties to the west are designated as IL (Light Industrial). The properties to the west of the Project Site are zoned B-1 (Buffer Strip Zone) and M-1 (Light Manufacturing).

The Applicant is proposing a General Plan Amendment from the existing General Plan land use designation of H9 (Residential: 0-9 du/net ac) to the General Plan land use category of H30 (Residential: 0-30 du/net ac) for the Proposed Project, which allows for 0-30 dwelling units per net acre. The Applicant is also proposing a zone change from R-1 to R-3 (Limited Multiple Residence Zone) to accommodate the Proposed Project. The Applicant is also requesting a 3% affordable housing density bonus. Approval of the requested General Plan amendment changing the category designated on the site from H9 to H30, zone change from R-1 to R-3 zone change, 3% affordable housing density bonus, and the Site Plan approval would allow the Applicant to develop the Proposed Project's 85 units of affordable housing. As such, the requested entitlements for the Proposed Project would also be consistent with proposed adjacent land uses to the south and would be in line with the existing transitional character of the neighborhood.

The Proposed Project would be designed to be compatible with the surrounding land uses. The Proposed Project's two to three story structures would be similar in height to the two story Warwick Terrace Apartments to the south and the single family residences to the north. The bulk of the Proposed Project's buildings would be located on the south side of the Proposed Project to compliment the two-story Warwick Terrace Apartments to the south. The Proposed Project would be similar to the architectural character of the two-story Warwick Terrace Apartments. The Proposed Project's architecture would be sensitive to the single-family residences immediately to the north. Additionally, the Proposed Project would be consistent with the other housing developments that currently exist within the immediate vicinity of the Project Site, especially the Warwick Terrace Apartments. The Proposed Project's 85 affordable housing units are comparable to the 108 dwelling units provided by the Warwick Terrace Apartments. Thus, as a development with residential uses, the Proposed Project would be located in an existing residential neighborhood and would be easily incorporated into the existing residential neighborhood. As such, the Proposed Project would not physically divide an established community. Therefore, no impact would occur.

b) Be inconsistent with the applicable County plans for the subject property including, but not limited to, the General Plan, specific plans, local coastal plans, area plans, and community/neighborhood plans? ☐ ☐ ☐ ☒

The Project Site is located in the West Rancho Dominguez-Victoria Community in unincorporated Los Angeles County. The County's General Plan land use designation for the entire site is H9 (Residential: 0-9 du/net ac).[49] Under the General Plan, the single family residences to the north are designated as H9 and the two-story Warwick Terrace Apartments to the south are designated as H30 under the General Plan, while the Roy Campanella Park to the east has a General Plan land use designation of P (Public and Semi Public) and OS-PR (Parks and Recreation), and the First Student Bus Yard to the west has a General Plan land use designation of IL (Light Industrial).

The General Plan land use designation for the Project Site, H9, allows for the development 0-9 dwelling units per net acre, which would allow a development up to approximately 24 dwelling units. The Proposed Project includes 85 dwelling units, which is not consistent with allowable density under the existing H-9 land use designation. Thus, the Applicant is proposing a General Plan Amendment from the existing General Plan land use designation of H9 (Residential: 0-9 du/net ac) to the General Plan land use category of H30 (Residential: 0-30 du/net ac) for the Proposed Project, which allows for 0-30 dwelling units per net acre. The H30 land use designation would allow the Applicant to develop the Proposed Project's 85 units of affordable housing using this land use designation and a 3% affordable housing density bonus. The Proposed Project would be consistent with all applicable General Plan land use standards of the H30 land use designation. As such, the General Plan Amendment for the Proposed Project would also be consistent with the General Plan land use designations for the adjacent land uses (H9, H30, P, OS-PR, and IL) given that the area is transitional, which is an area experiencing change. Additionally, the General Plan Amendment for the Proposed Project would not alter the intended use of the Project Site for housing, only increase the allowed density on the Project Site to 85 units of affordable housing, which is consistent with the 108 dwelling unit Warwick Terrace Apartments located to the south of the Project Site and also designated as H30.

The Proposed Project's requested entitlements would require site plan review and approval from the County. Approval of the Proposed Project's requested entitlements would ensure no impact associated with inconsistency with the General Plan.

Regulatory Requirement:

RR-LU-1 The Applicant shall obtain a General Plan Amendment, a Zone Change, and other applicable land use approvals. The Applicant shall also submit a complete site plan for approval by the County prior to construction of the Proposed Project.

c) Be inconsistent with the County zoning ordinance as applicable to the subject property? ☐ ☐ ☐ ☒

The Project Site is currently zoned R-1 (Single-Family Residence Zone). This zone permits a variety of low-intensity uses including adult residential facilities (limited to six or fewer persons), community gardens, family child car homes, farmworker dwelling units, foster family homes, group homes (limited to six or

[49] County of Los Angeles, Department of Regional Planning Commission, 2015, Los Angeles County General Plan, Chapter 6: Land Use Element, http://planning.lacounty.gov/generalplan/generalplan, accessed May 2016.

fewer persons), single-family residences, second units, and small family homes.[50] The Proposed Project involves the construction of a 85-unit affordable housing development. The Proposed Project would be inconsistent with the County zoning ordinance as applicable to the subject property as the R-1 zone does not permit the construction of apartment homes. Therefore, the Applicant is requesting a zone change from R-1 to R-3 (Limited Multiple Residence Zone) to accommodate the Proposed Project. Property in Zone R-3 may be used for all land uses in Zone R-1 as well as other uses, including apartment homes.[51] Zone R-3 would allow the Applicant to develop the 85-units of affordable housing for the Proposed Project through a ministerial approval process. With the affordable housing density bonus requested by Applicant, the maximum building height permitted for a project with the required set aside in the R-3 Zone is 45 feet above grade, which is 10 feet above the 35-foot maximum building height permitted in the R-3 Zone without the affordable housing density bonus. Thus, with the affordable housing density bonus, the Proposed Project would be consistent with the zoning ordinance of Zone R-3. The Proposed Project would be designed to compliment the surrounding neighborhood, with the bulk of the Proposed Project's buildings located on the south side of the Proposed Project to compliment the two-story Warwick Terrace Apartments to the south. The Proposed Project would be similar to the character of the two-story Warwick Terrace Apartments. With the affordable housing density bonus requested by Applicant, the Proposed Project would also meet the requirements for on-site parking. Thus, with the affordable housing density bonus, the Proposed Project would be consistent with the proposed County zoning ordinance of Zone R-3. The Proposed Project's requested entitlements would require site plan review and approval from the County. The Proposed Project's requested entitlements would require site plan review and approval from the County. Approval of the Proposed Project's requested entitlements would ensure no impact associated with inconsistency with the County zoning ordinance.

d) Conflict with Hillside Management criteria, Significant Ecological Areas conformance criteria, or other applicable land use criteria? ☐ ☐ ☐ ☒

Hillside Management Areas (HMAs) are considered a type of scenic resource where mountainous or foothill terrain has a natural slope of 25 percent or greater.[52] The Project Site is located in an urban setting. The Project Site is not located within a Hillside Management Area and would not conflict with Hillside Management criteria. The Project Site contains a small-engineered hill at the highest point of the west edge of the Project Site. The steepest slope of the hill is approximately 25% with the lowest point approximately 13 feet lower than the highest point. This small-engineered hill does not fall within the designation of the Hillside Management Area. Additionally, the Project Site and the surrounding area are not located within any Significant Ecological Areas and would not be subject to or conflict with Significant Ecological Areas conformance criteria. Therefore, no impact would occur.

[50] County of Los Angeles, Planning and Zoning, Part 2 R-1 Single Family Residence Zone, website: https://library.municode.com/index.aspx?clientId=16274, accessed June 2015.
[51] Ibid.
[52] County of Los Angeles, Planning and Zoning, Definitions, website: https://library.municode.com/index.aspx?clientId=16274, accessed July 2015.

12. MINERAL RESOURCES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒

The Proposed Project is located in an urbanized area of Los Angeles County, and there are no known mineral resources located on the Project Site or in the vicinity of the Project Site as mapped by the County.[53] The Proposed Project would not be located in a Mineral Resource Zone in the General Plan. The Proposed Project would not result in the loss of availability of a known mineral resource. Therefore, no impact would occur.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

The Proposed Project is not located within a Mineral Resource Zone as mapped by the County.[54] The resources and materials used in the construction of the Proposed Project would not include any materials considered rare or unique. The Proposed Project would not be located in a Mineral Resource Zone in the General Plan. The Proposed Project would not result in the loss of availability of a locally important mineral resource recovery site. Therefore, no impact would occur.

[53] County of Los Angeles, Department of Regional Planning, 2015, Los Angeles County General Plan, Figure 9.6: Mineral Resources Map, http://planning.lacounty.gov/generalplan/generalplan, accessed May 2016.
[54] County of Los Angeles, Department of Regional Planning, 2015, Los Angeles County General Plan, Figure 9.6: Mineral Resources Map, http://planning.lacounty.gov/generalplan/generalplan, accessed May 2016.

13. NOISE

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady "background" noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- L_{eq} – An L_{eq}, or equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- L_{max} – The maximum instantaneous noise level experienced during a given period of time.
- L_{min} – The minimum instantaneous noise level experienced during a given period of time.
- CNEL – The Community Noise Equivalent Level is a 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 P.M. to 10:00 P.M. and a 10 dBA "weighting" added to noise during the hours of 10:00 P.M. to 7:00 A.M. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24 hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. For residential uses, environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60–70 dBA range, and high above 70 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet suburban residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate level noise environments are urban residential or semi-commercial areas (typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA).

It is widely accepted that in the community noise environment the average healthy ear can barely perceive CNEL noise level changes of 3 dBA. CNEL changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. A 5 dBA CNEL increase is readily noticeable, while the human ear perceives a 10 dBA CNEL increase as a doubling of sound.

Noise levels from a particular source generally decline as distance to the receptor increases. Other factors, such as the weather and reflecting or barriers, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically "hard" locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically "soft" locations (i.e., the area between the source and receptor is normal earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. In addition, noise levels are also generally reduced by 1 dBA for each 1,000 feet of distance due to air absorption. Noise levels may also be reduced by intervening structures – generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The normal noise attenuation within residential structures with open windows is about 17 dBA, while the noise attenuation with closed windows is about 25 dBA.[55]

Ambient noise measurements were taken around the Project Site on June 18, 2015 with a Larson Davis 831 sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2001) - American National Standard Specification for Sound Level Meters. Ambient noise levels taken during the monitoring events are shown in Table 9, Existing Ambient Daytime Noise Levels.

Table 9
Existing Ambient Daytime Noise Levels in Project Vicinity

No.	Location	Primary Noise Sources	Noise Levels[a]		
			L_{eq}	L_{min}	L_{max}
1	On the east corner of the Stanford Avenue and Compton Boulevard intersection.	Light traffic and distant rail noise	64.5	49.0	78.6
2	East side of Stanford Avenue.	Light traffic, pedestrian activity, children from Roy Campanella Park	59.7	47.4	74.9
3	On the southeast corner of Rosecrans Avenue and Stanford Avenue.	Heavy traffic and pedestrian activity	73.7	54.6	97.0

[a] *Noise measurements were taken on June 18, 2015 at three locations for a duration of 15 minutes each. See Appendix F of this IS/MND for noise monitoring location map and data output sheets.*

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project result in:				
a) Exposure of persons to, or generation of, noise levels in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies?	☐	☒	☐	☐

A significant impact may occur if the Proposed Project would generate excess noise that would cause the ambient noise environment at the Project Site to exceed noise level standards. The County General Plan and the County Noise Control Ordinance establish standards governing noise within the County.[56]

[55] National Cooperative Highway Research Program Report 117, Highway Noise: A Design Guide for Highway Engineers, 1971.
[56] County of Los Angeles, Department of Regional Planning Commission, 1980, County of Los Angeles General Plan, Noise Element, website: http://planning.lacounty.gov/assets/upl/project/gp_web80-noise-element.pdf, accessed June 2015.

Implementation of the Proposed Project would result in an increase in ambient noise levels during both construction and operation, as discussed in further detail below.

Construction Noise

The County Noise Control Ordinance prohibits any tools or equipment used in construction, drilling, repair, alteration, or demolition work between weekday hours of 7:00 p.m. and 7:00 a.m. or at any time on Sundays or holidays if the noise disturbance generated from these tools or equipment crosses a residential or commercial property line.[57] The ordinance also states the contractor shall conduct construction activities in such a manner that the maximum noise levels at the affected buildings will not exceed noise levels listed in Table 10, Maximum Construction Noise Levels.

Table 10
Maximum Construction Noise Levels

	Residential Structures		
	Single-family Residential	**Multi-family Residential**	**Semi-residential / Commercial**
Mobile Equipment: Maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days) of mobile equipment			
Daily: 7:00 a.m. to 7:00 p.m. (except Sundays and legal holidays)	75 dBA	80 dBA	85 dBA
Daily: 7:00 p.m. to 7:00 a.m., Sundays and legal holidays	60 dBA	64 dBA	70 dBA
Stationary Equipment: Maximum noise levels for repetitively scheduled and relatively long-term operation (more than 10 days) of stationary equipment			
Daily: 7:00 a.m. to 7:00 p.m. (except Sundays and legal holidays)	60 dBA	65 dBA	70 dBA
Daily: 7:00 p.m. to 7:00 a.m., Sundays and legal holidays	50 dBA	55 dBA	60 dBA
Business Structures			
Mobile Equipment: Maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days) of mobile equipment			
Daily: all hours (including Sundays and legal holidays)	85 dBA		
Source: County of Los Angeles, Noise Control Ordinance of the County of Los Angeles, website: https://library.municode.com/index.aspx?clientId=16274, accessed June 2015.			

Construction of the Proposed Project would require the use of heavy equipment for grading and foundation preparation, the installation of utilities, paving, and building construction. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity.

[57] County of Los Angeles, Noise Control Ordinance of the County of Los Angeles, website: https://library.municode.com/index.aspx?clientId=16274, accessed June 2015.

The U.S. Environmental Protection Agency (EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that are anticipated to occur at the Project Site during construction are presented in Table 11, Typical Outdoor Construction Noise Levels, respectively, at a distance of 50 feet from the noise source (i.e., reference distance). The noise levels shown in Table 11 represent composite noise levels associated with typical construction activities, which take into account both the number of pieces and spacing of heavy construction equipment that are typically used during each phase of construction. Construction noise during the heavier initial periods of construction could be expected to be 86 dBA when measured at a reference distance of 50 feet from the center of construction activity. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA L_{eq} measured at 50 feet from the noise source to the receptor would be reduced to approximately 78 dBA L_{eq} at 100 feet from the source to the receptor, and would decline by another 6 dBA L_{eq} to 72 dBA L_{eq} at 200 feet from the source to the receptor.

Table 11
Typical Outdoor Construction Noise Levels

Construction Phase	Noise Levels at 50 Feet with Mufflers (dBA L_{eq})	Noise Levels at 60 Feet with Mufflers (dBA L_{eq})	Noise Levels at 100 Feet with Mufflers (dBA L_{eq})	Noise Levels at 200 Feet with Mufflers (dBA L_{eq})
Ground Clearing	82	80	76	70
Excavation, Grading	86	84	80	74
Foundations	77	75	71	65
Structural	83	81	77	71
Finishing	86	84	80	74
Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.				

Sensitive Receptors

Several noise sensitive land uses are located adjacent to and in the vicinity of the Proposed Project. For purposes of assessing noise impacts on sensitive populations, the following sensitive receptors in proximity to the Project Site were identified:

1. 14729 S. Stanford Avenue and E. Santa Rita Street and S. Visalia Avenue (single-family residences north of the Project Site);
2. 14921 S. Stanford Avenue (multi-family residential land use south of the Project Site);
3. 14431 Stanford Avenue (public school land use north of the Project Site);
4. Stanford Avenue and Rosecrans Avenue (single family residences north of the Project Site);
5. Stanford Avenue and Compton Boulevard (single family residences south of the Project Site);
6. Roy Campanella Park (County park east of the Project Site across S. Stanford Avenue).

The locations of these land uses relative to the Project Site are depicted in Figure 19, Noise Monitoring and Sensitive Receptor Locations. Photographs of the land uses immediately surrounding the Project Site are provided in Figure 5, Photographs of the Surrounding Land Uses.

Figure 19, Noise Monitoring and Sensitive Receptor Location Map, depicts the noise measurement locations fronting the adjacent residential uses as the most likely sensitive receptors to experience noise level

increases during construction. The detailed noise monitoring data are presented in Appendix F, Noise Monitoring Data, and are summarized above in Table 13, Existing Ambient Noise Levels. As shown in Table 13, the ambient noise in the vicinity of the Project Site ranges from 59.7 to 73.7 L_{eq}. The maximum noise level during three 15-minute recordings was 97.0 L_{max}.

Based on the County Noise Control Ordinance, a significant construction noise impact would occur if maximum noise levels at the affected buildings exceed noise levels listed in 14, Maximum Construction Noise Levels. Two of the five sensitive receptors identified are located immediately adjacent to the Project Site: the single family residence at 14729 S. Stanford Avenue and E. Santa Rita Street and S. Visalia Avenue (located approximately 43 feet from the north edge of the Project Site) and the multi-family residential land use at 14921 S. Stanford Avenue (located approximately 187 feet from the south edge of the Project Site). At 187 feet from the south edge of the Project Site, construction noise from the Proposed Project would not be expected to exceed the 80 dBA threshold for multi-family residential structures. The closest sensitive receptors are the single family residences located at 14729 S. Stanford Avenue and E. Santa Rita Street and S. Visalia Avenue approximately 43 feet from the north edge of the Project Site. Though construction activities would not be expected to occur on the north edge of the Project Site, due to the Project Site's proximity to these sensitive receptors, the Proposed Project would be expected to exceed the 75 dBA threshold for single family residential structures when construction activities would occur. As a result, a substantial temporary or periodic increase in ambient noise levels would occur at the sensitive receptors identified. However, the following mitigation measures would reduce impacts related to construction noise to a less than significant level.

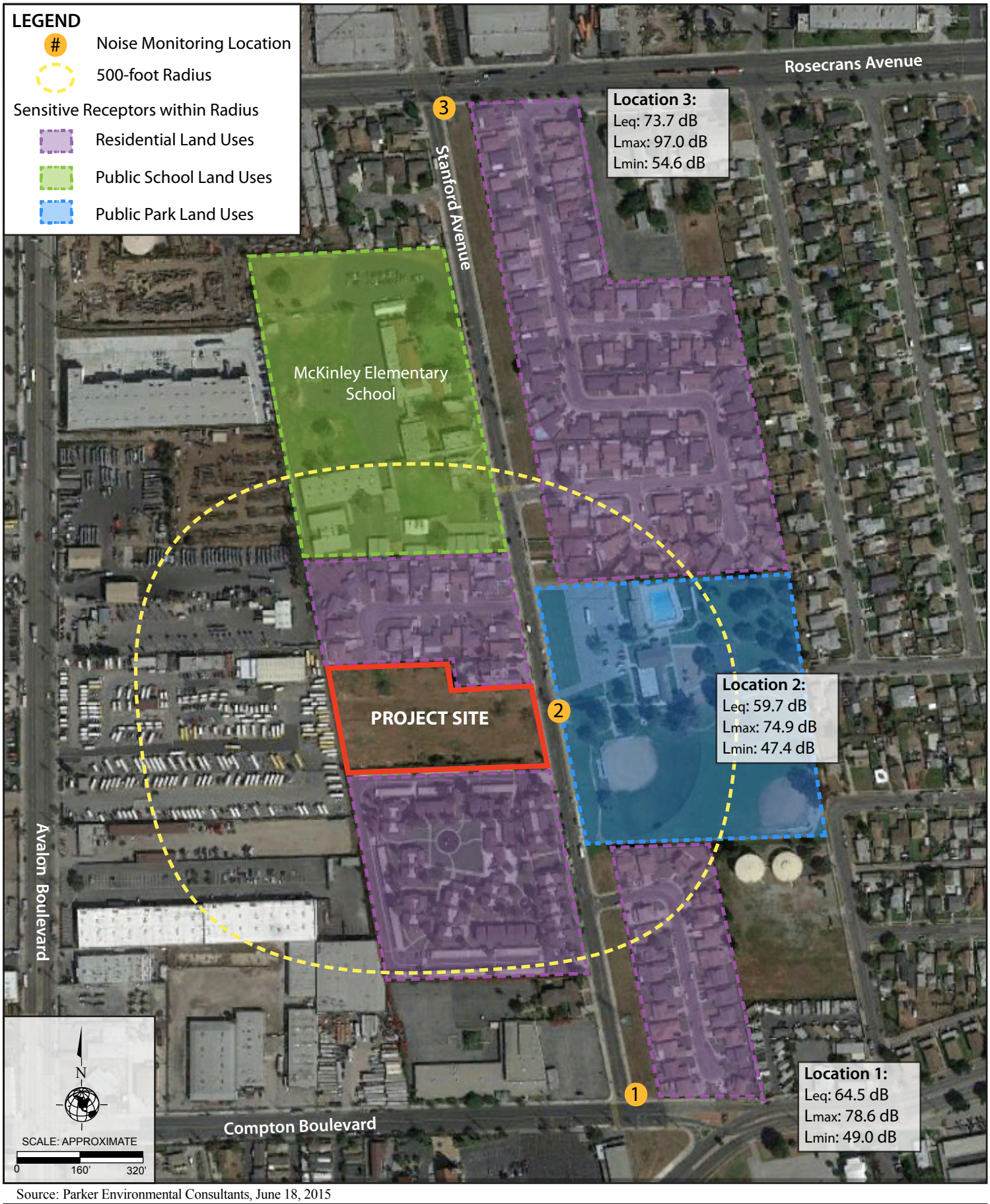
Mitigation Measures:

NOISE-1 Construction activities shall be restricted to occur between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday, except for emergency work of public service utilities or by variance issued by the health officer.

NOISE-2 Construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices to the extent feasible.

NOISE-3 Noise and groundborne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.

NOISE-4 Barriers such as, but not limited to, plywood structures or flexible sound control curtains extending eight feet in height shall be erected around the perimeter of active construction areas wherever feasible and physically possible to minimize the amount of noise during construction on the nearby noise-sensitive uses.



Source: Parker Environmental Consultants, June 18, 2015

PARKER ENVIRONMENTAL CONSULTANTS

Figure 19
Noise Monitoring and Sensitive Receptor Locations

Operational Noise

HVAC Equipment Noise

Upon completion and operation of the Proposed Project, on site operational noise would be generated by heating, ventilation, and air conditioning (HVAC) equipment installed on the new structures. HVAC equipment typically generates noise levels of approximately 55 dBA at 50 feet from the equipment. Based on this reference noise level and the existing ambient noise levels shown in Table 9, HVAC equipment noise generated by the Proposed Project would not increase noise levels at the nearest sensitive receptors (the immediately adjacent single family residences at S. Stanford Avenue and E. Santa Rita Street and S. Visalia Avenue and the multi-family residential land use at 14921 S. Stanford Avenue) or at the other sensitive receptors identified in excess of standards established in the County General Plan or noise ordinance. Standard design features including shielding would further reduce HVAC equipment noise emissions. Therefore, the Proposed Project's operational noise impacts would be less than significant.

Environmental Conditions

Upon operation, the Proposed Project would be located directly adjacent to the First Student Bus Yard. As a result, the future occupants of the Proposed Project may be exposed to noise generated at the First Student Bus Yard. However, the Proposed Project is designed to be set back from that property boundary and buffered by a property wall and on-site parking areas. Additionally, high voltage tension lines are located along the south boundary of the Project Site. During high humidity, a buzzing noise can occur due to the ionization of water droplets in the atmosphere, known as the Corona Effect. The Proposed Project may be exposed to this type of noise. However, consistent with recent CEQA case law[58], impacts arising from exposure of future occupants of a project to existing environmental conditions is not a significant impact upon the environment. Therefore, the anticipated noise generated by the First Student Bus Yard and the high voltage tension lines that the future occupants could be exposed to would be considered a less than significant impact.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? ☐ ☒ ☐ ☐

Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as ground-borne vibration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level and is typically used for evaluating potential building damage. RMS is defined as the square root of the average of the squared amplitude of the level. RMS velocity in decibels (VdB) is typically more suitable for evaluating human response.

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration from traffic is rarely perceptible. The range of interest is

[58] California Building Industry Association v Bay Area Air Quality Management District (S213478, December 17, 2015).

from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction

Construction activities for the Proposed Project have the potential to generate low levels of ground-borne vibration. The operation of construction equipment generates vibrations that propagate though the ground and diminishes in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. Thus, construction activities associated with the Proposed Project could have an adverse impact on both sensitive structures (i.e., building damage) and populations (i.e., annoyance).

This analysis uses the Federal Transit Administration (FTA) and California Department of Transportation's (Caltrans) adopted vibration standards for buildings. Based on the FTA and Caltrans criteria, construction impacts relative to ground-borne vibration would be considered significant if the following were to occur:[59]

- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.5 inches per second at any building that is constructed with reinforced-concrete, steel, or timber;

- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.3 inches per second at any engineered concrete and masonry buildings;

- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.2 inches per second at any non-engineered timber and masonry buildings; or

- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.12 inches per second at any historical building or building that is extremely susceptible to vibration damage.

For purposes of addressing vibration impacts relative to human annoyance, the following analysis relies on the FTA's vibration impact thresholds, which are 80 VdB and above at residences and buildings where people normally sleep (e.g., nearby residences) and 83 VdB and above at institutional buildings, which includes schools and churches. No thresholds have been adopted or recommended for commercial and office uses.

Table 12, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate at the Project Site during construction. As shown in Table 12, vibration velocities could range from 0.003 to 0.089 inch/sec PPV at 25 feet from the source activity, with corresponding vibration levels ranging from 58 VdB to 87 VdB at 25 feet from the source activity, depending on the type of construction equipment in use.

[59] Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006; and California Department of Transportation, Transportation- and Construction –Induced Vibration Guidance Manual, June 2004.

Table 12
Vibration Source Levels for Construction Equipment

Equipment	Approximate PPV (in/sec)					Approximate RMS (VdB)				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, 2006.

In terms of human annoyance resulting from vibration generated during construction, the Proposed Project would have the potential to exceed the 80 VdB and 83 VdB vibration impact thresholds at the six sensitive receptors previously identified, and vibration impacts would therefore be considered potentially significant. However, all construction activity would be restricted to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday, and would not occur on Sundays or legal holidays. Because any vibration level increases experienced at the residential uses in close proximity to the Project Site would occur during the acceptable time periods for construction activities, and would only occur on a temporary and intermittent basis during the construction period. Furthermore, implementation of mitigation measure NOISE-3 above would reduce impacts related to ground-borne vibration to a less than significant level.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from parking areas? ☐ ☐ ☒ ☐

A significant impact may occur if the Proposed Project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the Proposed Project. Any long-term increase of 5 dBA CNEL or more is considered to cause a significant impact. The long-term operation of the Proposed Project would primarily generate noise from three sources: (1) mobile sources (vehicular traffic to and from the site), (2) operation of stationary equipment (rooftop HVAC systems), and (3) on-site activities (people residing and recreating in the outdoor common areas).

Traffic Noise

In order for a new noise source to be audible, there would need to be a 3 dBA or greater noise increase to the ambient noise level. Locations in the project vicinity are expected to experience slight increases in ambient noise levels as a result of an increase in motor vehicle trips associated with the Proposed Project. For purposes of quantifying the Proposed Project's noise impacts resulting from mobile noise sources, the existing noise level from existing traffic volumes at the two of the seven intersections (Stanford Avenue and Compton Boulevard and Rosecrans Avenue and Stanford Avenue) was calculated based on the Future (2018) With Project traffic conditions as reported in the Traffic Impact Study for the Proposed Project (see Appendix G). These two intersections were analyzed since they are the closest intersections to the Project Site and, due to distance, would be expected to represent the most conservative analysis for the Proposed Project's traffic noise impact. This methodology is based on the California Department of Transportation (Caltrans), Technical Noise Supplement (Oct. 1998) formula for adding and subtracting equal sound

pressure levels when the existing noise level is known. Based on the existing and future traffic volumes as reported in Appendix G, future roadway noise levels were then forecasted to determine if the Proposed Project's vehicular traffic would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the Proposed Project. A substantial permanent increase would result if the Future With Project noise levels exceed the existing traffic noise levels by more than 3 dBA. As shown below in Table 13, Project Roadway Noise Impacts, the two intersections analyzed would experience a noise level increase no greater than 0.15 dBA, which would be considered a less than significant impact (see Appendix F, Noise Monitoring Data, for detailed calculations).

Table 13

Project Roadway Noise Impacts

Intersection	Peak Hour	Existing Noise Level (dBA)	Future With Project Noise Level (dBA)	Project Impact (dBA)	Significant Impact? (Yes/No)
1. Stanford Avenue and Compton Boulevard	AM	64.5	64.61	0.11	No
	PM	64.5	64.65	0.15	No
2. Rosecrans Avenue and Stanford Avenue	AM	73.7	73.74	0.04	No
	PM	73.7	73.74	0.04	No

Source: Calculations based on the California Department of Transportation (Caltrans), Technical Noise Supplement (Oct. 1998) formula for adding and subtracting equal sound pressure levels. Traffic volumes are based on the Project Traffic Impact Report prepared by KOA Corporation (see Appendix G).

As the other five intersections in the Traffic Impact Study are farther from the Project Site, the Proposed Project's trip generation at these intersections would be lower than the comparative contribution to existing traffic volumes at the two closest intersections. Accordingly, the noise level increase at the other five intersections would also be expected to result in a less than significant impact. Therefore, the Proposed Project's mobile source noise impacts would be less than significant.

Parking Noise

Activities within the designated surface parking areas associated with the Proposed Project would have the potential to increase ambient noise levels in the area. Sources of noise within the surface parking areas would include engines accelerating, doors slamming, car alarms, and people talking. Noise levels within the parking areas would fluctuate with the amount of automobile and human activity. Noise levels would be highest in the early morning and evening when the largest number of people would enter and exit the Project Site. However, any parking noise that may be audible from outside of the parking areas would be substantially similar to the existing noise generated from the surrounding land uses, specifically the multi-family residential land use immediately south of the Project Site. Parking noise generated by the Proposed Project would not exceed the 5 dBA threshold at any of the sensitive receptors identified. Therefore, noise impacts from parking on site would be less than significant.

HVAC Equipment

As discussed in the response to Question 13 a) above, HVAC equipment typically generates noise levels of approximately 55 dBA at 50 feet from the equipment. Based on this reference noise level and the existing ambient noise levels shown in Table 13, HVAC equipment noise generated by the Proposed Project would

not exceed the 5 dBA threshold noted above at the nearest sensitive receptors (the immediately adjacent single family residence at 14729 S. Stanford Avenue and E. Santa Rita Street and S. Visalia Avenue and the multi-family residential land use at 14921 S. Stanford Avenue) or at the other four sensitive receptors identified. Therefore, the Proposed Project's operation of stationary equipment would be less than significant.

Human Activity

The Project Site is currently vacant and was previously utilized for residential uses intermittently between 1928 and 1994. The Proposed Project includes the development of 85-unit of affordable housing development. The Proposed Project would generate an increase in noise levels from the existing noise levels on the Project Site. However, the Proposed Project would be consistent with adjacent land uses. As discussed in Section 14, Population and Housing, the Proposed Project is anticipated to generate 313 additional residents. The residential activities of the 313 additional residents expected to reside on site would be compatible and consistent with similar activities occurring within the adjacent land uses. As such, the Proposed Project would not cause or contribute to excessive noise levels. Noise levels of people talking and recreating on the site would be well below the ambient noise levels generated by the Project Site's proximity to adjacent roadways. Therefore, noise impacts from human activity on site would be less than significant.

Existing Environmental Conditions

Upon operation, the Proposed Project would be located directly adjacent to the First Student Bus Yard. As a result, the future occupants of the Proposed Project may be exposed to noise generated at the First Student Bus Yard. However, the Proposed Project is designed to be set back from that property boundary and buffered by a property wall and on-site parking areas. Additionally, consistent with recent CEQA case law,[60] impacts arising from exposure of future occupants of a project to existing environmental conditions is not a significant impact upon the environment. Therefore, the anticipated noise generated by the First Student Bus Yard that the future occupants could be exposed to would be considered a less than significant impact.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from amplified sound systems?	☐	☒	☐	☐

A significant impact may occur if the Proposed Project were to result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the Proposed Project. As discussed in the response to Question 13 a) above, all construction activity would be conducted in accordance with the permissible hours as stated in the County Noise Control Ordinance. Nevertheless, construction noise levels would result in a temporary and intermittent increase in ambient noise levels throughout the construction period. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity.

The sensitive receptors identified would be subject to construction noise impacts, particularly the single family residences located at 14729 S. Stanford Avenue and E. Santa Rita Street and S. Visalia Avenue approximately 43 feet from the north edge of the Project Site. Though construction activities would not be expected to occur on the north edge of the Project Site, due to the Project Site's proximity to these sensitive

[60] California Building Industry Association v Bay Area Air Quality Management District (S213478, December 17, 2015).

receptors, construction noise impacts would occur. The noise levels shown in Table 11, typical construction noise can reach 86 dBA L_{eq} when measured at a reference distance of 50 feet from the center of construction activity. Construction noise impacts would be mitigated to less than significant levels with implementation of mitigation measures NOISE-1 through NOISE-4, above.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

The nearest public use, general aviation airport is the Compton/Woodley Airport, which is located 2.1 miles southeast of the Project Site at 901 W. Alondra Boulevard in the City of Compton. The Project Site is not located within an airport land use plan or within two miles of a public airport or public use airport. Therefore, no impact would occur.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

The nearest private airstrip is located 15.9 miles northwest of the Project Site at 5510 Lincoln Boulevard in Playa Vista. At this distance, the Proposed Project is not in the vicinity of a private airstrip and would not expose people residing or working in the project area to excessive noise levels. Therefore, no impact would occur.

14. POPULATION AND HOUSING

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐

The Proposed Project is located in an urban area that is currently served by local and regional infrastructure including existing public roads, public utilities (sewers, water, natural gas, electricity), services (fire, police, schools, parks), and public transit. The Proposed Project involves the construction of an 85-unit affordable housing development. The Proposed Project is located in the West Rancho Dominguez census-designated place in the unincorporated area of Los Angeles County. According to 2010 census data for this area, the average number of persons per household was 3.68.[61] Based on this rate, the Proposed Project is expected to generate approximately 313 additional residents. As shown in Table 14 below, Southern California Association of Governments' (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy's (2016-2040 RTP/SCS) population and household growth forecast from 2012 through 2040 for the County's unincorporated area envisions 233,000 additional persons, yielding an approximately 22.4% growth rate. The unincorporated area projects to have a population of 1,273,700 persons and 392,400 housing units by 2040.[62] The Proposed Project would generate approximately 313 persons, which represents approximately 0.02 percent of the forecasted population in 2040 and approximately 0.13 percent of the forecasted growth between 2012 and 2040 for the County's unincorporated area.[63,64] Thus, the proposed increase in housing units and population as a result of the Proposed Project is within SCAG's 2016-2040 RTP/SCS growth forecast. The Proposed Project would not induce substantial population growth in the area. Therefore, impacts would be less than significant.

Table 14
SCAG's 2016-2040 RTP/SCS Growth Forecast for Unincorporated Areas for Los Angeles County

Projection Year	Population	Households
2012	1,040,700	292,700
2040	1,273,700	392,400
Net Change from 2008 to 2035		
No. of Population/Households	233,000	99,700
Percent Change	22.4%	34.1%

Source: Southern California Association of Governments, adopted 2016-2040 RTP/SCS Growth Forecast, Demographics and Growth Forecast Appendix, adopted April 2016.

[61] United States Census Bureau, West Rancho Dominguez CDP 2010, website: http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF, accessed June 2015.
[62] Southern California Association of Governments, adopted 2016-2040 RTP/SCS Growth Forecast, Demographics and Growth Forecast Appendix, adopted April 2016.
[63] Calculation for percent of forecasted population is as follows: 313 new residents are divided by 1,273,700 (the 2040 projected population).
[64] Calculation for percent of forecasted growth is as follows: 313 new residents are divided by 233,000 (the 2040 projected population growth).

b) Displace substantial numbers of existing housing, especially affordable housing, necessitating the construction of replacement housing elsewhere? ☐ ☐ ☐ ☒

The Project Site is currently vacant and undeveloped. No displacement of existing housing would occur with the Proposed Project. Therefore, no impact would occur.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? ☐ ☐ ☐ ☒

The Proposed Project would be located on a currently vacant site. No displacement of substantial numbers of people would occur with the Proposed Project. Therefore, no impact would occur.

d) Cumulatively exceed official regional or local population projections? ☐ ☐ ☒ ☐

As discussed in the response to Question 14 a), the Proposed Project would not exceed the population projections of SCAG's 2016-2040 RTP/SCS for the unincorporated area of the County. There are three related projects in the surrounding area: a 41-unit condominium development located at 930 W. Compton Boulevard (1.3 miles east of the Project Site), a 28-unit condominium development located at 920 W. Alondra Boulevard (2.2 miles southeast of the Project Site), and a 54-unit apartment development located at 13218 Avalon Boulevard (1.2 miles north of the Project Site).[65] The two condominium developments fall under the jurisdiction of the City of Compton and, therefore, would be subject to the City's respective general plan pertaining to population and housing forecasts and requirements. The 54-unit apartment development is located in the West Rancho Dominguez area in the unincorporated area of the County. Based on the West Rancho Dominguez community standard occupancy rate of 3.68 persons per household, this development would generate approximately 199 additional residents. Cumulatively, the Proposed Project and the 54-unit apartment development would generate approximately 512 persons, which represents approximately 0.04 percent of the forecasted population in 2040 and approximately 0.22 percent of the forecasted growth between 2012 and 2040 for the County's unincorporated area.[66,67] Thus, the cumulative proposed increase in housing units and population is within SCAG's growth forecast in the 2016-2040 RTP/SCS.[68] The Proposed Project would not cumulatively exceed official regional or local population projections. Therefore, impacts would be less than significant.

[65] KOA Corporation: Planning and Engineering, Traffic Impact Study for Apartment Project, 14733-14803 Stanford Avenue, West Rancho Dominguez, May 18, 2016.
[66] Calculation for percent of forecasted population is as follows: 512 new residents are divided by 1,273,700 (the 2040 projected population).
[67] Calculation for percent of forecasted growth is as follows: 512 new residents are divided by 233,000 (the 2040 projected population growth).
[68] Southern California Association of Governments, adopted 2016-2040 RTP/SCS Growth Forecast, Demographics and Growth Forecast Appendix, adopted April 2016.

15. PUBLIC SERVICES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐

The Los Angeles County Fire Department (LACFD) provides fire services to all unincorporated areas of the County and 58 cities. The nearest LACFD stations are Station Number 95 located 1.3 miles southwest of the Project Site at 137 W. Redondo Beach Boulevard in Gardena and Station Number 116 located 2.6 miles south of the Project Site at 755 E. Victoria Street in Carson. Station Number 95 is the jurisdictional fire station for the Project Site. Should the need arise for additional resources, the closes available resources from LACFD and/or the surrounding City of Compton would respond to the Project Site.

The Proposed Project could potentially increase the demand for LACFD services. The Proposed Project would include a total of 85 housing units and, as discussed in III.14, Population and Housing, would generate approximately 313 additional residents. As discussed in Section 14, Population and Housing, the Proposed Project's estimated population is consistent with the SCAG population growth forecast for the unincorporated area of the County. Additionally, the statutory responsibilities of the LACFD Forestry Division includes erosion control, watershed management, rare and endangered species, vegetation fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archaeological and cultural resources, and the County Oak Tree Ordinance. As discussed in Section 7. Geology and Soils, impacts with respect to erosion would be less than significant with implementation of a SWPPP, erosion controls, and best management practices (BMPs) to meet the NPDES requirements for storm water quality and be consistent with guidelines provided in the *California Storm Water Best Management Practice Handbooks: Construction*.[69] The Proposed Project would also result in less than significant impacts to watershed management and rare and endangered species because the Project Site is located in an urban area and, as discussed in Section 4. Biological Resources, the Project Site is otherwise void of habitat suitable to support special-status species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Furthermore, the Proposed Project would result in no impacts to vegetation fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4 because, as discussed in Section 9. Hazards and Hazardous Materials, the Project Site is located in an urban setting and is not located in a Very High Fire Hazard Severity Zone.[70] As discussed in Section 5. Cultural Resources, the Proposed Project would result in less than significant impacts to archaeological and cultural resources because the Project Site is not known to be historically or culturally significant to any group or individuals. Furthermore, as discussed in Section 4. Biological Resources, the Proposed Project would result in no impacts to the County Oak Tree Ordinance because no oak trees or other unique native trees are present on the Project Site.

[69] California Stormwater Quality Association, California Stormwater Best Management Practice Handbooks: Construction, website: https://www.casqa.org/resources/bmp-handbooks, accessed June 2015.
[70] Cal Fire, Los Angeles County FHSZ Map, website: http://www.fire.ca.gov/fire_prevention/fhsz_maps_losangeles.php, accessed June 2015.

Thus, fire protection would be considered adequate for the Proposed Project. Additionally, the Proposed Project would comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants. Furthermore, design requirements would be specified for certain components of the Proposed Project (driveway widths and turning radii) to facilitate the LACFD's access to the Project Site in the event of a fire. Therefore, impacts associated with fire protection would be less than significant.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Sheriff protection?	☐	☐	☒	☐

The Los Angeles County Sheriff's Department (LACSD) provides sheriff protection to the unincorporated area of the County. The nearest LACSD is the Compton Sheriff Station located 2.28 miles east of the Project Site at 301 S. Willowbrook Avenue in Compton. The LACSD has mutual aid agreements with all Los Angeles County law enforcement agencies for assistance. Mutual aid can be requested from one or all agencies if an emergency requires a major response. The Project Site is approximately 3.6 miles south of the Southeast Community Police Station located at 145 W. 108th Street in Los Angeles, which may provide additional services to the Project Site.

The Proposed Project would result in an increase of site visitors, residents, and employees within the Project Site, thereby generating a potential increase in number of service calls from the Project Site. The Proposed Project would implement design features that would reinforce on-site security. These features would include sufficient lighting throughout the Project Site to ensure safety and visibility. Entryways and parking areas would also be well illuminated and designed to eliminate areas of concealment. It is anticipated these features would not necessitate the construction of a new sheriff's station and any increase in law enforcement services demands would be relatively low. Therefore, impacts associated with sheriff protection would be less than significant.

Schools?	☐	☐	☒	☐

The Project Site is located within the service area of the Compton Unified School District (CUSD). The nearest school to the Project Site is McKinley Elementary School, located 0.2 miles north of the Project Site. The Proposed Project would involve the construction of 85 units of affordable housing. The Proposed Project would increase enrollment by 14 elementary school students, approximately 4 middle school students, and 8 high school students, totaling approximately 26 students. Table 15, Proposed Project Estimated Student Generation, shows the number of school age residents the Proposed Project would generate. The CUSD is expected to accommodate this increase in students. In addition, the Applicant would be required to pay the mandatory school district development fees to offset the Proposed Project's demands upon local school facilities. Senate Bill 50 (SB 50) which passed in 1998, established a process for determining the amount of fees developers may be charged to mitigate the impact of development on school facilities. Under this bill, a school district could charge fees above the statutory cap only under specified conditions, and then only up to the amount of funds that the district would be eligible to receive from the state. Pursuant to Government Code Section 65995, the development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation."[71] As a result, the Proposed Project's impacts on school facilities would be less than significant.

[71] Government Code, Section 65996-65998, website: http://www.leginfo.ca.gov/cgi-bin/displaycode?section=gov&group=65001-66000&file=65995-65998, accessed July 2015.

Table 15
Proposed Project Estimated Student Generation

Land Use	Size	Elementary School Students	Middle School Students	High School Students	Total Students
Proposed Project					
Multi-Family Residential (1-BD, 2-BD, and 3-BD) [a b]	85 du	14.0	3.8	8.0	25.8
Net Student Generation:		**14.0**	**3.8**	**8.0**	**25.8**

Notes:
sf = square feet; du = dwelling units
[a] *Student generation rates are as follows for multi-family residential uses: .1649 elementary, .0450 middle and .0943 high school students per unit.*
[b] *Multi-family residential proposed: 1-bedroom - 46 du, 2-bedroom - 13 du, 3-bedroom - 26 du.*
Source: For bullet points (a) above: Los Angeles Unified School District, School Facilities Needs Analysis for Los Angeles Unified School District, September 2012.

Parks? ☐ ☐ ☒ ☐

There are four County parks within a 2-mile radius of the Project Site.[72] These parks and facilities serve the existing recreational needs of the surrounding community. The Proposed Project would introduce approximately 313 new residents to the area, which would increase demands upon park and recreational facilities in the unincorporated area of the County. The County's General Plan states the County's threshold for recreation and open space for subdivisions is 4 acres per 1,000 residents.[73] The Proposed Project would generate the need for 1.25 acres of recreation and open space. As shown in Table 16 below, the total available Los Angeles County parkland available within 2 miles is 142.7 acres. The population growth from the Proposed Project would fall within the projected growth for the surrounding area. Additionally, the Proposed Project would include recreational areas consisting of common open space areas on the ground floor, which includes two courtyards, a dog area, plaza, sport court, and a community garden. The Proposed Project would also include a community room, two meeting rooms, computer room, and two common rooms, for the Proposed Project's residents. These Proposed Project amenities would serve to reduce or offset demand for off-site park services in the surrounding area.

The Quimby Act

The California Quimby Act, which is part of the Subdivision Map Act, applies to residential subdivisions and permits the County, by ordinance, to require the dedication of land or payment of fees for park and recreational purposes. Consistent with the provisions of the Quimby Act, County Code Section 21.24.340 (Residential Subdivisions, Local Park Space Obligation, Formula) contains the methodology used to determine the amount of parkland required to be dedicated by the subdivision map approval process. In accordance with Section 21.28.140, developers may choose to pay a fee in-lieu of the provision of parkland. Because the Project is not a subdivision, County Code Sections 21.24.340 and 21.24.140 do not apply to the Project.

[72] County of Los Angeles, Department of Parks and Recreation, website: http://parks.lacounty.gov/wps/portal/dpr/parkslocator/, accessed June 2015.
[73] County of Los Angeles, Department of Regional Planning Commission, 1980, County of Los Angeles General Plan, Conservation and Open Space Element, website: http://planning.lacounty.gov/generalplan/existing, accessed June 2015.

Table 16
Los Angeles County Recreation and Park Facilities within the Project Area

Park Name	Park Size (acres)	Park Amenities	Approx. Distance to Project Site (miles)
1. Roy Campanella Park	10	Swimming pool, arts and crafts/computer room, basketball court, softball fields with one overlay multi-purpose field, walking path, fitness zones, picnic areas, children' play area	0.04
2. Enterprise Park	10	Children's play area, community recreation room, gymnasium, lighted baseball/softball fields, multi-purpose field, picnic areas with barbecue grill, swimming pool	1.00
3. Earvin "Magic" Johnson Recreational Center	104	Children's play areas, picnic areas with barbecue grills, restrooms, soccer fields, two fishing lakes, walking path	1.13
4. Athens Park	18.7	Children's play areas, Community recreation building, computer lab, fitness zone, gymnasium, lighted baseball/softball fields, lighted basketball courts, multi-purpose field, multi-purpose room, picnic areas with barbecues, restrooms, skate park, swimming pool	1.63
TOTAL Acreage:	**142.7**		

Sources: Park distance from the Project Site, size, and amenities were determined using: (1)Parks Locator, Department of Parks and Recreation, County of Los Angeles, http://parks.lacounty.gov/wps/portal/dpr/Parks/; accessed June 2015; Google Earth, accessed June 2015, and (3) NavigateLA (when necessary) http://navigatela.lacity.org/navigatela/, accessed June 2015.

Non-County Parks within the Project Site

An important note to recognize are the additional parks within a 2-mile radius of the Project Site. These seven (7) parks identified in Table 17 below are classified as City of Compton parks, City of Carson parks, or City of Los Angeles parks and are not considered County Parks. The total acreage for the 7 parks is approximately 67.3 acres. The total area of combined parks is 217.2 acres within 2 miles of the Project Site. Thus, the Proposed Project would not create capacity or service level problems or result in substantial adverse physical impacts associated with parks. Therefore, impacts would be less than significant.

Libraries? ☐ ☐ ☒ ☐

The nearest libraries are the Black Resource Center and A C Bilbrew Library both located 1.33 miles north of the Project Site at 150 E. El Segundo Boulevard in Los Angeles. The A C Bilbrew Library is a 21,843 square foot facility that provides a 113-person meeting room, children's area, and teen space.[74] As discussed in Section 14, Population and Housing, the Proposed Project's estimated population is consistent with the SCAG population growth forecast for the unincorporated area of the County. Thus, the Proposed Project

[74] County of Los Angeles, Public Library, A C Bilbrew Library, website: http://www.colapublib.org/libs/bilbrew/index.php, accessed July 2015.

would not create capacity or service level problems or result in substantial adverse physical impacts associated with libraries. Therefore, impacts would be less than significant.

Other public facilities? ☐ ☐ ☐ ☒

As discussed in Section 14, Population and Housing, the Proposed Project's estimated population is consistent with the SCAG population growth forecast for the unincorporated area of the County. No additional public facilities would be affected by the implementation of the Proposed Project. Thus, the Proposed Project would not create capacity or service level problems or result in substantial adverse physical impacts associated with other public facilities. Therefore, no impacts would occur.

Table 17
Other Parks Located within Project Site

Park Name	Park Size (acres)	Park Amenities	Approx. Distance to Project Site (miles)
City of Compton			
1. Tragniew Park	4.5	lighted tennis courts, children's playground, picnic area and ten-station fitness center	0.78
2. Burrell-MacDonald Park	5	basketball courts, baseball diamond, picnic facilities, barbecue pits, auditorium, kitchen	0.90
3. Gonzalez Park and Aquatic Center	14	baseball diamonds, multi-purpose gymnasium, children's playground, indoor/outdoor cooking, picnic tables	1.00
4. Sibrie Park	3.8	children's play area, volleyball, barbecue pits, picnic area, baseball diamond, basketball courts	1.45
City of Carson			
5. Vernon Hemingway Park	16	tennis court, basketball court, playground, and running path	1.20
6. Stevenson Park	11.7	picnic tables, baseball diamond, children's playground	1.76
City of Los Angeles			
7. Rosecrans Recreation Center	12.3	soccer field, children's play area, picnic tables, basketball courts, volleyball courts, baseball diamonds, barbecue pits, kitchen	1.68
TOTAL:	**67.3**		

Sources: Park distance from the Project Site, size, and amenities were determined using:
(1) Parks and Recreation, City of Compton, http://www.comptoncity.org/, accessed June 2015,
(2) NavigateLA, http://navigatela.lacity.org/navigatela/, accessed June 2015, or
(3) Google Earth, accessed June 2015.

16. RECREATION

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐

As discussed in the response to Question 15, there are four County parks within a 2-mile radius of the Project Site.[75] These parks and facilities serve the existing recreational needs of the surrounding community. The Proposed Project involves the construction of an 85-unit affordable housing development. As a result, the potential for existing neighborhood, park, or creational facilities to experience increased usage and deterioration may occur. As discussed in Section 14, Population and Housing, the Proposed Project would generate approximately 313 additional residents. The General Plan states the County's threshold for recreation and open space for subdivisions is 4 acres per 1,000 residents.[76] The Proposed Project would generate the need for 1.25 acres of recreation and open space. As shown in Table 17 above, the total available Los Angeles County parkland available within 2 miles is 142.7 acres. The population growth from the Proposed Project would fall within the SCAG population growth forecast for the unincorporated area of the County. Additionally, the Proposed Project would also include open space areas consisting of private open space on balconies and common open space areas on the ground floor, which includes two courtyards and a community garden. The Proposed Project would also involve development a community room, a computer room, and four common rooms. These Proposed Project amenities would serve to reduce or offset demand for off-site park services in the surrounding area. As discussed in the response to Question 15, it is important to note the non-County parks located within a 2-mile radius of the Project Site. These seven (7) parks identified in Table 17 in Question 15 are classified as City of Compton parks, City of Carson parks, or City of Los Angeles parks and are not considered Los Angeles County Parks. The total acreage for the 7 parks is approximately 67.3 acres. The total area of combined parks is 217.2 acres within 2 miles of the Project Site. The surrounding parks, but County and non-County, would adequately serve the Proposed Project. Thus, the Proposed Project would not increase the use of existing neighborhood and regional parks or other recreational facilities. Therefore, impacts would be less than significant.

b) Does the project include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

The Proposed Project involves the construction of an 85-unit affordable housing development. Additionally, the Proposed Project would also include open space areas consisting of private open space on balconies and common open space areas on the ground floor, which includes two courtyards and a community garden. The Proposed Project would also incorporate a community room, a computer room, and four common rooms.. The Proposed Project would not include development of neighborhood or

[75] County of Los Angeles, Department of Parks and Recreation, website: http://parks.lacounty.gov/wps/portal/dpr/parkslocator/, accessed June 2015.
[76] County of Los Angeles, Department of Regional Planning Commission, 1980, County of Los Angeles General Plan, Conservation and Open Space Element, website: http://planning.lacounty.gov/generalplan/existing, accessed June 2015.

regional parks. The Proposed Project would not require the construction or expansion of such facilities. Therefore, no impact would occur.

c) Would the project interfere with regional open space connectivity?	☐	☐	☐	☒

The Proposed Project site is currently vacant and undeveloped. The Proposed Project involves the construction of an 85-unit affordable housing development. While the Project Site is currently vacant, it is not connected to nor is it a part of any regional open space network. Additionally, the Proposed Project is not located within a regional open space area.[77] As a result, the Proposed Project would not interfere with regional open space connectivity. Therefore, no impact would occur.

[77] County of Los Angeles, Department of Regional Planning Commission, 1980, County of Los Angeles General Plan, Conservation and Open Space Element, website: http://planning.lacounty.gov/generalplan/existing, accessed June 2015.

17. TRANSPORTATION/TRAFFIC

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐

A Traffic Impact Study was conducted by KOA Corporation (KOA). The findings of the Traffic Impact Study are detailed in the *Traffic Impact Study for Apartment Project, 14733-14803 Stanford Avenue, West Rancho Dominguez, Los Angeles County, California* ("Traffic Impact Study"), dated May 18, 2016 (included in Appendix G to this IS/MND).

The Project Site is currently vacant. Prior to the completion of the Traffic Impact Study, KOA coordinated with the LACDPW's Traffic and Lighting Division to achieve consensus on assumptions such as study intersections, ambient growth, area/related projects, and trip generation calculations. Seven locations were defined as study intersections. Table 18, Intersection Performance, shows the existing conditions and the existing conditions plus the Proposed Project intersection performance at all seven study intersections. The Proposed Project would involve the construction and operation of an 85-unit affordable housing development. For construction, as discussed in the Section B. Proposed Development above the Proposed Project would require the excavation and import of approximately 364 cubic yards of soil. For purposes of analyzing the construction-related impacts, it is anticipated that the excavation and soil import would involve 18-wheel bottom-dump trucks with an average of 12 cubic yard hauling capacity. All truck staging would either occur on-site or at designated off-site locations and radioed into the site to be filled. The anticipated import of 364 cubic yards of soil route would include entering/exiting the Project Site from S. Stanford Avenue. The route would then extend eastbound on Rosecrans Avenue to the I-110 Freeway north or southbound. As such, impacts related to the roadways along the route would be less than significant.

For operation, the estimated trips generated by the Proposed Project would be a net total of 565 trips daily, with 43 trips during the A.M. peak hour and 53 trips during the P.M. peak hour. The Traffic Impact Study concluded the Proposed Project would not create significant traffic impacts at any of the study intersections, per LACDPW traffic study guidelines.[78] The Proposed Project would also not cause a worsening of any level of service (LOS) values.

Public bus transit lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro) and the City of Compton serve the vicinity of the Project Site. The Proposed Project would not be expected

[78] KOA Corporation, Traffic Impact Study for Apartment Project, 14733-14803 Stanford Avenue, West Rancho Dominguez, Los Angeles County, California, dated May 18, 2016.

to interfere with the County General Plan Transportation Element or the LACDPW Bicycle Master Plan.[79,80] Thus, the Proposed Project would not be expected to conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. Therefore, impacts would be less than significant.

Table 18
Intersection Performance

Intersection	Existing (2015) Conditions				Existing Conditions (2015) + Proposed Project			
	A.M. Peak		P.M. Peak		A.M. Peak		P.M. Peak	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1. Avalon Blvd. & Rosecrans Ave.	0.643	B	0.829	D	0.646	B	0.833	D
2. Stanford Ave. & Rosecrans Ave.	0.489	A	0.544	A	0.500	A	0.556	A
3. Central Ave. & Rosecrans Ave.	0.867	D	0.807	D	0.869	D	0.807	D
4. Avalon Blvd. & Compton Blvd.	0.467	A	0.550	A	0.467	A	0.553	A
5. Stanford Ave. & Compton Blvd.**	0.341	A	0.269	A	0.353	A	0.277	A
	13.5	B	11.6	B	13.8	B	11.8	B
6. Compton Blvd. & Redondo Beach Blvd.**	0.389	A	0.546	A	0.392	A	0.549	A
	15.1	C	19.5	C	15.2	C	19.7	C
7. Avalon Blvd. & Redondo Beach Blvd.	0.561	A	0.653	B	0.564	A	0.656	B

*Notes: LOS = Level of Service, V/C = Volume-to-Capacity Ratio, ** = unsignalized intersection, ICU values are provided; HCM 2000 methodology was utilized to calculate delay in seconds*
Source: KOA Corporation, Traffic Impact Study – 14733-14803 Stanford Avenue Apartment Project, dated May 18, 2016.

b) Conflict with an applicable congestion management program (CMP), including, but not limited to, level of service standards and travel demand measures, or other standards established by the CMP for designated roads or highways? ☐ ☐ ☒ ☐

The Congestion Management Program (CMP) is a State-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990. The 2010 CMP for Los Angeles County was adopted on October 8, 2010. Chapter 5, Land Use Analysis Program of the 2010 CMP ensures that local jurisdictions consider the regional transportation impacts that may result from major development projects through the local land use approval process. Projects that are determined not to have a significant effect on the environment and receive a Mitigated Negative Declaration pursuant to CEQA are not subject to the CMP Land Use Analysis Program and are exempt from the requirement to prepare a Transportation Impact

[79] County of Los Angeles, Department of Regional Planning Commission, 1980, County of Los Angeles General Plan, Transportation Element, website: http://planning.lacounty.gov/generalplan/existing, accessed June 2015.
[80] County of Los Angeles, Department of Public Works, Bicycle Master Plan, website: http://dpw.lacounty.gov/pdd/bike/masterplan.cfm, accessed July 2015.

Analysis (TIA). Low- and very-low income housing projects are also exempt. Additionally, a TIA is not needed if projects add less than 150 trips in either direction; during either the AM or PM weekday peak hours at CMP mainline freeway-monitoring locations. All of the Proposed Project's traffic impacts have been found to be less than significant. The Proposed Project involves the development of an affordable housing project with a program that caters to extremely low-, very low-, and low-income residents. Additionally, the Traffic Impact Study concluded the Proposed Project would not add more than 150 trips to the nearest freeway monitoring stations.[81] Thus, the Proposed Project is not required to prepare a CMP TIA and is consistent with the 2010 CMP. Therefore, impacts would be less than significant.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒

The nearest public use, general aviation airport is the Compton/Woodley Airport, which is located 2.1 miles southeast of the Project Site at 901 W. Alondra Boulevard in the City of Compton. The Project Site is not within the approved flight pattern for incoming or departing flight paths, and is not located within the designated noise sensitive contour zone.[82] The Proposed Project would not result in a change in air traffic patterns. Therefore, no impact would occur.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐

The Project Site is currently vacant. Vehicular access to the Project Site is currently provided by one access driveway on Stanford Avenue. The Proposed Project would realign this driveway with the existing crosswalk on Stanford Avenue and utilize this driveway to provide full-access to the Project Site.[83] The Proposed Project would include 93 surface parking spaces within the boundaries of the existing Project Site. The Proposed Project would not involve the closure of any public roadway. The Proposed Project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. Therefore, impacts would be less than significant.

e) Result in inadequate in inadequate emergency access?	☐	☐	☐	☒

The Proposed Project would not involve the closure of any public roadway. The Proposed Project site access would be provided via a full-access driveway on Stanford Avenue. The Traffic Impact Study concluded the Proposed Project would not create significant impacts at any intersections or cause a worsening of any LOS values.[84] Furthermore, the Proposed Project is designed to provide adequate emergency access for emergencies that occur on-site. Thus, the Proposed Project would not impede emergency access on-site or off-site. The Proposed Project would not result in inadequate emergency access to the Project Site or to nearby properties. Therefore, no impact would occur.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian	☐	☐	☒	☐

[81] KOA Corporation, Traffic Impact Study for Apartment Project, 14733-14803 Stanford Avenue, West Rancho Dominguez, Los Angeles County, California, dated May 18, 2016.
[82] County of Los Angeles, Department of Public Works, Compton/Woodley Airport (CPM), website: http://dpw.lacounty.gov/avi/airports/documents/NoiseABatement/Compton_Noise%20Photo.pdf, accessed June 2015.
[83] KOA Corporation, Traffic Impact Study for Apartment Project, 14733-14803 Stanford Avenue, West Rancho Dominguez, Los Angeles County, California, dated May 18, 2016.
[84] Ibid.

facilities, or otherwise decrease the performance or safety of such facilities?

Public bus transit lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro) and the City of Compton serve the vicinity of the Project Site. Specifically, Metro Bus Lines 51/52/352 and 125 have stops within walking distance of the Project Site.[85] The Proposed Project would not require the disruption of public transportation services or the alteration of public transportation routes.

The Proposed Project would not be expected to interfere with the County General Plan Transportation Element or the LACDPW Bicycle Master Plan.[86,87] SCAG is the federally designated regional transportation-planning agency that prepares the 2016-2040 RTP/SCS, which projects within the County must comply with. As discussed in the response to Question 14 a), Population and Housing, the Proposed Project is consistent with growth projections for the unincorporated area of the County. The pedestrian crosswalk located on Stanford Avenue will be relocated approximately 20 feet to the south to accommodate the construction of the proposed driveway. Thus, the Proposed Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Therefore, impacts would be less than significant.

[85] Ibid.
[86] County of Los Angeles, Department of Regional Planning Commission, 1980, County of Los Angeles General Plan, Transportation Element, website: http://planning.lacounty.gov/generalplan/existing, accessed June 2015.
[87] County of Los Angeles, Department of Public Works, Bicycle Master Plan, website: http://dpw.lacounty.gov/pdd/bike/masterplan.cfm, accessed July 2015.

18. UTILITIES AND SERVICE SYSTEMS

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Exceed wastewater treatment requirements of either the Los Angeles or Lahontan Regional Water Quality Control Boards?	☐	☐	☐	☒

A significant impact would occur if a project exceeds wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (RWQCB). The Los Angeles RWQCB enforces wastewater treatment and discharge requirements for properties in the Project area. Wastewater generated by the Proposed Project would be treated at the Joint Water Pollution Control Plant (JWPCP), which provides primary and secondary treatment for a current flow of 280 million gallons per day (mgd) with a capacity to treat 400 mgd.[88] The JWPCP is a public, County facility, and is therefore subject to the State's wastewater treatment requirements. Wastewater from the Project Site is expected to be treated according to the wastewater treatment requirements enforced by the Los Angeles RWQCB. Therefore, no impact would occur.

b) Create water or wastewater system capacity problems, or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☒	☐	☐

A significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the Project area would be exceeded. A Sewer Area Study analyzing the project impact on the existing sewerage system will need to be reviewed and approved by the Department of Public Works prior to the commencement of the construction activities. Should the sewer area study show adverse impacts to the existing system, pipe replacement/upsizing will be necessary and the sole responsibility of the applicant.

Water

Existing Infrastructure

The Golden State Water Company's (GSWC) Southwest District water system currently serves the Project Site vicinity.[89] Additionally, the Los Angeles County Waterworks Districts (LACWD), a division of the LACDPW, would provide water supply to the unincorporated area of the County if need be. LACWD's potable water comes from three sources: local groundwater, water imported through the State Water Project (SWP) and the Colorado River Aqueduct (CRA). The LACWD purchases imported water from the local

[88] Sanitation Districts of Los Angeles County, Joint Water Pollution Control Plant, website: http://www.lacsd.org/wastewater/wwfacilities/jwpcp/, accessed July 2015

[89] The Golden State Water Company (GSWC) provided a Will Serve Letter dated June 8, 2016 for the Proposed Project (see Appendix I, Consultation Letters).

SWP contractor, Metropolitan Water District of Southern California, to service the water in the Project vicinity.

Potable Water Treatment

The Metropolitan Water District (MWD) delivers an average of 1.7 billion gallons of water per day to a service area of approximately 26 member agencies – 14 cities, 11 municipal water districts, and one county water authority which in turn provides water to more in the Los Angeles, Orange, San Diego, Riverside, San Bernardino, and Ventura counties. The Metropolitan Water District is comprised of numerous facilities including the Colorado River Aqueduct (423,606 million gallons annual capacity), sixteen hydroelectric facilities, five water treatment plants, and nine reservoirs (with a total capacity of 349,312 mgd)[90]. The average daily delivery of the MWD is 1,372 mgd.[91]

Water Demand

As shown in Table 19, Proposed Project Estimated Water Generation, below, the Proposed Project would generate a demand for approximately 15,360 gallons per day (gpd). The base estimated water demand was based on 120% of the sewerage generation factors for residential categories. Based on the estimates provided, implementation of the Proposed Project is not expected to measurably increase the demand for water for the GSWC's Southwest District (see Appendix I, Consultation Letters). Of the total available capacity for CRA and nine reservoirs of MWD, the Proposed Project would account a negligible percent, and no new or expanded water treatment facilities would be required. With respect to water treatment facilities, the Proposed Project would have a less than significant impact.

Table 19
Proposed Project Estimated Water Demand

Type of Use	Size	Water Demand Rate (gpd/unit) [a]	Total Water Demand (gpd)
Proposed Project			
Residential Units (85 total du)			
One Bedroom	46 du	144 gpd/du	6,624
Two Bedroom	13 du	192 gpd/du	2,496
Three Bedroom	26 du	240 gpd/du	6,240
		Total Project Water Generation:	**15,360**

Notes:
sf =square feet; du = dwelling units, gpd: gallons per day
[a] *City of Los Angeles, CEQA Thresholds Guide, 2006, Exhibit M.2-12.*

Wastewater

A Sewer Area Study was conducted by John M. Cruikshank Consultants, Inc. The findings of the Sewer Area Study are detailed in the *Sewer Area Study for 14733 – 14803 S. Stanford Ave* ("Sewer Area Study"), dated

[90] The Metropolitan Water District of Southern California, Fact Sheets, MWD at a Glance. http://www.mwdh2o.com/WhoWeAre/Mission/Pages/default.aspx, accessed July 2015.
[91] The Metropolitan Water District of Southern California, Overview, http://www.mwdh2o.com/WhoWeAre/Mission/Pages/default.aspx, accessed July 2015.

October, 4 2016 (included in Appendix H to this IS/MND).

Existing Infrastructure

The Sanitation Districts of Los Angeles County provides sewer service to the surrounding area. As discussed in the Sewer Area Study, the existing Vitrified Clay Pipe (VCP) sewer mains from the site would connect to the 10" Victoria Street trunk line approximately 1.5 miles downstream at Compton Boulevard and would not significantly change the cumulative depth of flow in the existing sewer system.[92]

Wastewater Treatment

Sewage from the Project Site is conveyed via County sewer infrastructure to the Joint Water Pollution Control Plant (JWPCP). As part of the Project, new on-site wastewater collection infrastructure would be constructed. The JWPCP treats an average daily flow of 280 mgd and has the capacity to treat 400 mgd. This equals a remaining capacity of 120 mgd of wastewater able to be treated at the JWPCP. [93]

Wastewater Generation

A project would normally have a significant wastewater impact if a project would cause a measurable increase in wastewater flows to a point where sewer capacity is constrained or sewer capacity may become constrained; or the Project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant.

The Proposed Project would result in a new sources of wastewater generated at the Project Site with the development of the two multi-family residential building structures. As shown in Table 20, Proposed Project Estimated Wastewater Generation, below, the Proposed Project would generate approximately 20,250 gpd of wasterwater. The Project is expected to constitute a negligible amount of wastewater treated at the JWPCP. Of the remaining capacity to treat 120 additional mgd, the Proposed Project represents a fraction of one percent of the available capacity. Furthermore, mitigation measure UTIL-1, below, would be implemented to ensure impacts related to the existing system would be less than significant. Therefore, with implementation of mitigation measure UTIL-1, impacts to sewer capacity and infrastructure would be less than significant.

Mitigation Measures:

UTIL-1 A Sewer Area Study analyzing the project impact on the existing sewerage system shall be submitted to the Department of Public Works for review and approval prior to the commencement of the construction activities. Should the sewer area study show adverse impacts to the existing system, pipe replacement/upsizing shall be necessary and the sole responsibility of the Applicant.

[92] John M. Cruikshank Consultants, Inc., Sewer Area Study for 14733 – 14803 S. Stanford Ave, dated October 4, 2016.
[93] Sanitation District of Los Angeles County, http://www.lacsd.org/wastewater/wastewater_services/proposition_218/facilities.asp, accessed July 2015.

Table 20
Proposed Project Estimated Wastewater Generation

Type of Use	Size	Wastewater Demand Rate (gpd/unit) [a]	Total Wastewater Demand (gpd)
Proposed Project			
Residential Units (85 total du)			
One Bedroom	46 du	200 gpd/du	9,200
Two Bedroom	13 du	250 gpd/du	3,250
Three Bedroom	26 du	300 gpd/du	7,800
		Total Project Wastewater Generation:	**20,250**

Notes:
sf =square feet; du = dwelling units, gpd: gallons per day
[a] *John M. Cruikshank Consultants, Inc., Sewer Area Study for 14733 – 14803 S. Stanford Ave, dated April 3, 2015.*

c) Create drainage system capacity problems, or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ☐ ☐ ☒ ☐

A significant impact may occur if the volume of storm water runoff would increase to a level exceeding the capacity of the storm drain system serving the Project Site, resulting in the construction of new stormwater drainage facilities. The Project Site is currently vacant with a storm drain easement that runs along the southeastern corner of the Project Site. Therefore, runoff from the Project Site currently is and would continue to be collected on-site and directed towards existing storm drains. The Proposed Project will be required to demonstrate compliance with the SWPPP, which would reduce the amount of surface water runoff after storm events, as the Proposed Project would be required to implement Stormwater BMPs. Therefore, Proposed Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems and no impact would occur.

d) Have sufficient reliable water supplies available to serve the project demands from existing entitlements and resources, considering existing and projected water demands from other land uses? ☐ ☐ ☒ ☐

A significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. As shown in Table 19, above, the Proposed Project's net increase for water demand would be 15,360 gallons per day. The Proposed Project is not expected to measurably increase the demand for water provided from local groundwater, water imported through the State Water Project (SWP) and The Colorado River Aqueduct or the nine local reservoirs, and accounts for a negligible percentage of water demand relative to available capacity. As concluded above, the Proposed Project would

have a less-than-significant impact on water demand. The Proposed Project would also utilize water saving devices pursuant to project design features PDF-1 through PDF-3, stated in the Project Description section of this IS/MND. Therefore, impacts related to sufficient reliable water supplies would be less than significant.

e) Create energy utility (electricity, natural gas, propane) system capacity problems, or result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐

Electricity

Southern California Edison is the energy utility company servicing the Project area. The Project Site is located in Climate Zone 8, which Southern California Edison anticipates electricity demand to increase from 38,707 gigawatt-hours (GWh) in 2013 to 44,940 GWh in 2024 in a high demand case, for an increase of 6,233 GWh.[94] As discussed in Section 8. Greenhouse Gas Emissions, the Proposed Project would increase electricity use in the Project area by approximately 291 megawatt hours (MWh) per year, which is approximately 0.29 GWh. This represents less than one percent of the total increase anticipated and planned for Climate Zone 8. Thus, the Proposed Project would not create electricity system capacity problems. Therefore, impacts related to electricity would be less than significant.

Natural Gas

The Southern California Gas Company is the natural gas company servicing the Project area. According to the 2014 California Gas Report, the Southern California Gas Company anticipates the natural gas demand for residential uses to decline by 0.5% per year from 2013 to 2035 (251 billion cubic feet in 2013 to 223 billion cubic feet in 2035) due to continued decline in the residential use per meter, increases in marginal gas rates, and the impact of savings from SoCalGas' Advanced Meter Infrastructure (AMI) project deployment which began in 2013 and CPUC authorized energy efficiency program savings.[95] As noted in the GHG worksheets provided in Appendix D to this IS/MND, the Proposed Project would increase natural gas use in the Project area by approximately 826,708 cubic feet per year, which represents less than one percent of the total increase anticipated by the Southern California Gas Company. Thus, the Proposed Project would not create natural gas system capacity problems. Therefore, impacts related to natural gas would be less than significant.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐

A significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste.

Although the County provides solid waste management services to the Project Site and unincorporated

[94] California Energy Commission, California Energy Demand 2014-2024 Final Forecast Volume 2: Electricity Demand by Utility Planning Area, website: http://www.energy.ca.gov/2013publications/CEC-200-2013-004/CEC-200-2013-004-V2-CMF.pdf, accessed July 2015.
[95] California Gas and Electric Utilities, 2014 California Gas Report, website: http://www.socalgas.com/regulatory/documents/cgr/2014-cgr.pdf, accessed July 2015.

areas, disposal destinations for solid waste would be at the discretion of the private haulers, who maintain disposal agreements with landfill operators. The County has numerous private haulers to collect residential, industrial and commercial waste that is ultimately disposed of at one of the County's 12 operating landfills. Solid waste generated on the Project Site is anticipated to be disposed of at one of the County's larger landfills, Sunshine Canyon. The landfill accepts residential, commercial, and construction waste. The Sunshine Canyon Landfill is jointly operated by the City and the County, has a remaining capacity of 65.78 million tons. The Sunshine Canyon Landfill has an estimated remaining life of 22 years.[96] If the Sunshine Canyon Landfill were to become constrained, there are other solid waste disposal facilities that may serve the Project Site.

The Proposed Project would follow all applicable solid waste policies and objectives that are required by law, statute, and regulation. The Project's solid waste disposal needs would be directed to the local recycling facilities and landfills described above. As shown in Table 21 below, the Proposed Project's net operational solid waste generation is estimated to be 340 pounds per day. The amount of solid waste generated by the Proposed Project is within the available capacities at the area landfills. Therefore, impacts with respect to solid waste would be less than significant.

Table 21
Expected Operational Solid Waste Generation

Type of Use	Size	Solid Waste Generation Rate [a] (lbs/unit/day)	Total Solid Waste Generated (lbs/day)
Proposed Project			
Multi-Family Residential	85 du	4 lbs/du/day	340
		Total Project Solid Waste Generation	**340**

Notes:
sf =square feet; du = dwelling units
[a] *City of Los Angeles, CEQA Thresholds Guide, 2006, page M.3-2. Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.*
Source: Parker Environmental Consultants, 2015.

g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The Proposed Project, like all other developments in the Los Angeles County, will be required to adhere to the County ordinances related to trash removal, waste reduction, and recycling. The Proposed Project would generate solid waste that is typical of a residential building and would comply with all federal, state, and local statutes and regulations regarding proper disposal. As a result, the Proposed Project's potential impacts are considered to be less than significant.

[96] County of Los Angeles Department of Public Works, 2013 Annual Report, Los Angeles Countywide Integrated Waste Management Plan, May 2015, accessed July 2015.

19. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐

A significant impact would occur only if the Proposed Project results in potentially significant impacts for any of the above issues. The Proposed Project is located in a developed urban area and would have no unmitigated significant impacts with respect to biological resources or California's history or pre-history. Therefore, the Proposed Project would not have the potential to degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or pre-history. As discussed in the response to Question 4 a), the Proposed Project would not substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal. As such, the Proposed Project's impacts would be less than significant

b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☐	☒	☐

The Proposed Project would involve the construction of an 85-unit affordable housing development. This IS/MND includes analysis of potential short-term (construction phase) and long-term (operation phase) environmental impacts that could occur as a result of implementation of the Proposed Project. All potentially significant environmental impacts as a result of the Proposed Project would be mitigated with the implementation of mitigation measures to less than significant levels. Additionally, the Proposed Project would accommodate long-term County environmental goals to provide affordable housing resources within the County. As discussed in Section 14, Population and Housing, Thus, the proposed increase in housing units and population as a result of the Proposed Project is within SCAG's 2035 growth forecast for the unincorporated area of the County. Thus, the project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. Therefore, impacts would be less than significant.

c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? ☐ ☐ ☒ ☐

A significant impact may occur if the Proposed Project, in conjunction with other related projects in the area of the Project Site, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together. Related projects include past, current, or probable future projects whose development could contribute to potentially significant cumulative impacts in conjunction with a given Project. As concluded in this analysis, the Proposed Project's incremental contribution to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, geology/soils, green house gas emissions, energy, hazards/hazardous materials, hydrology/water quality, land use/planning, mineral resources, noise, population/housing, public services, recreation, transportation/traffic, and utilities would be less than significant, or mitigated to a level below significance with the incorporation of mitigation measures when viewed in connection with the related projects shown in Table 22, Related Projects List.

Table 22
Related Projects List

Project Number	Project Name	Location/Address	Project Description	Size	Units
City of Compton					
1	--	930 W. Compton Boulevard	Condominium	41	du
2	--	950 W. Alondra Boulevard	Condominium Church	28 3,000	du sf
County of Los Angeles					
3	--	13218 Avalon Boulevard	Apartment	54	du

Notes:
du = dwelling unit, sf = square feet
All Related Project information comes from the Traffic Study unless otherwise stated.
Source: KOA Corporation: Planning and Engineering, Traffic Impact Study for Apartment Project, 14733-14803 Stanford Avenue, West Rancho Domiguez, May 18, 2016.

Aesthetics Cumulative Impacts

Development of the Proposed Project in conjunction with the related projects would result in an incremental intensification of existing prevailing land uses in an already heavily urbanized area of the unincorporated area of the County. The related projects are located 1.3 miles east of the Project Site (the 41 unit condominium project at 930 W. Compton Boulevard), 1.4 miles southeast of the Project Site (the 28 unit condominium and 3,000 square foot church project at 920 W. Alondra Boulevard), and 1.2 miles north of the Project Site (the 54 unit apartment project at 13218 Avalon Boulevard). At these distances, due to the highly urbanized area and flat topography, the Proposed Project and related projects would not cumulatively result in significant visual or aesthetic impacts. Additionally, development of the related projects is expected to occur in accordance with adopted plans and regulations of the City of Compton and the County,

respectively and would not be expected to cumulatively alter the existing visual character of the vicinity to a significant level. The Proposed Project shall complement the building style of the surrounding area and be consistent with the zoning development and General Plan land use standards relative to building heights, street setbacks, parking spaces, and bicycle storage spaces. Moreover, the Proposed Project would incorporate project design feature PDF-1 and Mitigation Measures AES-1 and AES-2 to ensure development of the Proposed Project would result in less than significant impacts to aesthetics. Therefore, cumulative aesthetic impacts would be less than significant.

Agriculture / Forest Cumulative Impacts

Development of the Proposed Project in combination with related projects would not result in the conversion of State-designated agricultural land from agricultural use to a non-agricultural use, nor result in the loss of forest land or conversion of forest land to non-forest use. The Project Site and the surrounding area are not classified in any "Farmland" category designated by the State of California.[97] The Project Site and the surrounding area are highly urbanized area and do not include any State-designated agricultural lands or forest uses. Therefore, no cumulative agriculture /forest impacts would occur.

Air Quality Cumulative Impacts

Development of the Proposed Project in conjunction with the related projects would result in an increase in construction and operational emissions in the already urbanized area of the County of Los Angeles. As noted in Section 3. Air Quality, above, the Proposed Project would not have a cumulatively considerable contribution to an impact regarding a potential conflict with or obstruction of the implementation of the applicable air quality plan. Thus, cumulative impacts related to conformance with the 2012 AQMP would be less than significant. With respect to cumulative air quality impacts from construction and operation of the Proposed Project, the SCAQMD's thresholds of significance for cumulative impacts is based on the same significance criteria as those for project specific impacts presented in the analysis above. Thus, individual development projects that generate construction or operational emissions that do not exceed the SCAQMD recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment. Thus, as discussed in Section 3(c) above, the Proposed Project would not exceed the SCAQMD's recommended thresholds. Therefore, construction and operational emissions associated with the Proposed Project would not be cumulatively considerable and cumulative air quality impacts would be less than significant.

Biological Resources Cumulative Impacts

Development of the Proposed Project in combination with the identified related projects would result in no significant cumulative impacts upon biological resources. No wildlife corridors or habitat for any candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the CDFW or the USFWS occur in the vicinity of the Project Site or related projects due to the existing urban development. Furthermore, the Proposed Project would have no impact upon biological resources. Therefore, no cumulative biological resources impacts would occur.

Cultural Resources Cumulative Impacts

Implementation of the Proposed Project, in combination with the other related projects in the Project Site vicinity, would result in the redevelopment and revitalization of the surrounding area. Impacts to cultural resources tend to be site-specific and are assessed on a site-by-site basis. The analysis of the Proposed

[97] California Department of Conservation, Farmland Mapping and Monitoring Program, website http://www.conservation.ca.gov/dlrp/FMMP/Pages/Index.aspx, accessed June 2015.

Project's impacts to cultural resources in Section 5, Cultural Resources concluded that the Proposed Project would have no significant impacts with respect to cultural resources. Therefore, cumulative cultural resources impacts would be less than significant.

Energy Cumulative Impacts

Development of the Proposed Project in combination with related projects would not result in impacts upon energy. The Proposed Project and the related project in the County would be expected to comply with the Los Angeles County Green Building Standards Code which addresses green buildings, low-impact development, and landscape design.[98] The related projects in the City of Compton would be expected to be designed in accordance with adopted plans and regulations of the City of Compton regarding energy. Additionally, Section 6, Energy, concluded the Proposed Project would have less than significant impacts on energy. Therefore, cumulative energy impacts would be less than significant.

Geology and Soils Cumulative Impacts

Geotechnical hazards are site-specific and there is little, if any, cumulative geological relationship between the Proposed Project and any related projects. Similar to the Proposed Project, potential impacts related to geology and soils would be assessed on a case-by-case basis and, if necessary, the Applicants of the related projects would be required to implement the appropriate project design features and mitigation measures. Furthermore, the analysis of the Proposed Project's geology and soils impacts in Section 7, Geology and Soils, concluded that the Proposed Project would be constructed in conformance with the Los Angeles County Building Code and under observation and testing of a geotechnical engineer. The geotechnical engineer would provide continuity of geotechnical interpretation and check that the recommendations presented for geotechnical aspects of site development are incorporated during site grading, construction of improvements, and excavation of foundations.[99] Due to seismic compliance standards, the construction contractor shall incorporate best management practices consistent with the guidelines provided in the *California Storm Water Best Management Practice Handbooks: Construction* as well as project design elements consistent with Office of Statewide Health Planning and Development, California Building Code, Uniform Building Code, or other required standards to further reduce any potential for impacts resulting from strong seismic ground shaking. Accordingly, the Proposed Project shall conform to measures described in the Fault Rupture Hazard Investigation and the Geotechnical Investigation for the Proposed Project, which would, reduce impacts to less than significant levels. Therefore, cumulative geology and soils impacts would be less than significant.

Greenhouse Gas Emissions Cumulative Impacts

The GHG emissions from an 85-unit residential project are relatively very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change, which can cause the adverse environmental effects previously discussed. Accordingly, the threshold of significance for GHG emissions determines whether a project's contribution to global climate change is "cumulatively considerable." Many regulatory agencies, including the SCAQMD, concur that GHG and climate change should be evaluated as a potentially significant cumulative impact, rather than a project direct impact. Accordingly, the GHG analysis

[98] County of Los Angeles, Los Angeles County Green Building Standards Code, website: https://library.municode.com/HTML/16274/level2/TIT31GRBUSTCO_CH1AD.html, accessed July 2015.

[99] Geocon West Inc., Geotechnical Investigation, Proposed Multi-Family Residential Development, 14733 – 14803 S. Stanford Avenue, West Rancho Dominguez, Unincorporated Los Angeles County, California, APN: 6137-005-036, 6137-005-902, 6137-005-903, dated November 24, 2014.

presented above in Section 8 analyzes whether the Proposed Project's impact would be cumulatively considerable using a plan-based approach (and quantitative and qualitative analysis) to determine the Proposed Project's contributing effect on global warming. As concluded above the Proposed Project's generation of GHG emissions would not make a cumulatively considerable contribution to GHG emissions and impacts would be less than significant.

Hazards and Hazardous Materials Cumulative Impacts

Development of the Proposed Project in combination with the related projects has the potential to increase to some degree the risks associated with the use and potential accidental release of hazardous materials in the vicinity of the Proposed Project and the related projects. However, the potential impact associated with the Proposed Project, as discussed in Section 9, Hazards and Hazardous Materials, would be less than significant and, therefore, not cumulatively considerable. With respect to the related projects, the potential presence of hazardous substances would require evaluation on a case-by-case basis, in conjunction with the past uses on the properties and the development proposals for each of those properties. Further, local municipalities are required to follow local, state, and federal laws regarding hazardous materials, which would further reduce impacts associated with the related projects. Adherence to these laws regarding hazardous materials are expected to reduce any impacts related to hazards and hazardous materials to a less than significant level. Therefore, cumulative hazards and hazardous materials impacts would be less than significant.

Hydrology and Water Quality Cumulative Impacts

Development of the Proposed Project in combination with the related projects has the potential to result in impacts to hydrology and water quality. The Proposed Project would comply with LID implementation features and requirements and regulations of the NPDES and LID Ordinance. The Proposed Project would also implement BMPs identified in the SWPPP. The analysis of the Proposed Project's hydrology and water quality impacts in Section 10, Hydrology and Water Quality, concluded that, through the implementation of the Regulatory Requirements RR-HWQ-1 through RR-HWQ-4, impacts would be reduced to less than significant levels. The related project in the County's jurisdiction is required to provide on-site BMPs and storm drainage systems and/or upgrades to prevent the creation of flood hazards on each project site and to downstream areas. The related projects located in the City of Compton would also be expected to comply with the County's LID Ordinance and applicable adopted plans and regulations of the City of Compton related to hydrology and water quality. Therefore, cumulative hydrology and water quality impacts would be less than significant.

Land Use and Planning Cumulative Impacts

As discussed in Section 11, Land Use and Planning, the Applicant is requesting a General Plan Amendment and a Zone Change for the Proposed Project. Implementation of the Regulatory Requirement RR-LU-1 and approval of the General Plan Amendment and Zone Change would ensure the Proposed Project is consistent with the General Plan and Zoning Ordinance and reduce the Proposed Project's impacts related to land use are less than significant levels. Similar to the Proposed Project, potential impacts related to land use would be assessed on a case-by-case basis and, if necessary, the Applicants of the related projects would be required to implement the appropriate mitigation measures and request a General Plan Amendment or Zone Change. Therefore, cumulative land use and planning impacts would be less than significant.

Mineral Resources Cumulative Impacts

As discussed in Section 12, Mineral Resources, the Proposed Project would have no impact on mineral

resources. The Project Site is not designated as a mineral resource area by the County. The Proposed Project would have no incremental contribution to the potential cumulative impact on mineral resources. Therefore, cumulative mineral resources impacts would be less than significant.

Noise Cumulative Impacts

Construction

If construction of the Proposed Project were to coincide with construction of the related projects, it would not be expected to result in significant increases in noise levels at sensitive receptors identified in Section 13, Noise, beyond the Proposed Project considered in isolation. The related projects are located 1.3 miles east of the Project Site (the 41 unit condominium project at 930 W. Compton Boulevard), 1.4 miles southeast of the Project Site (the 28 unit condominium and 3,000 square foot church project at 920 W. Alondra Boulevard), and 1.2 miles north of the Project Site (the 54 unit apartment project at 13218 Avalon Boulevard). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. In addition, noise levels are also generally reduced by 1 dBA for each 1,000 feet of distance due to air absorption. Noise levels may also be reduced by intervening structures – generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. It is widely accepted that in the community noise environment the average healthy ear can barely perceive CNEL noise level changes of 3 dBA. CNEL changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. A 5 dBA CNEL increase is readily noticeable, while the human ear perceives a 10 dBA CNEL increase as a doubling of sound. Therefore, if construction of the Proposed Project were to occur simultaneously with construction of the related projects, the added construction noise levels would not increase noise levels by 3 to 5 dBA to be perceptible by the human ear due to distance. As discussed in Section 13, Noise, construction of the Proposed Project would require Mitigation Measures NOISE-1 through NOISE-4 to reduce impacts to a less than significant level. The related projects would also be subject to the City of Compton and the County's adopted plans and regulations regarding construction noise and incorporate applicable mitigation measures, respectively. Therefore, cumulative construction noise impacts would be less than significant.

If construction of the Proposed Project were to coincide with construction of the related projects, it would not result in significant increases in groundborne vibration at sensitive receptors. The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. If construction of the Proposed Project were to occur simultaneously with construction of the related projects, the added groundborne vibration would not increase vibration levels due to distance of the related projects to the Project Site. As discussed in Section 13, Noise, implementation of mitigation measure NOISE-3 above would reduce impacts related to ground-borne vibration to a less than significant level. The related projects would also be subject to the City of Compton and the County's adopted plans and regulations regarding groundborne vibration and incorporate applicable mitigation measures, respectively. Therefore, cumulative groundborne vibration impacts would be less than significant.

Operation

Operation of the Proposed Project in combination with the related projects would not have to potential to result in significant cumulative impacts related to operational noise. As discussed in Section 13, Noise, the HVAC equipment noise generated by the Proposed Project would not increase levels at the sensitive receptors identified in excess of standards established by the County General Plan or noise ordinance based

on the reference level for HVAC equipment and the existing ambient noise levels show in Table 13. Due to distance, similar operational noise levels, and existing ambient noise levels, if operation of the Proposed Project were to occur simultaneously with operation of the related projects, the added noise levels would not increase noise levels at the sensitive receptors in excess of standards established by the County General Plan or noise ordinance. Furthermore, the related projects would also be subject to the City of Compton and the County's adopted plans and regulations, respectively.

As discussed in Section 13, Noise, the Proposed Project would not result in a significant permanent increase in ambient noise levels. As shown in Table 17, Project Roadway Noise Impacts, the two intersections analyzed would experience a noise level increase no greater than 0.15, a less than significant impact. In order for a new noise source to be audible, there would need to be a 3 dBA or greater noise increase to the ambient noise level. If traffic generated from the Proposed Project were to occur simultaneously with traffic generated from the related projects, the added noise levels would not increase ambient noise levels by 3 dBA or greater. Thus, the traffic noise from the Proposed Project when considered cumulatively with traffic noise from the related projects would not result in a substantial permanent increase in ambient noise levels. Therefore, cumulative operational noise impacts would be less than significant.

Population and Housing Cumulative Impacts

The related projects would introduce additional residential related uses and would result in direct population growth in the County and the City of Compton. As shown in Table 23, the Proposed Project and related projects that involve residential developments would cumulatively contribute 208 new residential dwelling units within the Project area, generating approximately 286 new residents for the City of Compton and 512 new residents for the unincorporated areas in Los Angeles County, which accounts for 7.9% of the available capacity for estimated growth in the City of Compton area and 0.22% in Unincorporated areas between 2012 and 2040.

As discussed in the response to Question 14 a), the Proposed Project would not exceed the growth projections of SCAG's RCP for the City of Compton and unincorporated areas of Los Angeles County subregions. The Proposed Project's population growth would not be cumulatively considerable. Therefore, the Proposed Project's cumulative impacts to population and housing would be less than significant.

Table 23
Projected Cumulative Housing Units

Related Projects (By Housing Type)	Total Housing Units	Total Residents
City of Compton		
Apartments/Condominiums [a]	69	286
County of Los Angeles		
Apartments/Condominiums [b]	54	199
Related Projects Total:	**123**	**485**
Proposed Project Total:	85	313
CUMULATIVE NET TOTAL:	**208**	**798**

Notes:
[a] *Based on a generation rate of 4.15 residents per dwelling unit.*
[b] *Based on a generation rate of 3.68 residents per dwelling unit.*
Source: United States Census Bureau, Fact Finder, website: http://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml, accessed July 2015.

Public Services Cumulative Impacts

Fire Protection

The Proposed Project, in combination with the three related projects, could increase the demand for fire protection services in the Project area. Specifically, there could be increased demands for additional LACFD staffing, equipment, calls for service, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Proposed Project and related projects would contribute. Similar to the Proposed Project, each of the related projects would be individually subject to the City of Compton Fire Department or the LACFD review and would be required to comply with all applicable fire safety requirements of the of the respective jurisdiction in order to adequately mitigate fire protection impacts. Specifically, any related project that exceeded the applicable response distance standards described above would be required to install automatic fire sprinkler systems in order to mitigate the additional response distance. To the extent cumulative development causes the need for additional fire stations to be built throughout the County, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development of any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LACFD and the City of Compton Fire Department do not currently have any plans for new fire stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable impact to fire protection services, and, as such cumulative impacts on fire protection would be less than significant.

Sheriff Protection

The Proposed Project, in combination with the three related projects, would increase the demand for police protection services in the Project area. Specifically, there would be an increased demand for additional LACSD staffing, equipment, calls for service, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Proposed Project and related projects would contribute. In addition, each of the related projects would be individually subject to LACSD review and would be required to comply with all applicable safety requirements of LACSD in order to adequately address police protection service demands. Furthermore, each of the related projects would likely install and/or incorporate adequate crime prevention design features in consultation with LACSD, as necessary, to further decrease the demand for police protection services. To the extent cumulative development causes the need for additional police stations to be built throughout the unincorporated areas of the County, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development of any new police stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as LACSD does not currently have any plans for new police stations to be developed in proximity to the Project Site. No impacts are currently anticipated to occur. On this basis, the Proposed Project and its related projects would not make a cumulatively considerable impact to police protection services, and cumulative impacts on police protection would be less than significant.

Schools

The Proposed Project, in combination with the three related projects is expected to result in a cumulative increase in the demand for school services. Development of the related projects would likely generate additional demands upon school services. These related projects would have the potential to generate

students that would attend the same schools as the Proposed Project. As shown in Table 24, Projected Cumulative Student Generation, the Proposed Project and related projects would cumulatively contribute approximately 27 elementary school students, 7 middle school students and 15 high school students, generating a net total of 49 students. This would create an increased cumulative demand on local school districts. However each of the new housing units would be responsible for paying mandatory school fees to mitigate the increased demand for school services. Cumulative impacts on schools would be less than significant.

Table 24
Projected Cumulative Student Generation

Land Use	Size	Elementary School Students	Middle School Students	High School Students	Total Students
Single-Family Attached [a]	69 du	3.7	1.0	2.1	6.8
Multi-Family Residences [b]	54 du	8.9	2.4	5.1	16.4
Related Projects Total:		**12.6**	**3.4**	**7.2**	**23.2**
Proposed Project Net Total:		14.0	3.8	8.0	25.8
Cumulative Total:		**26.6**	**7.2**	**15.2**	**49.0**

Notes:
sf = square feet; du = dwelling units
Notes: Church land use project was not included in Student Generation.
[a] *Student generation rates are as follows for single-family attached residential uses: .053 elementary, .0145 middle and .0303 high school students per unit.*
[b] *Student generation rates are as follows for multi-family residential uses: .1649 elementary, .0450 middle and .0943 high school students per unit.*
Source: For bullet points (a) and (b) above: Los Angeles Unified School District, School Facilities Needs Analysis for Los Angeles Unified School District, September 2012.

Parks

Development of the Proposed Project in conjunction with the related projects could result in an increase in permanent residents residing in the greater Project area. Additional cumulative development would contribute to lowering the County's existing parkland to population ratio, which is currently below the preferred standard. Additionally, the related projects located in the City of Compton would be subject to the City's adopted plans and regulations regarding parks. Residential related projects that include subdivisions would be subject to comply with payment of the Quimby Fees. Therefore, with compliance with applicable provisions, the Proposed Project would not make a cumulatively considerable impact to parks and recreational facilities, and cumulative impacts would be less than significant.

Libraries and Other Public Facilities

The Proposed Project in conjunction with the related projects could result in an increase in permanent residents residing in the greater Project area. Demands for public services such as libraries and other public facilities are generally funded via existing mechanisms (e.g., property taxes, government taxes, and developer fees) to which the Proposed Project and the related projects would contribute. To the extent cumulative development causes the need for additional public service facilities to be built throughout the unincorporated area of the County, the development of such facilities would likely occur on small infill lots within existing developed areas as the County is completely built out. Such development, if warranted, would not likely cause a significant impact upon the environment. Nevertheless, the siting and development

of any new public facilities would be subject to further CEQA review and evaluated on a case-by-case basis. Moreover, as discussed in Section 15, Public Services, the Proposed Project would result in less than significant impacts to libraries and other public facilities. On this basis, the Proposed Project would not make a cumulatively considerable contribution to libraries and other public facilities, and the Proposed Project's cumulative impacts would be considered less than significant.

Recreation Cumulative Impacts

As discussed in Section 16, Recreation, the Proposed Project would have less than significant impacts on recreational resources. However, as discussed above, development of the Proposed Project in conjunction with the related projects could result in an increase in permanent residents residing in the greater Project area. Each of the related projects would be subject to the provisions of the adopted plans and regulations regarding recreation by the City of Compton and the County, respectively. Related projects that involve subdivisions would also be subject to comply with payment of the Quimby Fees. Therefore, cumulative recreation impacts would be less than significant.

Transportation and Traffic Cumulative Impacts

The County traffic study guidelines require that traffic impacts of a Project be calculated under future project-only conditions and under cumulative conditions (with all cumulative/related projects plus the Proposed Project). Development of the Proposed Project in conjunction with the three related projects would result in an increase in average daily vehicle trips and peak hour vehicle trips in the Project Area. As noted in Table 25 below, all increases in V/C values in the AM peak hour and PM peak hour would be less than the threshold for a significant impact to occur and the Proposed Project's contribution to cumulative impacts is less than significant for all of the study intersections analyzed. Therefore, the Proposed Project's cumulative impact is considered less than significant.

Table 25
Determination of Cumulative Impacts

Intersection	Peak Hour	Existing (2015) Conditions without Project		Future (2018) Cumulative with Project		Impact	Significant?
		V/C	LOS	V/C	LOS		
1. Avalon Boulevard & Rosecrans Avenue	AM	0.643	B	0.646	B	0.003	No
	PM	0.829	D	0.834	D	0.005	No
2. Stanford Avenue & Rosecrans Avenue	AM	0.489	A	0.500	A	0.011	No
	PM	0.544	A	0.556	A	0.012	No
3. Central Avenue & Rosecrans Avenue	AM	0.867	D	0.869	D	0.002	No
	PM	0.807	D	0.807	D	0.000	No
4. Avalon Boulevard & Compton Boulevard	AM	0.467	A	0.468	A	0.001	No
	PM	0.550	A	0.554	A	0.004	No
5. Stanford Avenue & Compton Boulevard**	AM	0.341	A	0.353	A	0.012	No
	PM	0.269	A	0.277	A	0.008	No
6. Compton Boulevard & Redondo Beach Boulevard**	AM	0.389	A	0.394	A	0.005	No
	PM	0.546	A	0.550	A	0.004	No
7. Avalon Boulevard & Redondo Beach Boulevard	AM	0.561	A	0.568	A	0.007	No
	PM	0.653	B	0.659	B	0.006	No

*LOS = level of service; V/C = Volumce / Capacity, ** = unsignalized intersection, ICU values are provided for impact determination.*
Source: KOA Corporation, Traffic Impact Study – 14733-14803 Stanford Avenue Apartment Project, dated May 18, 2016.

Utilities and Service Systems Cumulative Impacts

Water Demand

Implementation of the Proposed Project in conjunction with other projects and future projects within the Los Angeles County would further increase regional demands on water availability. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the existing reservoirs serving the Project Site area. As shown in Table 26 below, the Proposed Project and related projects would require approximately 46,939.2 gpd of water demand, which represents well under one percent of the current remaining capacity of The Colorado River Aqueduct and nine local reservoirs. Since there is currently adequate capacity to accommodate the cumulative water demand of the Proposed Project and its related projects, the Project's water demands are less than cumulatively considerable. Cumulative impacts with respect to water demand would be less than significant.

Wastewater

Implementation of the Proposed Project in conjunction with other projects and future projects within the Los Angeles County would further increase regional demands on wastewater treatment capacity. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the existing reservoirs serving the Project Site area. As shown in Table 27 below, the Proposed Project and related projects would generate approximately 46,566 gpd of wastewater, which represents well under one

percent of the current remaining capacity of JWPCP. Since there is currently adequate capacity to accommodate the cumulative wastewater demand of the Proposed Project and its related projects, the Project's wastewater demands are less than cumulatively considerable. Cumulative impacts with respect to wastewater demand would be less than significant.

Table 26
Projected Cumulative Water Demand

Type of Use	Size	Water Demand Rate (gpd/unit) [a]	Total Water Demand (gpd)
Related Projects			
Residential			
Condominiums [b]	69 du	240 gpd/du	16,560
Multi-Family Apartment [b]	54 du	240 gpd/du	12,960
Retail / Commercial			
Church [c]	429 seats	4.8 gpd/seat	2,059.2
		Total Related Projects Water Generation:	**31,579.2**
		Total Project Water Generation:	15,360
		TOTAL CUMULATIVE:	**46,939.2**

Notes:
sf =square feet; du = dwelling units, gpd: gallons per day
[a] *City of Los Angeles, CEQA Thresholds Guide, 2006, Exhibit M.2-12.*
[b] *Condominiums and multi-family apartment rates based on 3-bedroom for conservative estimate.*
[c] *Church assumes 7 square feet / seat. Source: California Airport Land Use Planning Handbook (2002).*

Table 27
Projected Cumulative Wastewater Generation

Type of Use	Size	Wastewater Demand Rate (gpd/unit) [a]	Total Wastewater Demand (gpd)
Related Projects			
Residential			
Condominiums [b]	69 du	200 gpd/du	13,800
Multi-Family Apartment [b]	54 du	200 gpd/du	10,800
Retail / Commercial			
Church [c]	429 seats	4 gpd/seat	1,716
		Total Related Projects Wastewater Generation:	**26,316**
		Total Project Wastewater Generation:	20,250
		TOTAL CUMULATIVE:	**46,566**

Notes:
sf =square feet; du = dwelling units, gpd: gallons per day
[a] *City of Los Angeles, CEQA Thresholds Guide, 2006, Exhibit M.2-12.*
[b] *Condominiums and multi-family apartment rates based on 3-bedroom for conservative estimate.*
[c] *Church assumes 7 square feet / seat. Source: California Airport Land Use Planning Handbook (2002).*

Electricity

With respect to electricity, the provision of Southern California Edison, the energy utility company servicing the Project area, is regional in nature. As discussed previously, Southern California Edison has prepared

forecasts of regional demand for these utilities and their ability to meet future demand. These are incorporated into Southern California Edison's plans and strategies for meeting future needs. These plans are updated periodically to identify emerging shortfalls in service capacity not previously anticipated and develop strategies to accommodate any shortfalls. The plans address expected growth, which anticipates projected development within the service areas. As discussed in Section 18, Utilities and Service Systems, and Section 3, Air Quality electricity utilized by the Proposed Project would not result in significant impacts to energy utility capacity. The related projects in the City of Compton would be expected to occur in accordance with adopted plans and regulations of the City of Compton regarding energy. Furthermore, the Proposed Project is not expected to result in cumulatively considerable contributions to cumulatively significant impacts on electricity. Therefore, cumulative electricity impacts would be less than significant.

Natural Gas

With respect to natural gas, the provision of the Southern California Gas Company, the natural gas company servicing the Project area, is regional in nature. As discussed previously, the Southern California Gas Company has prepared forecasts of regional demand for these utilities and their ability to meet future demand. These are incorporated into Southern California Gas Company's plans and strategies for meeting future needs. These plans are updated periodically to identify emerging shortfalls in service capacity not previously anticipated and develop strategies to accommodate any shortfalls. The plans address expected growth, which anticipates projected development within the service areas. As discussed in Section 18, Utilities and Service Systems, and Section 3, Air Quality, natural gas utilized by the Proposed Project would not result in significant impacts to energy utility capacity. Furthermore, the Proposed Project is not expected to result in cumulatively considerable contributions to cumulatively significant impacts on natural gas consumption. The related projects in the City of Compton would be expected to occur in accordance with adopted plans and regulations of the City of Compton regarding energy. Therefore, cumulative natural impacts would be less than significant.

Solid Waste

Implementation of the Proposed Project in conjunction with other projects and future projects within the Los Angeles County would further increase regional demands on landfill capacity. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the existing landfills serving the Project Site area. As shown in Table 28, the Proposed Project and related projects would contribute approximately 1,261 pounds per day or 230 tons per year, which represents well under one percent of the current remaining capacity of the Sunshine Canyon Landfill, which has the remaining capacity of approximately 65.78 million tons. As with the Project, other projects would participate in regional source reduction and recycling programs, significantly reducing the number of tons deposited in area landfills. Since there is currently adequate capacity to accommodate the cumulative disposal needs of the Proposed Project, the Project's solid waste demands are less than cumulatively considerable. Cumulative impacts with respect to solid waste would be less than significant.

Table 28
Cumulative Operational Solid Waste Generation

Type of Use	Size	Solid Waste Generation Rate [a] (lbs/unit/day)	Total Solid Waste Generated (lbs/day)
Related Projects			
Single-Family Residential	69 du	10 lbs/du/day	690
Multi-Family Residential	54 du	4 lbs/du/day	216
Retail / Commercial	3000 sf	0.005 lbs/sf/day	15
		Related Projects Total:	**921**
		Proposed Project Net Total:	340
		CUMULATIVE TOTAL:	**1,261**

Notes:
sf =square feet; du = dwelling units
[a] *City of Los Angeles, CEQA Thresholds Guide, 2006, page M.3-2. Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.*

d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? ☐ ☒ ☐ ☐

A significant impact may occur if the Proposed Project has the potential to result in significant impacts, as discussed in the preceding sections. Based on the preceding environmental analysis, the Proposed Project would not have significant environmental effects on human beings, either directly or indirectly. Any potentially significant impacts would be reduced to less-than-significant levels through the implementation of the applicable mitigation measures identified in this IS/MND. Therefore, impacts would be less than significant with mitigation measures identified in this IS/MND incorporated.

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ACRONYMS AND ABBREVIATIONS

AAM	Annual Arithmetic Mean
AB	Assembly Bill
ACM	Asbestos-containing materials
AEP	Association of Environmental Professionals
AFY	Acre-feet per year
AMI	Southern California Gas Company's Advanced Meter Infrastructure
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
ASTM	American Society of Testing and Materials
ASTs	above-ground storage tanks
ATCS	Adaptive Traffic Control System
Basin	South Coast Air Basin
BMPs	Best Management Practices
C/D	construction/demolition
CAA	Clean Air Act
CAAQS	California ambient air quality standards
Cal/EPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAT	Climate Action Team
CBC	California Building Code (2007)
CCAA	California Clean Air Act
CCAP	Community Climate Action Plan
CCAR	California Climate Action Registry
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDMG	California Division of Mines and Geology
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
Cf	Cubic feet
CFC	Chlorofluorocarbons
CGS	California Geological Survey
CH_4	Methane
CHMIRS	California Hazardous Material Incident Report System
CMP	Congestion Management Plan

CNDDB	California Natural Diversity Database
CNEL	Community Noise Exposure Level
CO	carbon monoxide
CO_2	carbon dioxide
CO2e	carbon dioxide equivalent
COHb	carboxyhemoglobin
COPC	Chemical of Potential Concern
CORRACTS	Corrective Action Treatment, Storage, and Disposal Facilities
County	County of Los Angeles
CPA	Community Plan Area
CPT	cone penetrometer test
CPU	Crime Prevention Unit
CRA	Colorado River Aqueduct
CUSD	Compton Unified School District
CWA	Clean Water Act
CWC	California Water Code
cy	cubic yards
dB	decibel
dBA	A-weighted decibel scale
d/D	flow level
DHS	California Department of Health and Services
DWP	Department of Water and Power
DWR	California Department of Water Resources
du	dwelling unit
EMS	Emergency Medical Service
EOO	Emergency Operations Organization
EPA	Environmental Protection Agency
ERNS	Emergency Response Notification System
EZ	Los Angeles State Enterprise Zone
FAR	Floor Area Ratio
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GBCI	Green Building Certification Institute
GHG	greenhouse gas
gpd	gallons per day
gpm	gallons per minute
GSWC	Golden State Water Company
gWh	Gigawatt-hours
GWP	Global Warming Potential
H9	Residential 9

H30	Residential 30
HFC	hydrofluorocarbons
HMAs	Hillside Management Areas
HSA	Hyperion Service Area
HTP	Hyperion Treatment Plant
HVAC	Heating, Ventilation and Air Conditioning
I-105	Glenn Anderson Freeway
I-110	Harbor Freeway
I-710	Long Beach Freeway
IS / MND	Initial Study / Mitigated Negative Declaration
ISO	Interim Control Ordinance
ITE	Institute of Transportation Engineers
JWPCP	Joint Water Pollution Control Plant
km	kilometers
kV	kilovolt
kWh	kilowatt-hours
LAA	Los Angeles Aqueduct
LACDPR	County of Los Angeles Department of Parks and Recreation
LACDPW	County of Los Angeles Department of Public Works
LACFD	Los Angeles County Fire Department
LACSD	Los Angeles County Sheriff's Department
LACWD	Los Angeles County Waterworks Districts
LARWQCB	Los Angeles Regional Water Quality Control Board
LAUSD	Los Angeles Unified School District
LBP	Lead-based paint
lbs/day	pounds per day
LCFS	Low Carbon Fuel Standard
L_{dn}	day-night average noise level
LEED	Leadership in Energy and Environmental Design
L_{eq}	equivalent energy noise level/ambient noise level
LID	Low Impact Development
L_{max}	maximum ambient noise level
L_{min}	minimum ambient noise level
LOS	Level of Service
LST	localized significance thresholds
LUST	leaking underground storage tank
LUTP	Land Use/Transportation Policy
MBTA	Migratory Bird Treaty Act
MCE	Maximum Considered Earthquake
MEP	maximum extent practicable
Metro	Los Angeles County Metropolitan Transit Authority
mgd	million gallons per day

mi	miles
MPO	Metropolitan Planning Organization
MS4	medium and large municipal separate storm sewer systems
msl	mean sea level
mm	millimeters
M_{max}	maximum moment magnitude
MTA	Metropolitan Transportation Authority
MWD	Metropolitan Water District
MWh	Mega-Watt hours
N_2O	nitrous oxide
NAAQS	National ambient air quality standards
NFRAP	No Further Remedial Action Planned Sites
NIFZ	Newport-Inglewood Fault Zone
NO_2	nitrogen dioxide
NOP	Notice of Preparation
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NRCS	U.S. Department of Agriculture Natural Resources Conservation Service
O_3	Ozone
OAL	California Office of Administrative Law
OPR	Office of Planning and Research
Pb	lead
PEC	Potential environmental concern
PFC	perfluorocarbons
PGA	peak horizontal ground acceleration
PM	particulate matter
PM_{10}	respirable particulate matter
$PM_{2.5}$	fine particulate matter
ppd	pounds per day
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
PSI	pounds per square inch
PUC	Public Utilities Commission (also see CPUC)
PWS	Public water suppliers
R-1	Single-Family Residence Zone
R-3	Limited Multiple Residence Zone
RCP	Regional Comprehensive Plan
RCPG	Regional Comprehensive Plan and Guide
RCRA	Resource Conservation Recovery Act
RD	Reporting District

REC	Recognized Environmental Condition/Condition
RMS	root mean square
ROG	Reactive Organic Gases
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCG	Southern California Gas Company
SCH	State Clearinghouse
SCS	Sustainable Communities Strategy
sf	square feet
SF_6	sulfur hexafluoride
SIP	State Implementation Plan
SLIC	Spills, Leaks, Investigation and Cleanup
SO_2	sulfur dioxide
SO_4	sulfates
SOx	sulfur oxides
SoCalGas	Southern Californai Gas Company
SOPA	Society of Professional Archeologist
SPT	Standard Penetration Test
SR-91	Gardena Freeway
SRA	source receptor area
SRRE	Source Reduction and Recycling Element
SWAT	Solid Waste Assessment Test
SWF/LF	Solid Waste Information System
SWFP	Solid Waste Facility Permit
SWMP	stormwater management plan
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resource Control Board
TAC	Toxic Air Contaminants
TIA	Transportation Impact Analysis
TOD	Transit Oriented District
TPH	total petroleum hydrocarbons
TSD	Treatment, Storage, and Disposal
TSP	Transportation Specific Plan
ULSD	Ultra Low Sulfur Diesel
USEPA/ U.S. EPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGBC	United States Green Building Council

USGS	U.S. Geological Survey
UST	underground storage tank
UWMP	Urban Water Management Plan
V/C	Volume-to-Capacity
VCP	Voluntary Cleanup Plan
VCP	Vitrified Clay Pipe
VdB	Vibration decibels
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WMA	Watershed Management Area
WMUDS	Waste Management Unit Database System
WSA	Water Supply Assessment
μg/m3	micrograms per cubic meter

MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. R2015-02448 / General Plan Amendment No. RPPL2016001066; Zone Change No. RZC201500008; Administrative Housing Permit No. RHSG201500004; Site Plan Review No. RPP201500770 / ENV NO. RPPL2016001723

The Department of Regional Planning staff has determined that the attached mitigation measures for the project are necessary in order to assure that the proposed project will not cause significant impacts on the environment.

The permittee shall deposit the sum of $6,000.00 with the Department of Regional Planning within 30 days of permit approval in order to defray the cost of reviewing and verifying the information contained in the reports required by the Mitigation Monitoring and Reporting Program.

As the applicant, I agree to incorporate these mitigation measures into the project, and understand that the public hearing and consideration by the Hearing Officer and/or Regional Planning Commission will be on the project as mitigation measures.

Applicant	Nov. 3, 2016 Date
Staff	11/3/2016 Date

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MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
S. Stanford Project / Project No. R2015-02448-(2) / Case No(s). RPPL2016001066, RZC201500008, RHSG201500004, and RPP201500770

No.	Environmental Factor	Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
PDF-1	Project Design Feature	All exterior building lighting, security lighting and parking area lighting shall be designed, shielded, directed downward, and located as to avoid intrusive effects on adjacent properties. Low-intensity exterior lighting shall be used throughout the development to the extent feasible, subject to approval by the County. Lighting fixtures shall use shielding to prevent spillover lighting on adjacent off-site uses.	Subject to approval by the County, low-intensity exterior lighting shall be used throughout the development to the extent feasible so that all exterior building lighting, security lighting and parking area lighting shall be designed, shielded, directed downward.	During plan review and construction activities.	Applicant, Contractors	DRP
PDF-2	Project Design Feature	The project shall incorporate water conservation measures in its landscape design and installation. The Project landscape plan shall incorporate the following: • Weather-based irrigation controller with rain shutoff • Matched precipitation (flow) rates for sprinkler heads • Drip/microspray/subsurface irrigation where appropriate • Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials • Use of landscape contouring to minimize precipitation runoff • A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for irrigated landscape areas totaling 5,000 square feet and greater.	Prior to issuance of grading permits, water conservation measures shall be incorporated into the Project's landscape plan.	During plan review.	Applicant, Contractors	DRP, Public Works
PDF-3	Project Design Feature	The Project shall incorporate the following water conservation features into its design: • Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-	Prior to issuance of grading permits, water conservation measures shall be incorporated into the	During plan review.	Applicant, Contractors	DRP, Public Works

No.	Environmental Factor	Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
		efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate. • Install restroom faucets with a maximum flow rate of 1.5 gallons per minute. • Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)	Project's design.			
AES-1	Aesthetics	Construction equipment, debris, and stockpiled equipment shall be enclosed within a fenced or visually screened area to effectively block the line of sight from the ground level of neighboring properties. Such barricades or enclosures shall be maintained in appearance throughout the construction period. Graffiti shall be removed within 24 hours of occurrence.	Prior to issuance of grading permits, the plans shall include notes indicating a fenced or visually screened area would block the line of site. A fenced or visually screened area shall be maintained and graffiti removed during construction activities.	During plan review and construction activities.	Applicant	DRP
AES-2	Aesthetics	The exterior of the proposed structure shall be constructed of materials to minimize glare and reflected heat, such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces with non-reflective materials.	Prior to approval of plan, the plans shall include materials that minimize glare and reflected heat. During construction activities, materials to minimize glare and reflected heat shall be used when constructing	During plan review and construction activities.	Applicant	DRP

No.	Environmental Factor	Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
			exterior of the proposed structure.			
V-1	Cultural Resources	The Proposed Project Applicant shall provide site access to a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrielino Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and shall be provided access on-site during the construction phases that involve any ground disturbing activities. The Native American Monitor shall complete monitoring logs on a daily basis. The logs shall provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The Monitor shall photo-document the ground disturbing activities. Monitoring logs shall be submitted to the County of Los Angeles, Department of Regional Planning upon completion of the survey period. The monitors must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitors will be required to provide insurance certificates, including liability insurance, to the an archaeological resource(s) are encountered during grading and excavation activities, pertinent provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k) shall apply. The on-site monitoring shall end when the	During construction activities, a qualified Native American Monitor shall have access to the site during construction-related ground disturbance activities.	During construction activities.	Applicant	DRP

No.	Environmental Factor	Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
		Project Site grading and excavation activities are completed.				
V-2	Cultural Resources	If any archaeological materials are encountered during the course of project development, all further development activity shall halt in the area of the discovery and the services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The archaeologist's survey, study or report shall contain recommendations, if necessary, for the preservation, conservation, or relocation of the resource. The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report to the satisfaction of the Planning Director. The archaeological survey, study or report shall be submitted to: SCCIC Department of Anthropology, McCarthy Hall 477, CSU Fullerton, 800 North State College Boulevard, Fullerton, CA 92834. The Gabrieleno Band of Mission Indians – Kizh Nation shall also be contacted to ascertain whether the resource is affiliated with their tribal ancestors.	During construction activities, if any archaeological materials are encountered during the course of project development, all further development activity shall halt in the area of the discovery and the services of an archaeologist shall then be secured.	During construction activities.	Applicant, Contractors	DRP
V-3	Cultural Resources	In the event that human remains are discovered during excavation activities, the contractors shall stop all activities in the immediate vicinity of the discovery and contact the County Coroner. The coroner has two working days to examine human remains after being notified by the responsible person. If the	During construction activities, in the event that human remains are discovered during excavation activities, the contractors shall stop all activities in the	During construction activities.	Applicant, Contractors	DRP

No.	Environmental Factor	Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
		remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods. If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or; if the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.	immediate vicinity of the discovery and contact the County Coroner.			
GHG-1	Greenhouse Gases	The Applicant shall require its contractors to utilize low VOC architectural coatings during the construction process.	Prior to approval of plans, the plans shall include low VOC coatings. Low VOC architectural coatings shall be used during construction activities.	During plan review and construction activities.	Applicant, Contractors	DRP
NOISE-1	Noise	Construction activities shall be restricted to occur between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday, except for emergency work of public service utilities or by variance issued by the health officer and approved by the Los Angeles County Department of Public Works.	Prior to issuance of grading permits, the plans shall include notes indicating compliance with the County of Los Angeles Noise Standards.	Prior to issuance of a grading permit and during grading activities.	Applicant	Public Health
NOISE-2	Noise	Construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. The project contractor shall use power construction equipment with state-of-the-art noise shielding and	Simultaneous operation of power construction equipment in numbers of three pieces or less. Use of noise shielding and muffling	During construction activities until Certificate of Occupancy.	Applicant	DRP, Public Health

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
S. Stanford Project / Project No. R2015-02448-(2) / Case No(s). RPPL2016001066, RZC201500008, RHSG201500004, and RPP201500770

No.	Environmental Factor	Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
		muffling devices to the extent feasible.	devices on power construction equipment.			
NOISE-3	Noise	Noise and groundborne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.	Operation of aforementioned uses on the	During construction activities until Certificate of Occupancy.	Applicant	DRP, Public Health
NOISE-4	Noise	Barriers such as, but not limited to, plywood structures or flexible sound control curtains extending eight feet in height shall be erected around the perimeter of active construction areas wherever feasible and physically possible to minimize the amount of noise during construction on the nearby noise-sensitive uses.	Erection of aforementioned sound barriers around the Project Site perimeter and/or equipment in use.	During construction activities until Certificate of Occupancy.	Applicant	DRP, Public Health
UTIL-1	Utilities	A Sewer Area Study analyzing the project impact on the existing sewerage system shall be submitted to the Department of Public Works for review and approval prior to the commencement of the construction activities. Should the sewer area study show adverse impacts to the existing system, pipe replacement/upsizing shall be necessary and the sole responsibility of the Applicant.	Prior to the commencement of the construction activities.	Prior to the construction activities.	Applicant	Public Works

Metro at Western

DEPARTMENT OF
CITY PLANNING

CITY PLANNING COMMISSION

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INFORMATION
http://planning.lacity.org

DIRECTOR'S DETERMINATION
DENSITY BONUS AFFORDABLE HOUSING INCENTIVES

April 21, 2016

Owner
Dr. Sarkis Mesrobian
3661-3665 S. Western Ave
Los Angeles, CA 90018

Applicant
Tim Soule
Meta Housing Corporation
1640 S. Sepulveda Blvd. Ste. 425
Los Angeles, CA 90064

Case No.	DIR-2016-0047-DB
CEQA:	ENV-2016-0048-CE
Location:	3651-3675 S. Western Ave.
Council District:	8 – Marqueece Harris-Dawson
Neighborhood Council:	Empowerment Congress North
Community Plan Area:	South Los Angeles
Land Use Designation:	General Commercial
Zone:	C2-1VL-O
Legal Description:	TR 4014, Lots 55-59

Last Day to File an Appeal: May 6, 2016

DETERMINATION

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

Approve the following three (3) incentives requested by the applicant for a project totaling 32 dwelling units plus 1 market-rate manager's unit, reserving at least fifteen (15) percent, or five (5) dwelling units for Very Low Income household occupancy for a period of 55 years, with the following requested incentives:

1. **Floor Area Ratio.** A 26 percent increase in the allowable Floor Area Ratio allowing a total floor area ratio of 1.9:1 in lieu of 1.5:1.
2. **Height.** An 11 percent increase in the height requirement, allowing 50 feet in height in lieu of the required 45 feet.
3. **Setback.** A 20 percent decrease in the required width of the side yard setback allowing 5 feet 8 inches in lieu of 7 feet.

The project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 21083 of the California Public Resources Code, and Article 19, Section 15332 (Class 32) of the CEQA Guidelines,

Adopt the attached Findings.

CONDITIONS OF APPROVAL

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, Plan Implementation 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.

2. **Residential Density**. The project shall be limited to a maximum density of 33 residential units including Density Bonus Units (32 restricted affordable units and 1 market-rate manager's unit).

3. **Affordable Units.** A minimum of five (5) units, that is 15 percent of the 54 base dwelling units, shall be reserved as affordable units, as defined by the State Density Bonus Law 65915 (C)(2). The designated set aside unit shall not be the manager's unit.

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 (9a-d).

5. **Housing Requirements.** Prior to issuance of a Certificate of Occupancy, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make five (5) units available to Very Low Income Households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.

6. **Floor Area Ratio (FAR).** The maximum floor area ratio for the project shall be 1.9:1.

7. **Height.** The maximum height of the building shall be 50 feet.

8. **Side yard.** The project shall provide no less than a 5 foot 8 inch westerly side yard setback.

9. **Automobile Parking**. Vehicle parking shall be provided consistent with AB 744/Government Code Section 65915(p)(3), which permits 0.5 on-site parking spaces for each residential unit in 100% affordable rental projects. Based upon the number and type of dwelling units proposed 17 automobile spaces are required, and a total of 31 automobile spaces will be provided.

10. **Adjustment of Parking**. In the event that the number of Restricted Affordable Units should increase, or the composition of such units should change (i.e. the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), or the applicant selects another Parking Option (including Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth above.

11. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC Section 12.21 A.16. Long-term bicycle parking shall be provided at a rate of one per dwelling unit or guest room. Additionally, short-term bicycle parking shall be provided at a rate of one per ten dwelling units or guest rooms, with a minimum of two bicycle parking spaces for both long- and short-term bicycle parking. Based upon the number of dwelling units, 33 long-term and 4 short-term bicycle parking spaces shall be provided onsite, for a total of 37 bicycle parking spaces.

12. **Landscaping.** 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".

Administrative Conditions

13. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building & Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building & 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 & Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.

14. **Notations on Plans.** Plans submitted to the Department of Building & 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.

15. **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.

16. **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.

17. **Department of Building & 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 & 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 & 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.

18. **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 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 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 $25,000. 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.

PROJECT BACKGROUND

The proposed project includes the demolition of an approximately 1,100-square foot commercial building and the construction of an approximately 37,177-square foot residential development in a 50-foot tall, four-story building, containing 33 units. The applicant will provide 31 parking spaces in one at-grade level of parking. The subject site is comprised of five lots with an area of approximately 22,515 square feet (after dedication) in the C2-1VL-O zone, and is located within the South Los Angeles Community Plan area, and fronts Western Avenue. Adjacent land uses consist of single-family residential structures, primarily two stories in height, zoned [Q]R4-1, and designated Low Residential.

In accordance with California State Law (including Senate Bill 1818, and Assembly Bills 2280 and 2222), the applicant is proposing to utilize Section 12.22 A.25 (Density Bonus) of the Los Angeles Municipal Code (LAMC), which permits a density bonus of up to 35 percent and three incentives. A density bonus and incentives may be granted in exchange for the applicant setting aside a portion of dwelling units, in this case a total of 32 units, of which 5 units will be reserved for habitation by Very Low income households for a period of 55 years. Consistent with the Density Bonus Ordinance, the Applicant is also automatically granted a reduction in required residential parking. The Applicant selected to utilize an automobile parking reduction offered under AB 744, which permits 0.5 parking spaces per unit for 100 percent affordable (exclusive of a manger's unit) rental projects located within one half mile of a major transit stop. As a 100 percent affordable (exclusive of manager's unit) development located approximately 1,000 feet from a fixed rail station, the project qualifies for the AB 744 parking ratio and is providing a minimum of 31 vehicle parking spaces and a minimum of 37 bicycle parking spaces in lieu of the required parking per Section 12.21 A.4.

Housing Replacement

With Assembly Bill 2222, applicants of Density Bonus projects filed as of January 1, 2015 must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households. Pursuant to the Determination made by the Housing and Community Investment Department (HCIDLA) dated December 30, 2015, the proposed project will not be required to provide affordable units based on the fact that there are no existing units on site, nor any affordable units within the last 5 years.

As permitted by LAMC Section 12.22 A.25, the applicant is requesting three (3) incentives that will facilitate the provision of affordable housing at the site: a 26% FAR increase to 1.9:1 in lieu of 1.5:1, a 5 foot increase in height to 50 feet in lieu of 45 feet, and a 20% reduction in the westerly side yard setback to 5 feet 8 inches in lieu of 7 feet.

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

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

The subject site is located on the west side of Western Avenue. As depicted in the elevation drawings and the floor plans displayed in Exhibit "A," the front façade of the proposed building (facing Western Avenue) is not a flat surface, but rather articulated with variations in plane and changes in material. Recessed balconies on the second through fourth levels are articulated with horizontal guardrails that create a variation in plane. The southeastern corner of the building is distinguished with corner balconies, horizontal cement board lap siding, and bright yellow window elements. The main pedestrian entrance is slightly recessed from the facade and is marked by a vertical element of bright yellow to distinguish the entryway from the rest of the street façade. The project substantially conforms to the City of Los Angeles Residential Citywide Design Guidelines.

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

As depicted in the plans marked as Exhibit "A," the building is oriented toward Western Avenue, which is an Avenue 2 in the Mobility Element. The pedestrian entrance is located in the southern third of the building facade, which is distinguished by a slightly recessed entrance, landscaping, and a vertical yellow accent band. The vehicular entrance is from the alley and is not visible from Western Avenue. The Western Avenue façade is oriented towards the street and is designed to provide views toward the street with windows and balconies. The project conforms to the City of Los Angeles Residential Citywide Design Guidelines.

c. *The Housing Development Project shall not involve a contributing structure in a designated Historic Preservation Overlay Zone (HPOZ) and shall not involve a structure that is a City of Los Angeles designated Historic-Cultural Monument (HCM).*

The proposed project is not located within a designated Historic Preservation Overlay Zone, nor does it involve a property that is designated as a City Historic-Cultural Monument.

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

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

DENSITY BONUS/AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS

1. **Pursuant to Section 12.22 A.25(c) of the LAMC, the Director shall approve a density bonus and requested incentive(s) unless the director finds that:**

   a. **The incentives are not necessary to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.**

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

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

   Floor Area Ratio (FAR): The maximum allowable FAR for the 22,515 square foot project site is 1.5:1, or 33,772 square feet of floor area. The FAR Increase incentive permits a percentage increase in the allowable Floor Area Ratio equal to the percentage of Density Bonus for which the Housing Development Project is eligible, not to exceed 35 percent. While the proposed project qualifies for a maximum 2.02:1 FAR (35% increase), the proposed project is actually providing a maximum floor area of 42,778 square feet or a 1.9:1 FAR (26% increase). The proposed 1.9:1 FAR creates 9,006 additional square feet.

FAR by-right	Buildable Lot Area (sf)	Total Floor Area (sf)
1.5:1	22,515	22,515 X 1.5= 33,772

FAR proposed	Buildable Lot Area (sf)	Total Floor Area (sf)	Additional Floor Area (sf)
1.9:1	22,515	42,778	42,778- 33,772= **9,006**

   Height: The maximum allowable building height based on the C2-1VL zone is 45 feet. The requested incentive allows for an 11 foot increase in height, to a maximum height of 56 feet, however the maximum building height will be 50 feet. LAMC Section 12.22 A.25(f)(5) provides an incentive to increase the allowable building height if the site is in a zone where the height is limited, is not within 15 feet of any property zoned R2, and is not within 50 feet of or share a lot line with any R1 property. The project site is

in Height District 1VL which allows a maximum height of 45 feet, and is not within the buffer distance requirements set forth for R1 and R2 zones, therefore, it qualifies for the height increase incentive.

Side Yard Setback: The requested incentive allows for a twenty percent reduction of the side yard setback requirement to 5 feet 8 inches in lieu of 7 feet. This requested reduction of the rear yard setback allows for an expanded building envelope. The proposed Project meets all other setback requirements.

The requested incentives, an 11 foot increase in building height, and allowing the land required by dedication to be included as lot area for the purpose of calculating maximum density permitted are expressed in the Menu of Incentives per LAMC Section 12.22.A.25(f) and, as such, permit exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. These incentives support the applicant's decision to set aside five (5) Very Low Income dwelling units and 27 Moderate Income dwelling units for 55 years.

b. *The Incentive <u>will have</u> 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.*

The proposed incentives <u>will not</u> have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)). The proposed Project and potential impacts were analyzed in accordance with the City's Environmental Quality Act (CEQA) Guidelines and the City's L.A. CEQA Thresholds Guide. These two documents establish guidelines and thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed Project reach or exceed those thresholds. Analysis of the proposed Project determined that it is Categorically Exempt from environmental review pursuant to Article 19, Section 15332 (Class 32) of the CEQA Guidelines. The Class 32 exemption is intended to promote infill development within urbanized areas.

The proposed project qualifies for a Categorical Exemption because it conforms to the definition of "In-fill Projects" as follows:

(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:

The General Plan land use map for the South Los Angeles Community Plan designate the subject property for General Commercial land uses and C2-1VL zoning, which allows up to 73 dwelling units on the project site through the Density Bonus Ordinance. The project meets parking, yard, open-space, and landscaping requirements, with modifications per the Density Bonus Ordinance and parking reductions per Assembly Bill 744.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses:

The subject site is comprised of five lots, totaling 22,515 square feet after dedication, which is well below 5-acre threshold, and is substantially surrounded by urban uses, including other residential uses.

(c) The project site has no value as habitat for endangered, rare or threatened species:

The project is located within an established, fully developed, low- to medium-density residential and commercial neighborhood adjacent to a commercial corridors. Due to the highly urbanized nature of the project site and surrounding area the site has no value as a habitat. The Los Angeles City Planning Department's Environmental and Public Facilities map for Significant Ecological Areas also shows that the subject site is not located in any such area.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality:

The project would not result in any significant effects related to traffic. Per the LADOT Referral Form, impacts related to transportation and traffic will be less than significant. The project is not expected to generate more than 163 daily vehicle trips to this site, which is below the 500 daily vehicle trips CEQA threshold. The existing mobility and circulation options available in proximity to the proposed project will result in less than significant traffic impacts as a result of the additional units that are being introduced into the community.

The development of the project would not result in any significant effects relating to noise, since the project must comply with the City of Los Angeles Noise Ordinance No. 161,574 and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels. Furthermore, the project is below 75 dwelling units and 1,000 average daily vehicle trips CEQA threshold.

The development of the project would not result in any significant effects relating to air quality, since operational emissions for the project related traffic will be less than significant. In addition to mobile sources from vehicles, general development causes smaller amounts of "area source" air pollution to be generated from on-site energy consumption (natural gas combustion) and from off-site electrical generation. The sources represent a small percentage of the total pollutants. The inclusion of such emissions adds negligibly to the total significant project-related emissions burden generated by the proposed project. Construction impacts will also be at less-than significant levels since Best Available Control Measures must be used where feasible.

The development of the project would not result in any significant effects relating to water quality. The project is not adjacent to any water sources and construction of the project will not create any impact to water quality. Furthermore, the project will comply with the City's stormwater management provisions per LAMC 64.70.

(e) The site can be adequately served by all required utilities and public services:

The subject site is located in the South Los Angeles Community Plan area, a well-established low and medium density residential area with public infrastructure that is fully improved. The site is currently being served adequately by the City's Department of Water and Power, the City's Bureau of Sanitation, the SoCal Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, and other public services. The utilities and public services have been servicing the neighborhood continuously for over 50 years.

DENSITY BONUS LEGISLATION BACKGROUND

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

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

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

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

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

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

AB 744 LEGISLATION BACKGROUND

Assembly Bill 744 (AB 744) amended sections of the State Density Bonus Law, Government Code § 65915, which went into effect on January 1, 2016. Upon request from a developer, AB 744 requires local jurisdictions to approve alternative parking ratios for two types of eligible projects: 1) 100 percent affordable developments consisting solely of rental units, exclusive of a manager's unit or units, with an affordable housing cost to lower income families; and 2) mixed-income developments consisting of the maximum number of very low- or low-income units provided for in density bonus law, which is 11 percent and 20 percent respectively (calculated prior to any units added through a density bonus). The vehicular parking ratios, inclusive of handicapped and guest parking, that may be requested for different project types are as follows: 1) 0.5 parking spaces per unit for 100 percent affordable rental projects located within one half mile of a major transit stop, as defined in Subdivision (b) of Section 211 of the Public Resources Code; 2) 0.5 parking spaces per unit for 100 percent affordable rental senior projects having either paratransit service or unobstructed access, within one half mile, to fixed bus route service that operates at least eight times per day; 3) 0.3 parking spaces per unit for 100 percent affordable rental special needs projects having either paratransit service or unobstructed access, within one half mile, to fixed bus route service that operates at least eight times per day; or, 4) 0.5 parking spaces per bedroom for mixed income projects within one half mile of a major transit stop to which the project has unobstructed access.

FINANCIAL ANALYSIS/PRO-FORMA

Per the Affordable Housing Incentive Density Bonus provisions of the LAMC (Section 12.22 A.25) proposed projects that involve on-menu incentives are required to complete the Department's Master Land Use Permit Application form, and no supplemental financial data is required. The City typically has the discretion to request additional information when it is needed to help make required findings. However, the City has determined that the level of detail provided in a pro forma is not necessary to make the findings for on-menu incentives. This is primarily because each of the City's eight on-menu incentives provides additional buildable area, which, if requested by a developer, can be assumed to provide additional project income and therefore provide for affordable housing costs. When the menu of incentives was adopted by ordinance, the impacts of each were assessed in proportion to the benefits gained with a set-

aside of affordable housing units. Therefore, a pro-forma illustrating construction costs and operating income and expenses is not a submittal requirement when filing a request for on-menu incentives. The City's Density Bonus Ordinance requires "a pro forma or other documentation" with requests for off-menu incentives but has no such requirement for on-menu requests.

TIME LIMIT – OBSERVANCE OF CONDITIONS

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. Pursuant to LAMC Section 12.25 A.2, the instant authorization is further conditional upon the privileges being utilized within **three years** after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code, or the approval may be revoked.

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles or the Marvin Braude Constituent Service Center in the Valley. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either by calling (213) 482-7077, (818) 374-5050, or through the Department of City Planning website at http://cityplanning.lacity.org. The applicant is further advised to notify any consultant representing you of this requirement as well.

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

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

TRANSFERABILITY

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

APPEAL PERIOD - EFFECTIVE DATE

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

Planning Department public offices are located at:

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

Valley Office
Marvin Braude Constituent Service Center
6262 Van Nuys Boulevard, Suite 251
Van Nuys, CA 91401
(818) 374-5050

Only abutting property owners and residents can appeal this Density Bonus Compliance Review Determination. Per the Density Bonus Provision of State Law (Government Code Section §65915) the Density Bonus increase in units above the base density zone limits and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per Section 12.22 A.25 of the LAMC, appeals of Density Bonus Compliance Review cases are heard by the City Planning Commission.

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

Vincent P. Bertoni, AICP
Director of Planning

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