



**COMMUNITY DEVELOPMENT COMMISSION/
HOUSING AUTHORITY
of the County of Los Angeles**

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**Hilda L. Solis
Mark Ridley-Thomas
Sheila Kuehl
Janice Hahn
Kathryn Barger**
Commissioners

Monique King-Viehlend
Executive Director

ADOPTED

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

1-D May 8, 2018

CELIA ZAVALA
ACTING EXECUTIVE OFFICER

May 08, 2018

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
SEVEN MULTIFAMILY AFFORDABLE HOUSING DEVELOPMENTS LOCATED IN THE CITY OF
LOS ANGELES AND THE UNINCORPORATED COMMUNITIES OF EAST LOS ANGELES,
FLORENCE-FIRESTONE, AND ROSEWOOD/WEST RANCHO DOMINGUEZ
(DISTRICTS 1, 2, AND 3) (3 VOTE)**

SUBJECT

This letter recommends that your Board approve loans totaling up to \$28,280,975 to fund the development of seven affordable multifamily rental housing developments. The allocations recommended in this action are for six of the 20 projects selected through the Notice of Funding Availability (NOFA) for Affordable Multifamily Rental Housing, Round 23-A and for one remaining project selected through 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 attached exemption determinations for the Adams Terrace project, the Gramercy Place Apartments project, and the FLOR 401 Lofts project, which were prepared by the City of Los Angeles 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 Initial Study/Mitigated Negative Declaration (IS/MND) for the Sun Commons project, which was prepared by the City of Los Angeles as lead agency, find that the mitigation measures identified in the Mitigation Monitoring and Reporting Plan 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.

3. Acting as a responsible agency pursuant to CEQA, certify that the Commission has considered the attached exemption determinations for the Florence Apartments project and the Whittier and Downey NW project, 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.

4. Acting as a responsible agency pursuant to CEQA, certify that the Commission has considered the attached 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 Mitigation Monitoring and Reporting Plan 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.

5. Approve loans to the recommended developers identified in Attachment A, using up to a total of \$28,280,975 in Affordable Housing Trust Funds, comprised of County Affordable Housing Funds, Mental Health Housing Funds, and Measure H Funds, for seven affordable housing developments identified in Attachment A.

6. Authorize the Executive Director, or designee, to negotiate, execute, and if necessary, amend, or reduce the loan agreements with the recommended developers 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.

7. Authorize the Executive Director, or designee, to incorporate, as needed, up to \$4,780,975 in County Affordable Housing Funds, \$20,000,000 in Mental Health Housing Funds, and \$3,500,000 in Measure H Funds into the Commission's approved Fiscal Year 2017-2018 budget on an as-needed basis and included in future Fiscal Year budgets accordingly, for the purposes described herein.

8. Authorize the Executive Director, or designee, to amend the loan agreements with the recommended developers identified in Attachment A, or their Commission-approved designees, to increase the loan amounts identified in Attachment A by a maximum of 10% for each unincorporated Los Angeles County project for unforeseen project costs, and to incorporate an aggregate amount up to \$178,098 in County Affordable Housing Funds into the Commission's Fiscal Year budgets, as needed.

9. Authorize the Executive Director to reallocate Commission funding set aside for affordable housing 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 23-A, a total of 20 projects will be recommended for funding. Six projects are being recommended to your Board for approval at this time. Ten projects were previously approved by your Board on February 20, 2018 and March 13, 2018. The remaining four projects are awaiting local approvals.

Additionally, the last remaining project of the 14 projects selected through NOFA Round 22 has secured local entitlement approval and is being recommended for funding at this time. Ten of the projects were previously approved by your Board on February 14, 2017 and June 20, 2017. The other three projects have either withdrawn their application for funding or funding has been rescinded due to the project's inability to secure local entitlement approval. The funds formerly allocated to these projects have been included in NOFAs 23-A and B.

The seven projects seeking approval through this action are multifamily affordable housing developments that will provide a total of 588 new housing units, of which 191 units will be set aside for homeless households, 80 units for mentally ill, 43 units for frequent users of the Department of Health Services (DHS) system, eight units for the chronically homeless households, 255 units for general low-income families and seniors, and 11 units for onsite managers.

Approval is requested to ensure that the housing development projects can meet upcoming deadlines for submitting Low Income Housing Tax Credit applications to the California Tax Credit Allocation Committee.

FISCAL IMPACT/FINANCING

The recommended loans to the developers identified in Attachment A will provide a total amount of up to \$28,280,975 in Affordable Housing Trust Funds. This total, comprised of \$4,780,975 in County Affordable Housing funds, \$20,000,000 in Mental Health Housing Funds, and \$3,500,000 in Measure H Funds, will be incorporated into the Commission's approved Fiscal Year 2017-2018 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 for the specified projects by a maximum of 10% of the County Affordable Housing Funds loan amount, as needed. This aggregate amount of \$178,098 will be incorporated into the Commission's approved Fiscal Year budgets, as needed.

The loan and contingency amounts are identified in Attachment A.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

On September 12, 2017, a total of \$64,600,000 in Affordable Housing Trust Funds was made available for NOFA Round 23-A for affordable housing construction activities, consisting of \$39,600,000 in County Affordable Housing Funds, of which \$9,200,000 were Measure H Funds and \$25,000,000 were Mental Health Housing Funds. On January 16, 2018, the amount of Mental Health Housing Funds available through NOFA Rounds 23-A was increased by the Board of Supervisors to \$43,750,000, due to the overwhelming demand for this funding source. This increase ensured that all projects seeking Mental Health Housing Funds would be fully funded.

A total of 20 projects were selected through NOFA Round 23-A. Six projects are being recommended for approval at this time. Ten of the projects were previously approved by your Board on February 20, 2018 and March 13, 2018. The remaining four projects are awaiting local approvals, and the Commission will return to your Board at a later date to recommend awards for these projects.

Additionally, the last remaining project of the 14 projects selected through NOFA Round 22 has secured local entitlement approval and is being recommended for approval at this time. Ten of the projects were previously approved by your Board on February 14, 2017 and June 20, 2017. The

other three projects have either withdrawn their application for funding or funding has been rescinded due to the project's inability to secure local entitlement approval. The funds formerly allocated to these projects have been included in NOFAs 23-A and B.

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 regulatory agreement. Approval of these projects will leverage approximately \$280 million in additional external funding sources, which is almost 10 times the amount of NOFA 22 and NOFA 23-A funds invested.

The loan agreements and related documents for these projects will reflect the respective 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 agreements and all related loan documents.

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.

As a responsible agency, and in accordance with the requirements of CEQA, the Commission reviewed the IS/MND prepared by the City of Los Angeles for the Sun Commons 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.

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 Adams Terrace, Gramercy Place Apartments, and FLOR401 Lofts projects were determined exempt from the requirements of CEQA by the City of Los Angeles in accordance with CEQA Guidelines Section 15332. The Commission's consideration of this determination satisfies the requirements of CEQA.

The Florence Apartments project was determined exempt from the requirements of CEQA by the County of Los Angeles Department of Regional Planning in accordance with CEQA Guidelines

The Honorable Board of Commissioners

5/8/2018

Page 5

Section 15061(b)(3). The Commission's consideration of this determination satisfies the requirements of CEQA.

The Whittier and Downey NW project was determined exempt from the requirements of CEQA by the County of Los Angeles Department of Regional Planning in accordance with CEQA Statute Section 21155.1. The Commission's consideration of this determination satisfies the requirements of CEQA.

Environmental documentation for the proposed projects are included in Attachment B.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

The requested actions will increase the supply of Special Needs and affordable housing units in the County of Los Angeles.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Monique King-Viehl", written in a cursive style.

MONIQUE KING-VIEHLAND

Executive Director

MKV:KT:ck

ATTACHMENT A
NOFA 22
RECOMMENDED FUNDING ALLOCATIONS

Capital Funds

Sup. Dist.	Jurisdiction	Development/ Applicant	Type of Housing	Total Project Units	County Affordable Housing Funds	Mental Health Housing Funds	Measure H Funds	Contingency	Other Funding Resources	Total Development Cost
2	City of Los Angeles	Flor 401 Lofts / Skid Row Housing Trust	Homeless	99	\$1,500,000	\$0	\$0	\$0	\$36,895,642	\$38,395,642
Totals				99	\$1,500,000	\$0	\$0	\$0	\$36,895,642	\$38,395,642

NOFA 23-A
RECOMMENDED FUNDING ALLOCATIONS

Capital Funds

Sup. Dist.	Jurisdiction	Development/ Applicant	Type of Housing	Total Project Units	County Affordable Housing Funds	Mental Health Housing Funds	Measure H Funds	Contingency	Other Funding Resources	Total Development Cost
2	City of Los Angeles	Adams Terrace/ Abode Communities	Special Needs	86	\$1,500,000	\$0	\$0	\$0	\$39,295,662	\$40,795,662
2	Unincorporated Florence-Firestone	Florence Apartments/ AMCAL Multi-Housing, Inc.	Special Needs	109	\$260,000	\$5,000,000	\$2,000,000	\$26,000	\$43,702,192	\$50,962,192
2	Unincorporated Rosewood/West Rancho Dominguez	Stanford Avenue Apartments/ Hollywood Community Housing Corporation	Special Needs	85	\$1,000,000	\$7,000,000	\$0	\$100,000	\$31,488,016	\$39,488,016
2	City of Los Angeles	Gramercy Place Apartments/ Hollywood Community Housing Corporation	Special Needs	64	\$0	\$3,000,000	\$0	\$0	\$33,797,273	\$36,797,273
3	City of Los Angeles	Sun Commons/ Abbey Road	Special Needs	103	\$0	\$0	\$1,500,000	\$0	\$47,150,347	\$48,650,347
1	Unincorporated East Los Angeles	Whittier & Downey NW/ Meta Housing Corporation	Special Needs	42	\$520,975	\$5,000,000	\$0	\$52,098	\$18,255,370	\$23,776,345
Totals				489	\$3,280,975	\$20,000,000	\$3,500,000	\$178,098	\$213,688,860	\$240,469,835

ATTACHMENT B
ENVIRONMENTAL DOCUMENTATION

ADAMS TERRACE

**DEPARTMENT OF
CITY PLANNING**

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ
PRESIDENT

RENEE DAKE WILSON
VICE-PRESIDENT

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COMMISSION OFFICE MANAGER
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**CITY OF LOS ANGELES
CALIFORNIA**



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**DIRECTOR'S DETERMINATION
DENSITY BONUS & AFFORDABLE HOUSING INCENTIVES**

August 10, 2017

Applicant / Owner

4347 Adams, LP
1149 S. Hill Street #700
Los Angeles, CA 90015

Representative

Jim Ries
Craig Lawson & Co., LLC
3221 Hutchison Street #D
Los Angeles, CA 90034

Case No. DIR-2017-2052-DB-SPP

CEQA: ENV-2017-2053-CE

Specific Plan Subarea: Subarea A – Crenshaw Corridor;
South Los Angeles Alcohol Sales

Location: 4306 – 4314 W. Adams Blvd.

Council District: 10 – Herb J. Wesson, Jr.

Neighborhood Council: United Neighborhoods of the
Historic Arlington Heights, West
Adams, and Jefferson Park
Communities

Community Plan Area: West Adams-Baldwin Hills-Leimert

Land Use Designation: Neighborhood Commercial

Zone: C2-1-O-SP

Legal Description: Lot FR 1, FR2, Tract 4830

**Last Day to File
an Appeal:** August 25, 2017

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

APPROVE a Density Bonus Compliance Review for a project totaling 38 dwelling units, reserving 4 units for Very Low Income and 33 for Low Income Senior Household occupancy for a period of 55 years, and one (1) market rate manager's unit, with the following requested incentives:

1. **Floor Area Ratio.** An increase in the Floor Area Ratio (FAR) to 2.35 in lieu of the otherwise required 1.5:1 FAR;
2. **Height.** An 11-foot increase in the building height to 56-feet in lieu of the otherwise maximum height of 45-feet, per the Crenshaw Corridor Specific Plan.

APPROVE a **Project Permit Compliance Review** for the construction, use and maintenance of a four-story, 56-foot tall residential Affordable Senior Housing building that contains approximately 35,690 square feet of residential area with 38 dwelling units, and 22 parking spaces located at-grade in the C2-1-O-SP Zone in the Crenshaw Corridor Specific Plan.

DETERMINED, based on the whole of the administrative record, that the Project is exempt from CEQA pursuant to CEQA Guidelines, Article 19, Section 15332, Class 32, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

Adopt the attached Findings.

CONDITIONS OF APPROVAL

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, West/South/Coastal Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code, the project conditions, or the project permit authorization.
2. **Residential Density.** The project shall be limited to a maximum density of 38 residential units.
3. **Affordable Units.** A minimum of four (4) units shall be reserved as rent-restricted affordable units for Very Low Income Senior Households, as defined by the State Density Bonus Law 65915 (C)(1), and thirty-three (33) units for Low Income Senior Households.
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 the issuance of a building permit for any dwelling unit of the subject property, the applicant shall execute and record a rental covenant and agreement running with the land, to the satisfaction of the Housing and Community Investment Department ("HCID"). The covenant shall bind the applicant and/or any subsequent property owner to reserve 4 units of the proposed 38 units for occupancy by Very Low Income Senior Households. These units will be restricted as affordable rental dwelling units pursuant to California Government Code Section 65915 and Los Angeles Municipal Code 12.22.A.25. The remaining 33 units shall be reserved for Low Income Senior Households as defined by Low Income Tax Credits (LIHTC), the Federal Home Loan Banks Affordable Housing Program requirements and/or local resources such as the LA Affordable Housing Trust Fund. Applicant must provide an affordable unit dispersal proposal to be approved by HCID to ensure the affordable units are not segregated or otherwise distinguishable from market rate units.
6. **Use.** Project shall be limited to residential use.
7. **Floor Area Ratio (FAR).** The maximum floor area ratio for the project shall be 2.35:1.
8. **Setbacks.** The project shall maintain a minimum of 16-foot rear yard setback and 7-foot side yard setbacks.
9. **Height.** The project shall be limited to 56 feet in height.
10. **Automobile Parking.** Vehicle parking shall be provided consistent with LAMC 12.22 A.25, Parking Option 2, which permits one half on-site parking space for each dwelling unit restricted to Low or Very Low Income Senior Citizens. The Applicant shall provide a minimum of 22 parking spaces.
11. **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.

12. **Bicycle Parking.** Residential and commercial bicycle parking shall be provided consistent with LAMC Section 12.21.A.16.
13. **Open Space.** Open Space shall be provided consistent with 12.21 G, which requires approximately 3,825 square feet of Open Space on the Project Site. The project shall provide a private balcony with every unit for a minimum of 1,900 square feet of private balconies
14. **Landscape Plan.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The landscape plan shall indicate landscape points for the project equivalent to 10% more than otherwise required by LAMC 12.40 and Landscape Ordinance Guidelines "O".
15. **Street Trees.** Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The Urban Forestry Division of the Board of Public Works may be contacted at (213) 842-3077 to install the trees.
16. **Façade Design.** The façade articulation, materials, and colors shall be in conformance with the Elevations depicted in Exhibit A.
17. **Lighting.** All pedestrian walkways and vehicle access points shall be well-lit. All outdoor lighting will be shielded to prevent excessive illumination and mitigate light impacts on adjacent residential properties and the public right-of-way.

Administrative Conditions

18. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Plans Approved". A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.
19. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
20. **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.

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

Applicant shall do all of the following:

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

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

PROJECT BACKGROUND

The project site is located at the southeast corner of Adams Boulevard and Montclair Street in the West Adams – Baldwin Hills – Leimert Community Plan area. The site is also located in Subarea A of the Crenshaw Corridor Specific Plan. The updated West Adams – Baldwin Hills – Leimert Community Plan was adopted by the City Council on March 7, 2017. The Community Plan Map designates the property for Neighborhood Commercial use with a corresponding zone of C2. The property is zoned C2-1-O-SP and is limited to a Floor Area Ratio of 1.5:1. The Crenshaw Corridor Specific Plan limits the vertical height to 45 feet for the subject parcel. A building in Height District I designed and used entirely for residential purposes is not limited as to number of stories. The currently vacant site is approximately 15,209 square feet in lot area. The Expo/Crenshaw Rail Station is approximately 0.85 miles from the project site. The subject property is located approximately 120 feet outside the west border of the West Adams Terrace Historic Preservation Overlay Zone (HPOZ).

Surrounding properties are zoned C2-2D-O-SP, C2-1-SP, RD2-1-O, RD2-1-O, R1-1-HPOZ, C2-1-HPOZ-SP, [Q] C2-2D-O-SP, C2-2D-SP, R2-1-SP, R3-1-SP, and developed with commercial establishments, multifamily and single family dwellings. Properties to the north are developed with one-story commercial establishments and two-story multi-family structures. Immediately to the south of the subject site is a 15-foot alley and one-story grocery market. Properties to the east are developed with two and three-story multi-family structures. Properties to the west across from Montclair Street are zoned C2-1-SP and developed with two and three-story multi-family dwellings.

The project site is approximately 740 feet from Crenshaw Boulevard and Adams Boulevard, a prominent intersection with several bus lines that run north and south on Crenshaw Boulevard with connection to the Expo Rail Line. There are Rapid Transit bus, local bus, and DASH stops within walking distance of the subject site. The Expo/Crenshaw Rail Station is approximately 0.85 miles from the project site. The Expo Rail Line provides access to Downtown Los Angeles and west into the City of Santa Monica. Several local bus lines have bus stops at the intersection of Crenshaw Boulevard and Adams Boulevard. Public transit on Adams Boulevard is served by Metro Local Bus 37 and Los Angeles DASH Midtown (LDMID). The LDMID runs along Adams Boulevard with connections to San Vicente Boulevard and Western Avenue, as well as Expo Line and the Crenshaw Mall. LDMID connects with DASH Crenshaw route and DASH Leimert/Slauson route. The proposed project is a 38-unit affordable senior apartment building that is 56 feet in height and encompasses approximately 35,690 square feet of floor area. The project provides 22 automobile and 42 bicycle parking spaces at grade, with vehicular access off the alley to the south. The main pedestrian entrance is provided off Adams Boulevard.

The Applicant proposes to utilize Los Angeles Municipal Code (LAMC) Section 12.22 A 25 (Density Bonus) to set aside 4 units for Very Low Income Senior Households and 33 units for Low Income Senior Households. The Density Bonus Ordinance grants an increase in the permitted density in exchange for the Applicant setting aside a portion of their by-right dwelling units. The project site zoning of C2 allows for 39 residential units based on a lot square footage of 15,209. Pursuant to the Density Bonus Ordinance, the project is allowed a 35 percent increase for up to 53 dwelling units. The Applicant is not requesting any density bonus units. The Applicant is requesting two “on-menu” incentives in order to facilitate the provision of affordable housing at the site. Pursuant to the Density Bonus Ordinance, the project qualifies for two incentives because of the 4 units (10%) reserved for Very Low Income Senior Households. Per the zoning designation and Specific Plan, a maximum FAR of 1.5:1 is permitted on commercially zoned lots. The subject site is also located in Subarea A of the Specific Plan, which sets a height limitation of 45 feet. The Applicant requests an increase of FAR to 2.35:1 and an 11-foot height increase for a maximum building height of 56 feet.

FINDINGS

Density Bonus/Affordable Housing Incentives Program Findings

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

- 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 project is located within the Crenshaw Corridor Specific Plan and designated as Subarea A. The proposed Senior Affordable Housing project includes 35,690 square feet of residential floor area and 38 residential dwelling units within four levels above grade.

The subject site is a corner property located at Adams Boulevard and Montclair Street with two street facing frontages. As Exhibit A demonstrates, both street facing facades will have articulation in the form of balconies, varied planes along the upper-story faces, and utilization of several types of siding materials and colors. The ground floor abutting Adams Boulevard utilizes glass walls with storefront glazing, interspersed with decorative metal panels and cementitious vertical siding. Façade elevations on the upper floors are articulated with inset balconies, varied cementitious board and batten siding, and a large common open space courtyard on the third floor. Decorative metal panels, climbing vines on green screens are proposed to soften the building elevations and provide additional visual interest.

The Project Permit Compliance Review findings discuss compliance with the Crenshaw Corridor Specific Plan and Design Guidelines. As designed and conditioned in the Project Permit Compliance Review, the project will be an articulated building.

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

The project is located within the Crenshaw Corridor Specific Plan and designated as Subarea A. The Specific Plan includes Design Guidelines and Standards for multiple-family residential projects, which include requirements for the location and design of pedestrian entrances. The subject site is a corner property located at Adams Boulevard and Montclair Street with two street facing frontages. The project is oriented and designed to consider Adams Boulevard as the front, and the main pedestrian access is from Adams Boulevard. The ground floor façade along Adams Boulevard will utilize glass walls with storefront glazing, interspersed with decorative metal panels and plaster siding. The frontage façade along Montclair Street is defined with glass walls with storefront glazing, metal mesh panel and exterior plaster. The upper story elevations on both frontages are articulated with balconies, varied planes and façade materials and colors. The second-story open terrace provides for a break in the building's mass and creates a dynamic visual element.

The Project Permit Compliance Review findings discuss compliance with the Crenshaw Corridor Specific Plan and Design Guidelines. As designed and conditioned in the Project Permit Compliance Review, the project will be an articulated building.

- 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.

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:

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

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

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

The zoning would permit 39 base units, calculating one unit per 400 square feet of lot area. A 35 percent Density Bonus would permit up to 53 units. The applicant is requesting 38 residential dwelling units. These units would be permitted in a four-story residential building for a maximum 56 feet in height with a maximum 2.35:1 FAR per the current C2-1-O-SP zone. The grant is for a total of 38-units with four (4) set aside for Very Low Income Senior Households and thirty-three (33) units set aside for Low Income Senior Households, with one market-rate manager's unit. The density bonus is utilized to increase floor area, increasing building height, and utilizing parking option 2 for the affordable senior housing development.

The list of on-menu incentives in 12.22 A.25 were 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 Department will always arrive at the conclusion that the density bonus on-menu incentives are required to provide for affordable housing costs, and that they result in identifiable and actual cost reductions to provide for affordable housing costs, because the incentives by their nature increase the scale of the project.

The proposed development provides enough very low income affordable units (10%) to qualify for two incentives.

Increased Floor Area Ratio: The proposed project requests an increase in the Floor Area Ratio (FAR) from 1.5:1 to 2.35:1. The subject site is zoned C2-1-O-SP Height District 1 and is permitted a maximum FAR of 1.5:1. Per the Density Bonus Ordinance, the proposed project qualifies for an increase of FAR to 3:1 as the project is located in a commercial zone in Height District 1 and at least 80% of the proposed units are Income Restricted Affordable Units. The Applicant is proposing to build a 35,690 square foot senior affordable residential development, resulting in an increase of 2.35:1 FAR. The intersection of Crenshaw Boulevard and Adams Boulevard is approximately 740 feet from the subject site, and there are several metro bus lines that run along Crenshaw Boulevard and provide connections to the Expo Rail Line.

Increased Building Height: The proposed project requests an increase in the maximum building height to 56 feet in lieu of the 45 feet as permitted in the Crenshaw Corridor Specific Plan for Subarea A. Per the Density Bonus Ordinance, the proposed project qualifies for an 11-foot height increase, resulting in a maximum height of 56 feet. The limitation on the height could limit the ability to construct the residential dwelling units permitted by-right and the Restricted Affordable Units which are of a sufficient size. The building as proposed would have a maximum height of 56 feet and would have a total of four-stories. As proposed, the additional 11 feet would allow for the construction of the residential units and for the project to provide additional open space. The Applicant is proposing 600 square feet of common interior open space to be provided with a ground floor lobby. In addition, approximately 750 square feet is provided with a third-floor courtyard and 575 square feet of roof top terrace. Each residential dwelling unit will be furnished with a private balcony for a total of 1,900 square feet. A total of 3,825 square feet of common interior and exterior open space is proposed, meeting the 3,825 square feet required per LAMC.

The requested incentives to increase the FAR and building height are expressed in the Menu of Incentives per LAMC 12.22 A.25(f) and, as such, permit exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. The requested incentives allows the developer to expand the building envelope so the additional units can be constructed and the overall space dedicated to residential uses is increased. The incentive supports the Applicant's decision to set aside 4 Very Low Income and 33 Low Income Senior dwelling units for 55 years.

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

There is no evidence that the proposed incentives will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)). The project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA), pursuant to Article 19, Section 15332, Class 32. Categorical Exemption No. ENV-2017-2053-CE was issued for an in-fill development. It was determined that the proposed project does not fall within the six (6) exceptions to the Categorical Exemptions identified in the State CEQA Guidelines Section 15300.2.0

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 July 17, 2017, 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. HCIDLA has determined that there were no residential units built and demolished on the properties which are currently a parking lot and a vacant lot within the last five years. AB 2222 does not apply to vacant lots of parking lots, therefore no AB 2222 replacement affordable units are required.

Density Bonus Legislation Background

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

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

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

also requires a Land Use Covenant recognizing the conditions be filed with the County of Los Angeles prior to granting a building permit on the project.

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

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

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

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

Project Permit Compliance Findings

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

- a) **Use.** Section 6.B of the Crenshaw Corridor Specific Plan limits the location of certain uses within Subarea A. The project is located within Subarea A, but as proposed does not contain off-site alcohol sales, automobile-related use, or free-standing fast-food establishments. Therefore, the project complies with Section 6.B of the Specific plan.
- b) **Floor Area Ratio and Height.** Section 9.A and 9.F of the Crenshaw Corridor Specific Plan limits the FAR to 1.5:1 and the maximum building height to 45 feet for the subject property in Subarea A and Height District 1, per Map 6. As per density bonus incentives allowable under Section 12.22.A.25 of the LAMC, the project will be developed to an FAR of 2.35:1 and to a maximum building height of 56 feet. The incentives are necessary to provide for affordable housing costs, and therefore, the project is in compliance with the Specific Plan.
- c) **Building Setbacks and Open Space Areas.** Section 10 of the Crenshaw Corridor Specific Plan requires that setbacks and open space areas comply with the underlying zone for areas not located in Pedestrian-Oriented Areas or Transit-Oriented Areas. The subject property is located within Subarea A of the Specific Plan and zoned C2-1-O-SP. The C2 zoning does not require a front yard setback, and side and rear yards are not required for buildings used exclusively for commercial purposes. For all portions of building used for residential purposes, side and rear yards are required based on R4 zoning restrictions, per LAMC Section 12.14-C.2. Thus, the municipal code requires the

project provide a 16-foot rear yard as well as minimum seven (7) foot side yards for a four-story structure, per LAMC Section 12.11-C.2-3. The proposed project is utilizing Adams Boulevard as the front yard for the residential structure. A 16-foot setback is proposed along the southern border abutting the alley. The project will provide the code required 7-foot side yard setbacks along the eastern and western property lines.

Per LAMC Section 12.21-G, new developments with 6 or more dwelling units are required to provide 100 square feet of open space for each residential unit having less than three habitable rooms; 125 square feet of open space for each residential unit containing three habitable rooms; and 175 of open space for each residential unit containing more than three habitable rooms. The proposed project consists of 37 units having less than three habitable rooms and one manager's unit containing three habitable rooms. The proposed project is required to provide 3,825 square feet of open space. The Applicant is proposing 3,825 square feet of open space, consisting of a residential lobby, outdoor courtyard, roof top terrace, and private balconies. Therefore, the proposed project is in compliance with the Specific Plan.

- d) **Parking.** The project site is in the Los Angeles State Enterprise Zone and Transit Priority Area. Pursuant to LAMC Section 12.22.A.25, the Applicant is utilizing Parking Option 2 to provide one half parking spaces per Restricted Affordable Unit for Low or Very Low Income Senior citizens. Pursuant to AB 744 (California Government Code Section 65915(p)(2)), the Applicant is providing one half parking space for the market rate manager's unit. A total of 19 parking spaces are required for the proposed project. The proposed project will provide a total of 22 parking spaces at grade.
- e) **Design and Development Guidelines.** Projects within the Crenshaw Corridor Specific Plan shall comply with the Crenshaw Corridor Specific Plan Design Manual. The building design incorporates well-articulated facades with various materials and planes. The ground floor fronting Adams Boulevard will utilize glass walls with storefront glazing, interspersed with decorative metal panels and cementitious vertical siding. Pedestrian entrances are provided off Adams Boulevard and Montclair Street. Façade elevations on the upper floors include inset balconies, varied board and batten siding, and wall openings onto a terrace on the second floor. Decorative metal panels, climbing vines and green screens are proposed to soften the facades and provide visual interest. The proposed project is in compliance with the Specific Plan Design Manual.

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

Mitigation measures are not necessary for the subject project, and there are no potentially significant negative environmental effects associated with the project. Analysis of the proposed Project determined that it is Categorically Exempt from environmental review pursuant to Article III, Section I, and Class 32 of the CEQA Guidelines. The Class 32 Exemption is intended to promote infill development within urbanized areas.

CEQA FINDINGS

- 5. The project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA), pursuant to Article 19, Section 15332, Class 32. Categorical Exemption**

No. ENV-2017-2053-CE was issued for an in-fill development meeting the conditions described in this section.

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 Project is located within the West Adams – Baldwin Hills – Leimert Community Plan area, and has a General Plan Land Use designation of Neighborhood Commercial, with a corresponding zone of C2. The property is zoned C2-1-O-SP, which allows residential uses subject to the density regulations of the R4 Zone. The R4 Zone density regulations allows up to 53 dwelling units on the Project site through the Density Bonus Ordinance. The Project meets parking, yard, open space, and landscaping requirements, with modifications to increase FAR and building height through two On-Menu incentives.

Consistent with the Community Plan, the proposed 38-unit senior affordable development will provide new, affordable housing to Los Angeles' housing supply, in a neighborhood which is conveniently located to a variety of community services.

(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 wholly within the City of Los Angeles, on a site that is approximately 0.35 acres. The surrounding neighborhood is characterized by a mix of residential and commercial developments. The project site is bounded by three-story multi-family residential structures to the east, Adams Boulevard to the north, Montclair Street to the west, and an alleyway to the south. Across from Adams Boulevard to the north are one and two-story commercial and multi-family residential buildings. A one-story grocery market is located south of the project site. Properties to the west across from Montclair Street are maintained with two-story multi-family residential buildings.

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

The project site is situated in an established neighborhood adjacent to commercial corridors and residential developments. The subject property is currently vacant and has no value as a habitat for endangered, rare, or threatened species.

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

The project will be subject to a variety of Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance; pollutant discharge, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant impacts on noise and water. The project is beneath the threshold criteria established by LADOT for preparing a traffic study.

The proposed project's construction emissions were quantified utilizing the California Emissions Estimator Model (CalEEMod Version 2016.3.1) as recommended by the SCAQMD. Table 1, Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to occur on peak construction days for each phase of the Proposed Project's construction. As shown in Table 1 per documents prepared by Parker Environmental Consultants dated May 18, 2017, construction-related daily emissions associated with the Proposed Project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phases. These calculations assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development, as required and regulated by SCAQMD. As such, construction-related emissions associated with the Proposed Project are not expected to exceed significance thresholds for criteria pollutants and hazardous substances. Further, all grading and earthwork activities would be conducted in accordance with applicable City, regional, state, and federal regulatory compliance measures. As such, construction of the Proposed Project would not result in the accidental release of hazardous pollutants. Therefore, temporary construction-related air quality impacts related to criteria pollutants and hazardous substances would be considered less than significant.

The Project Site is currently vacant. Therefore, no existing air pollution emissions are currently generated at the Project Site. The Proposed Project would generate both stationary and mobile emissions, including the consumption of electricity and natural gas, landscape maintenance, and vehicles traveling to and from the Project Site. Such emissions are typical of residential land uses, and based on the Project's density of 38 dwelling units. The analysis of daily operational emissions associated with the Proposed Project has been prepared utilizing CalEEMod (Version 2016.3.1) recommended by the SCAQMD. The results of these calculations are presented in Table 2 of the same documents prepared by Parker Environmental Consultants. As shown, the operational emissions generated by the Proposed Project would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the Proposed Project would be less than significant.

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

The site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California (SoCal) Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, Los Angeles Unified School District, Los Angeles Public Library, and other public services. These utilities and public services have continuously served the neighborhood for more than 50 years. In addition, the California Green Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, LED lighting, etc. As a result of these new building codes, which are required of all Projects, it can be anticipated that the proposed Project will not create any impact on existing utilities and public services through the net addition of 38 dwelling units. The project site will be adequately served by all public utilities and services given that the construction of a 38-unit residential project will be on a site surrounded by similar uses and is consistent with the general plan.

The Project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting the five conditions listed above.

OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES

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

TRANSFERABILITY

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

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

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

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

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

APPEAL PERIOD - EFFECTIVE DATE

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

Planning Department public offices are located at:

Planning on or before the above date or the appeal will not be accepted. Forms are available online at <http://planning.lacity.org>.

Planning Department public offices are located at:

Downtown
Figueroa Plaza
201 North Figueroa Street,
4th Floor
Los Angeles, CA 90012
(213) 482-7052

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

West Los Angeles
West Los Angeles Development
Services Center
1828 Sawtelle Boulevard, 2nd Floor
Los Angeles, CA 90025
(310) 231-2598

*Please note the cashiers at the public counters close at 3:30 PM.

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

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles or the Marvin Braude Building in the Valley. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either through the Department of City Planning website at <http://planning.lacity.org> or by calling (213) 482-7052 or (818) 374-5050. The applicant is further advised to notify any consultant representing you of this requirement as well.

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

VINCENT P. BERTONI, AICP
Director of Planning

Approved by:


Faisal Roble, Principal Planner

Reviewed by:


Debbie Lawrence, AICP, Senior City Planner

Reviewed by:


Michelle Singh, City Planner

Prepared by:


Iris Wan, City Planning Associate

FLOR 401 LOFTS

**DEPARTMENT OF
CITY PLANNING**

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ
PRESIDENT

RENEE DAKE WILSON
VICE-PRESIDENT

CAROLINE CHOE
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MARC MITCHELL
VERONICA PADILLA-CAMPOS
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DEPUTY DIRECTOR
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<http://planning.lacity.org>

SITE PLAN REVIEW

February 23, 2018

Applicant/Property Owner

Ben Rosen
FLOR 401 Lofts LP
1317 East 7th Street
Los Angeles, CA 90021

Representative

Jim Ries
Craig Lawson & Co., LLC
3221 Hutchison Avenue, Ste D
Los Angeles, CA 90034

Case No. DIR-2017-5445-SPR

CEQA: ENV-2017-5446-CE

Location: 401 East 7th Street (401-411 E.
7th St. and 646-664 S. Wall
St.)

Council District: 14 - Huizar

Neighborhood Council Downtown Los Angeles

Community Plan Area: Central City

Land Use Designation: High Medium Residential

Zone: [Q]R5-2D

Legal Description: Lot 10 Arb 2 and 3, 11 Arb 1 and
2, 12 Arb 1 and 2; Nordholdt
Tract

Last Day to File an Appeal: March 12, 2018

DETERMINATION

Pursuant to LAMC Section 16.05 E, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

Approve with Conditions a Site Plan Review for the partial demolition of an existing one-story commercial structure and the construction of a six-story, 99-unit residential building.

Determine, based on the whole of the administrative record the project is exempt from the California Environmental Quality Act (CEQA) pursuant to California CEQA Guidelines Section 15332, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

The project approval is based upon the attached Findings, and subject to the attached Conditions of Approval:

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, Central Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions.
2. **Use.** The Project shall be limited to a six-story, 99-unit residential building with a maximum floor area of 64,728 square feet. Ancillary uses, such as office space for on-site social services for residents may be permitted in conjunction with the proposed project.
3. **Floor Area.** The project shall be limited to a maximum 3.3:1 Floor Area Ratio (FAR).
4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 44 units available for Very Low Income Households, 49 units available for Low Income Households and five (5) units available for Very Low Income Disabled Veteran units for rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with any monitoring requirements established by the HCIDLA.
5. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.29.
6. **Landscaping.** The project shall comply with the Landscape Plan in "Exhibit A" as follows:
 - a. Open Space may be provided pursuant to 12.22 A.29(c)(2) provided that the Project complies with the requirements under Section 12.22 A.29(b).
 - b. Any trees that are required pursuant to LAMC Section 12.21 G and are planted on any podium or deck shall be planted in a minimum three (3) foot-planter.
 - c. New trees planted within the public right-of-way shall be spaced not more than an average of 30 feet on center, unless otherwise permitted by the Urban Forestry Division, Bureau of Public Works.
7. **Downtown Design Guide.** The proposed project as depicted in "Exhibit A" shall comply with the following Downtown Design Standards:
 - a. Ground Floor Treatment.
 - i. Electrical transformers, mechanical equipment, other equipment, enclosed stairs, storage spaces, blank walls, and other elements that are not pedestrian-oriented shall not be located within 50 feet of the corner along 7th Street and Wall Street.

- ii. The wall openings, such as windows and doors, on the 7th Street and Wall Street elevations shall comprise at least 20 percent of the building's first floor street level façade as indicated on Page A1.4.

b. Architectural Detail.

- i. For both curtain wall and window/door glazing above the ground floor, use glazing that provides some visibility into the building and creates a light appearance, while meeting Title 24 standards, through a combination of low-E coating, reflective coating, and tint, with the intent of reducing the appearance of the reflective coating.
 - ii. Mechanical equipment shall be either screened from public view or the equipment itself shall be integrated with the architectural design of the building. Mechanical equipment shall not be placed on balconies or other private or common open space areas.
 - iii. Ventilation intakes/exhausts shall be located and designed to divert air flow away from the street and to minimize adverse effects on pedestrian comfort along the sidewalk.
8. **Signage.** Prior to the issuance of a Certificate of Occupancy or a signage permit, whichever is first, a detailed master signage plan shall be submitted to the Department of City Planning, Central Project Planning Division, for review with compliance with the Downtown Design Guidelines. An approved master signage plan shall be maintained in the administrative file.
9. **Maintenance.** The subject property (including any trash storage areas, associated parking facilities, sidewalks, driveways, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.

Administrative Conditions

10. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
11. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
12. **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.

13. **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.
14. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
15. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
16. **Covenant.** Prior to the issuance of any permits by the Department of Building and Safety for the subject project, a Covenant and Agreement concerning all information contained in these conditions shall be recorded in the County Recorder's Office. The Covenant shall run with the land and shall be binding on any subsequent owners, heirs, or assigns. After recordation, a copy bearing the Recorder's number and date must be given to the City Planning Department for attachment to the subject case file.
17. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

“City” shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

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

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

FINDINGS

Project Description

The Project is the partial demolition of an existing one-story commercial building and a surface parking lot and the construction, use and maintenance of a six-story, approximately 81-foot high, 99-unit residential building with onsite supportive services. The Project proposes to adaptively use and maintain a portion of the existing building's ground floor street facing facades for the construction of a 64,728 square foot building. The Project will provide 9 on-site parking spaces and 101 bicycle parking spaces (99 long-term and 9 short-term) that are located at-grade. Vehicular access to the parking area will be provided off of Wall Street and the residential and pedestrian access will be provided on the corner of East 7th Street and Wall.

Existing Conditions

The Project Site is a 19,544 square-foot rectangular-shaped property comprised of six parcels located at the northeast corner of 7th Street and Wall Street. The Project Site is located in the Central City Community Plan with a land use designation of High Medium Residential and is zoned [Q]R5-2D. The site is located within the Greater Downtown Housing Incentive (GDHI) Area, is in a designated Transit Priority Area, and the Los Angeles State Enterprise Zone. The site is located within proximity to four freeways: the Pasadena/Harbor Freeway (I-110 / SR 110) located approximately 1.0 miles to the northwest, the Hollywood Freeway (US-101) located approximately 1.0 miles to the northeast, the Hollywood Freeway and Santa Monica Freeway (I-10) approximately 1.5 miles to the east, and the Santa Monica Freeway approximately 1.0 miles to the south.

The Project Site is subject to the Qualified "Q" Conditions and Development "D" Limitations contained in Ordinance No. 164,307, Subarea 1570. The "Q" Conditions limits residential development to the R4 density, or one dwelling unit per 400 square feet of lot area. However, the site is located within the boundaries of the Greater Downtown Housing Incentive Area and is not subject to the density calculations of the zone, pursuant to Los Angeles Municipal Code (LAMC) Section 12.22 C.3(c). The "D" Limitations limits the site to a maximum 3:1 floor area ratio (FAR), unless the additional FAR is in compliance with applicable provisions of the Redevelopment Plan or an approved transfer of floor area procedure. As the site is located within the Greater Downtown Housing Incentive Area and proposes to set aside 98 of the 99 dwelling units as Restricted Affordable Units, the Project may qualify for a 35 percent FAR bonus, for a maximum 4.05:1 FAR. As proposed, the Project would have a maximum 3.4:1 FAR.

Abutting properties to the north, east and west are zoned [Q]R5-2D and are generally developed with one-story retail buildings and four- to six-story residential buildings with homeless supportive services. Many residentially developed properties in the surrounding area were developed with Single Room-Occupancy (SRO) hotel units. Adjacent properties to the south are zoned M2-2D and are developed with one- to two-story commercial buildings and a surface parking lot.

Streets and Circulation

7th Street, adjoining the subject property to the south, is a designated Avenue II and is dedicated to a width of approximately 83 feet at the Project Site's frontage and is improved with roadway, sidewalk, curb, and gutter.

Wall Street, adjoining the subject property to the west, is a designated Local Street-Standard and is dedicated to a width of 60 feet and is improved with roadway, sidewalk, curb, and gutter.

Site Plan Review Findings

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

The Los Angeles General Plan Framework provides guidance regarding policy issues for the entire City, as well as sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. As identified in the Figure 3-1, Metro Long Range Land Use Diagram of the Framework Element, the project site is located within an area designated as the Downtown Center. The Framework Element contains the following relevant goals, and objectives, as it relates to Downtown Centers:

GOAL 3G: A Downtown Center as the primary economic, governmental, and social focal point of the region with an enhanced residential community.

Objective 3.11: Provide for the continuation and expansion of government, business, cultural, entertainment, visitor-serving, housing, industries, transportation, supporting uses, and similar functions at a scale and intensity that distinguishes and uniquely identifies the Downtown Center.

In addition to the goals, objectives, and policies regarding the Downtown Center, the General Plan Framework contains the following goals, and objectives as it relates to housing:

GOAL 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.

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

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

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

Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers

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

The Project Site is located within the Central City Community Plan area, which is one of 35 Community Plans that the Land Use Element of the General Plan is comprised of. The Community Plan establishes goals, objectives, and policies for future developments at a neighborhood level and is further implemented through the Los Angeles Municipal Code (LAMC). The goals, objectives, and policies of the Community Plan and the applicable regulations contained within the LAMC would permit the development of the site in a manner that is consistent with the above referenced goals and objectives of the Framework Element. The Central City Community Plan contains the following relevant objectives, and policies:

Objective 9-1: To address the problems of the homeless population by creating a mix of policies, services and facilities that better serve their needs.

Policy 9-1.1: Preserve the existing affordable housing stock through rehabilitation and develop new affordable housing options.

Program: Retain and develop new supported housing opportunities for homeless people.

Objective 9-2: To provide the requisite services, housing opportunities, and community environments to allow the homeless to rejoin the workforce and lead more productive lives.

Policy 9-2.1: Establish a physical infrastructure capable of supporting a variety of human services, employment, residential and recreational opportunities for Central City East and other Downtown residents.

Program: Establish programs to promote residential stabilization of homeless people and provide them with job training and other services necessary to return them to productive role in society.

The Project Site is designated by the Community Plan for High Medium Residential land uses and is zoned [Q]R5-2D. While the site is subject to a "Q" Condition which limits residential development to one dwelling unit per 400 square feet of lot area, it is not subject to the density provisions of the R5 Zone or "Q" Condition because the site is located within the boundaries of the Greater Downtown Housing Incentive area. As the intent of the incentive area is to provide additional housing, properties located within the boundaries of the incentive area are not subject to the minimum square foot per lot area regulations of the zone.

The Project Site is currently underutilized and improved with a surface parking lot and a one-story commercial building. The Project proposes to develop the site with a six-story residential building containing 99 residential dwelling units and on-site social supportive services. The Project proposes to provide 98 Restricted Affordable studio units, plus one (1) two-bedroom unit for the manager's unit. Of the 98 Restricted Affordable studio units, 49 units would be set aside for Low Income households, 44 units reserved for Very Low Income households, and five (5) units set aside for Very Low Income Disabled Veterans. In addition to providing Restricted Affordable units, supportive services would be offered on-site on the ground floor. The proposed supportive services are programed to address the special needs

of chronically homeless individuals and disabled veterans, all of which would help the Project meet Objectives 9-1 and 9-2.

The Housing Element contains goals and objectives to encourage the development of “an adequate supply of rental and ownership housing” (Objective 1.1), as well as to “facilitate new construction and preservation of a range of different housing types that address the particular needs of the city’s households” (Policy 1.1.3). As proposed, the residential development would meet the objectives and policies of the Housing Element of the General Plan by providing a variety of unit types to accommodate individuals and households. Additionally, the Housing Element contains the following goals, objectives, and policies:

GOAL 2: Safe, Livable, and Sustainable Neighborhoods.

Objective 2.1: Promote safety and health within neighborhoods.

Objective 2.2: Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services, and transit.

The aforementioned on-site supportive services would promote physical and mental wellness programs to residents. The project’s location would offer residents convenient access to jobs and services, either by walking or by public transit. Located in a Transit Priority Area, the project proposes affordable housing proximate to public transit stops at the corner of 7th Street and Wall Street. As such, the project is consistent with Goal 2 of the Housing Element and aforementioned objectives and policies.

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

The Project Site is located on the northeast corner of East 7th Street and Wall Street within the Central City Community Plan area. The adjacent properties immediately to the south and the west are developed with one- to two-story commercial properties. The adjacent property to the southwest, across East 7th Street, is developed with a surface parking lot. The adjacent properties to the northeast and southeast are developed with three to four-story apartment buildings, which is consistent with the proposed residential project.

The Project proposes a partial demolition of the one-story commercial building and construction of a six-story multi-family building (81 feet in height, excluding roof structures). The building would contain 99 residential units, of which 49 units would be set aside for Low Income households, 44 units would be set aside for Very Low Income households, five (5) for Very Low Income Disabled Veterans, and one (1) unit would be designated as a market-rate manager’s unit. The ground floor will contain the corner lobby, a conference room, on-site supportive services, management offices, storage area, 9 vehicular parking spaces, and 108 bicycle parking spaces (99 long-term and 9 short term spaces). The second floor will contain 14 residential units and the manager’s two-bedroom unit, a multi-purpose community lounge, laundry facilities, and courtyard. The third and fourth floors contain identical floor plans with 23 residential units on each level and the remainder of the floor plan would be open to the courtyard on the second level. The fifth floor will provide 20 residential units of the same size on the second through fourth floors with a roof deck and

terrace that is open to the sky. The sixth floor would provide 18 residential units and contain a similar residential layout to the fifth floor, with the exception of the roof in place of two units facing East 7th Street. Access to the parking area would be provided through a driveway off of Wall Street.

As the Project Site is located within the Greater Downtown Housing Incentive area, the Project has been designed in accordance with the Downtown Design Guide and as described below, would be compatible with the existing and future development on adjacent and neighboring properties.

Building Arrangement (height, bulk and setbacks)

The Project Site is located in the center of the City Markets District, as identified in Figure 1-1 of the Downtown Design Guide. As indicated in Table 3-2 of the Downtown Design Guide for the City Markets District, building walls or structural columns shall observe a setback between zero and three feet from the property line, while entryways, or other ground floor street wall elements, may be set back further. The building has been designed to primarily observe a 3-foot setback along East 7th Street and zero-foot setback along Wall Street, with the building corner set back a few feet to accommodate the main entrance at the corner of East 7th Street and Wall Street. The proposed setbacks would be consistent with the existing adjacent development. As proposed, the building would be consistent with Section 3.B of the Guide as it relates to building setbacks. The Project Site is not located on a retail street, thus the project is not subject to a minimum building height or a minimum percentage of project frontage along the street.

The Downtown Design Guide Section 6, Massing and Street Wall requires a low-rise massing type (less than seven stories) and a minimum street wall of 25 feet for projects located in City Markets. The proposed project complies with these requirements by proposing a low-rise six-story structure that is built to the new property line at approximately 81 feet in height and therefore complies with the massing and minimum street wall height requirements.

The Downtown Design Guide Section 8, Architectural Detail requires visual variety and depth by layering the building's skin with a variety of textures that bear a direct relationship to the building's massing and structural elements. The project street facing elevations show enhanced materials by adaptively re-using the existing pre-cast concrete walls that integrates glass double doors and windows at the ground level. The floors above the ground level are terraced with metal paneling and clear anodized aluminum windows to break and up and articulate the building's façade. The building's massing is further broken up through the use of open layouts, internal courtyards and multi-tiered outdoor common spaces, such as the roof deck and community garden, to allow for natural airflow and light to circulate through the structure.

Off-Street Parking Facilities and Loading Areas

The Project proposes 9 automobile parking spaces, along with 99 long-term and 9 short-term bicycle parking spaces. The vehicular and bicycle parking spaces would be located on the ground floor, accessible from a driveway located along Wall Street. Of the nine parking spaces, one will be provided for the one market rate unit and the eight remaining are proposed to be used by the staff of the on-site supporting service facilities. As proposed,

the Project would be substantially consistent with the Section 5 of the Guide as it relates to the Parking and Access.

Landscaping

The Project will provide 3,723 feet of exterior common open space and 1,240 square feet of interior common open space, for a total of 4,963 square feet of qualified open space. Pursuant to LAMC 12.22 A.29(c)(2), the Greater Downtown Housing Incentive Area allows for open space requirements to be reduced by one-half. The Project proposes to provide 1,242 square feet (25 percent of provided common open space area) of landscaped area on the first, second and fifth floor. As indicated on Page A1.0, A1.2, A1.3, A2.2 and A2.5, the common open space will be provided on the Second Floor courtyard and outdoor area, community lounge, and Fifth Floor roof deck. The Project also proposes to plant 13 required onsite trees and proposes to remove and replace four street trees, three juniper trees and one palm tree, subject to the approval of the Urban Forestry Division. The Project has been conditioned to meet the planting standards of the Guide, as found in Section 9-H, unless otherwise prohibited by the Urban Forestry Division, Bureau of Public Works.

Trash Collection

The Project proposes to provide a trash and recycling area within the center of the building. The common area for the collection would be located adjacent to the surface lot on the ground floor towards the rear of the site. Access to the trash and recycling area would be provided from Wall Street since the project site does not abut an alley.

Fences and/or Walls

The proposed project does not incorporate fences and/or walls for most of the frontage. However, the transformer located on 7th Street, more than 50 feet away from the intersection corner, is screened from public view for aesthetics purposes as conditioned by the Downtown Design Guide.

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

The Project proposes to provide 98 residential efficiency dwelling units and one (1) two-bedroom unit and would be required to provide 9,925 square feet of open space. However, as mentioned in Finding No. 2, the project utilizes the Greater Downtown Housing Incentive Area open space reduction. Additionally, pursuant to LAMC Section 12.22 C.3, the project is not required to prescribe a percentage of open space for either common or private open space. The Project will provide 3,723 square feet of exterior common open space and 1,240 square feet of interior open space, for a total of 4,963 square feet of qualified open space. Of the 3,723 square feet of exterior common open space, 3,463 square feet is located on the second floor and 260 square feet is proposed on a the fifth floor for a roof deck.

The Project proposes to provide indoor and outdoor amenities on the first and second floors and a roof deck and community garden on the fifth floor. Indoor amenities include a conference room and on-site supportive services offices on the first floor and a multi-purpose community lounge, common kitchen and computer stations on the second floor. The outdoor courtyard is accessible through the second floor and improves the habitability of the building by being visually open to all the floors above. As proposed, the Project would

provide recreational and service amenities which would improve habitability for its residents and minimize impacts on neighboring properties.

Additional Mandatory Findings

4. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone C, areas determined to be in an area of minimal flooding, as shown on Insurance Rate Map Community Panel No. 0601370074C, dated December 2, 1980, as published by the Federal Emergency Management Agency.
5. **Environmental Finding.** On February 21, 2018 the Planning Department determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970 and the State CEQA Guidelines designate the subject project as Categorically Exempt under Article III, Section 1, Class 32, Case No. ENV-2017-5446-CE.

A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following criteria:

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

The proposed project is the partial demolition of a one-story commercial building and the construction of a new six-story, 99-unit residential building, with the grading and exporting of 632 cubic yards of soil. As the construction of a new multi-family dwelling, and a project which is characterized as in-fill development, the project qualifies for the Class 32 Categorical Exemption.

The site is zoned [Q]R5-2D and has a General Plan Land Use Designation of High Medium Residential. As shown in the case file, the project is consistent with the applicable Central City Community Plan policies and all applicable zoning designations and regulations. The subject site is wholly within the City of Los Angeles, on a site that is approximately 0.45 acres. Adjacent properties to the north and east are zoned [Q]R5-2D and are generally developed with four- to six-story multi-family structures. The adjacent property to the west is also zoned [Q]R5-2D and is developed with a one-story commercial structure and surface parking lot. Adjacent properties to the south are zoned M2-2D and generally developed with one- and two-story commercial structures. The site has previously been developed and is surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. There are no protected trees on the site. The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance; pollutant discharge, dewatering, stormwater mitigations; hauling and grading; and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant impacts on noise and water. Furthermore, the project does not exceed the threshold criteria established

by LADOT for preparing a traffic study. Therefore, the project will not have any significant impacts to traffic. Pomeroy Environmental Services prepared the Air Quality, Greenhouse Gas, & Noise Analyses (dated February 2018) which concluded that the construction-related emissions and operational emissions would not exceed the thresholds of significance recommended by the Southern California Air Quality Management District (SCAQMD), individually or cumulatively. Nor would the project emit significant objectionable odors. The project site will be adequately served by all public utilities and services given that the construction of a 99-unit residential building will be on a site which has been previously developed and is consistent with the General Plan. Therefore, the project meets all of the Criteria for the Class 32.

There are five (5) Exceptions which must be considered in order to find a project exempt: (a) Cumulative Impacts; (b) Significant Effect; (c) Scenic Highways; (d) Hazardous Waste Sites; and (e) Historical Resources.

There is not a succession of known projects of the same type and in the same place as the subject project. As mentioned, the project proposes a 99-unit residential building in an area zoned and designated for such development. The adjacent lots are developed with a multi-family structures and a commercial stores, and the subject site is of a similar size and slope to nearby properties to the north and east. Thus, there are no unusual circumstances which may lead to a significant effect on the environment. Additionally, the only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. The Topanga Canyon State Scenic Highway is approximately 19 miles away from the subject site, and will therefore not be affected. Furthermore, according to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity, is identified as a hazardous waste site. The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register; and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Finally, the City does not choose to treat the site as a historic resource. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES

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

TRANSFERABILITY

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

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

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

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

APPEAL PERIOD - EFFECTIVE DATE

The 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.

The Determination in this matter will become effective and final fifteen (15) days after the date of mailing of the Notice of Director's Determination unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at <http://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
6262 Van Nuys Boulevard,
Suite 251
Van Nuys, CA 91401
(818) 374-5050*

*West Los Angeles
1828 Sawtelle Boulevard,
2nd Floor
Los Angeles, CA 90025
(310) 231-2901*

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles or the Marvin Braude Building in the Valley. In order to assure

that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either by calling (213) 482-7077 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.

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

VINCENT P. BERTONI, AICP
Director of Planning

Approved by:

Reviewed by:



Jane Choi, AICP, Senior City Planner

May Sirinopwongsagon, City Planner

Prepared by:



Chi Dang, Planning Assistant
Chi.Dang@lacity.org

FLORENCE APARTMENTS

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

THIS NOTICE WAS POSTED

ON February 24 2017

UNTIL March 28 2017

Project Title: Project No. 2016-000933-(2) - 1600 Florence Avenue,

Project Applicant: AMCAL Multi-Housing; County of Los Angeles

REGISTRAR - RECORDER/COUNTY CLERK

Project Location - Specific:

1600-1610-1616 E. Florence Ave., Los Angeles, CA 90001

Project Location - City: Florence-Firestone, LA Co. Project Location - County: Los Angeles

Description of Nature, Purpose and Beneficiaries of Project:

The project is a request for a zone change of three parcels to the Mixed Use Development Zone (MXD Zone) on 1600 E Florence Avenue in the unincorporated community of Florence-Firestone. The zone change would bring the project site into conformance with the General Plan land use policy designation for the parcels, which is Mixed Use (MU) and Public and Semi-Public (P).

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

Name of Person or Agency Carrying Out Project: Los Angeles County Department of Regional Planning

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: Section 15061.b.3, Review for Exemption
☐ Statutory Exemptions. State code number: _____
☐ Exemptions for Agricultural Housing, Affordable Housing, and Residential Infill Projects. State type and section number: _____

Reasons why project is exempt:

A zone change request of three parcels on Florence Ave. to the Mixed Use Development Zone. The project site is one block west of a Metro Blue Line station. The land use policy designation for the subject parcels is Mixed Use and Public and Semi Public Uses. Therefore the request for a zone change to a Mixed Use Development zoning designation is consistent with the General Plan.

Lead Agency

Contact Person: Travis Seawards 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: [Signature] Date: 2/21/17 Title: Principal Planner

☒ Signed by Lead Agency

☐ Signed by Applicant

Date Received for

2017 047180



FILED
Feb 24 2017

Deon C. Lopez, Registrar - Recorder/County Clerk

Electronically signed by LAKEISHA ARCOY

GRAMERCY PLACE APARTMENTS

**DEPARTMENT OF
CITY PLANNING**

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ
PRESIDENT

RENEE DAKE WILSON
VICE-PRESIDENT

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

ROCKY WILES
COMMISSION OFFICE MANAGER
(213) 978-1300

**CITY OF LOS ANGELES
CALIFORNIA**



ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801

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

KEVIN J. KELLER, AICP
EXECUTIVE OFFICER
(213) 978-1272

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

<http://planning.lacity.org>

**DIRECTOR'S DETERMINATION
TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM
AND SITE PLAN REVIEW**

February 26, 2018

Applicant

Sarah Letts
Hollywood Community Housing
Corporation
5020 Santa Monica Boulevard
Los Angeles, CA 90029

Owner

City of Los Angeles Housing +
Community Investment Department
1200 West 12th Street #901
Los Angeles, CA 90017

Representative

Christopher Murray
Rosenheim & Associates
21600 Oxnard Street #630
Woodland Hills, CA 91367

Case No. DIR-2017-5395-SPR-TOC

CEQA: ENV-2017-5396-CE

Location: 2339 – 2375
West Washington
Boulevard, 1856 South
Wilton Place, & 1849 South
Gramercy Place

Council District: 10 – Herb J. Wesson, Jr.

Neighborhood Council: United Neighborhoods

Community Plan Area: South Los Angeles

Land Use Designation: Commercial Manufacturing

Zone: [Q]CM-1

Legal Description: Lots 32-35, Angelus Vista
Tract

Last Day to File an Appeal: March 14, 2018

DETERMINATION – Transit Oriented Communities Affordable Housing Incentive Program

Pursuant to the Los Angeles Municipal Code (LAMC) Section 12.22-A,31, I have reviewed the proposed project and as the designee of the Director of City Planning, I hereby:

1. **Determine** based on the whole of the administrative record that the project is exempt from California Environmental Quality Act (CEQA) pursuant to Article 19, Class 32 of the CEQA Guidelines, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.
2. **Approve** a 25% increase in density for a total of 64 dwelling units, reserving nine (9) dwelling units for Very Low Income Households and 53 dwelling units

for Low Income Households along with the following two (2) additional incentives:

- a. **Setbacks (Sides).** To utilize the side yard requirements of the RAS3 Zone, L.A.M.C. Section 12.10.5;
- b. **Transitional Height.** To allow the building height limit be stepped-back at a 45 degree angle as measured from a horizontal plane originating 25 feet above grade at the property line; and

3. **Adopt** the attached Findings.

DETERMINATION – Site Plan Review

Pursuant to the LAMC Section 16.05, I have reviewed the proposed project and as the designee of the Director of City Planning, I hereby:

1. **Conditionally Approve** a Site Plan Review for the construction, use and maintenance of a new, four-story, mixed-use building with 64 dwelling units, 2,336 square-feet of commercial space and 451 square-feet of office space in the [Q]CM-1 Zone; and
2. **Adopt** the attached Findings.

CONDITIONS OF APPROVAL

Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22-A,31, the following conditions are hereby imposed upon the use of the subject property:

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, Expedited Processing Section, 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 64 residential units, including On-site Restricted Affordable Units.
3. **On-site Restricted Affordable Units.** Nine (9) dwelling units shall be reserved for Very Low Income Households and 53 dwelling units shall be reserved for Low Income Households, as defined by the Los Angeles Housing and Community Investment Department (HCIDLA).

All of the dwelling units, with the exception of the two (2) manager's units, shall be restricted to individuals who are at least 55 years of age.

4. **Changes in On-site Restricted Units.** Deviations that increase the number of On-site Restricted Units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22-A.31.
5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the HCIDLA to make nine (9) units available to Very Low Income Households and 53 units Low Income Households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. In the event, the applicant reduces the proposed density of the project, the number of required reserved On-site Restricted Units may be adjusted, consistent with LAMC Section 12.22-A,31, to the satisfaction of HCIDLA, and in consideration of the project's AB 2222 Determination. 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. **Incentives.**
 - a. **Side Yard Setbacks.** The project is permitted to utilize the side yard requirements of the RAS3 Zone, L.A.M.C. Section 12.10.5.
 - b. **Height.** The height of the building shall not exceed 45 feet as defined by LAMC Section 12.21.1,B-3(a) and the building height limit be stepped-back at a 45 degree angle as measured from a horizontal plane originating 25 feet above grade at the property line.
7. **Open Space.** The project shall provide a minimum of 14,267 square feet of open space.

8. **Parking.**

- a. **Automotive Parking.** No automobile parking for residential units is required. The project shall provide one level of subterranean parking with 63 automobile parking spaces, 0.5 parking spaces for each live/work unit.
 - b. **Bicycle Parking.** The project shall provide a minimum of 60 long-term bicycle parking spaces and six (6) short-term bicycle parking spaces. In the event that the number of On-Site Restricted Affordable Units should increase or the composition of such units should change, then no modification of this determination shall be necessary and the number of bicycle parking spaces shall be re-calculated consistent with LAMC Section 12.21-A.16.
9. **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 25% more than otherwise required by LAMC 12.40 and Landscape Ordinance Guidelines.
 10. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. The transformer, if located in the front yard, shall be screened with landscaping.
 11. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, sidewalks, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.
 12. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way, nor from above.
 13. **Commercial Development Design Guidelines.** The project shall conform to the provisions of Ordinance No. 173,809, Subarea 600.

Administrative Conditions

14. **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.
15. **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.
16. **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.

17. **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.
18. **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.
19. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, 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.
20. **Enforcement.** Compliance with and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
21. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.
22. **Expedited Processing Section Fee.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
23. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

 - (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
 - (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out, in whole or in part, 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 \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

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

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

PROJECT BACKGROUND

The subject property is comprised of four (4) rectangular leveled lots measuring approximately 40,990 square-feet (0.94 acres) with a 356-foot frontage along Washington Boulevard, a 117-foot frontage along Gramercy Place and a 115-foot frontage along Wilton Place. The subject property is zoned [Q]CM-1 within the South Los Angeles Community Plan Area with a Commercial Manufacturing land use designation and limited to Height District 1.

The project proposes the construction, use, and maintenance of a 51,296 square-foot mixed use building with 62 affordable dwelling units restricted to individuals who are at least 55 years of age and two (2) market-rate manager's unit, with approximately 2,336 square feet of commercial uses and 451 square-feet of office space with a maximum of 45 feet in height. The building will be constructed with a maximum of four (4) levels above grade and one (1) subterranean parking level containing 63 automobile parking spaces and 60 long-term and six (6) short-term bicycle parking spaces. Vehicular access to the subterranean parking level would be via a one-way, ingress-only driveway off of Wilton Place and one-way, egress-only driveway off of Gramercy Place.

The ground floor consists of commercial uses, the Manager's units, residential units, community room and common open space. The upper levels above consist of the residential units with a proposed community open space area at the third floor level.

The subject property is zone [Q]CM-1 which allows a density of one (1) dwelling unit per X square feet of lot area. At 40,990 square-feet (0.94 acres) in size, the property is permitted up to 52 units by-right (40,990 square feet of lot area divided by X square feet). By setting aside 100% of the project's base density units for Very Low and Low Income Households, the project is eligible for a 70% density increase for a maximum of 89 total units. The project proposes only a 25% density increase, for a total of 64 dwelling units with nine (9) units reserved for Very Low Income Households and 53 units reserved for Low Income Households. Two (2) units will be set aside as a market-rate manager's unit.

The property is subject to Ordinance No. 173,809, subarea 600 (effective April 6, 2001) and the associated [Q] Conditions which state that "The FAR shall be no more than 2:1 for commercial/residential mixed use developments and 1.5:1 for commercial developments. Commercial developments and commercial/residential mixed use developments must obtain plan approval to ensure conformity with the commercial development design guidelines." The City adopted the South Central Community Design Overlay District Design Guidelines and Standards as the implementation tool of the [Q] Conditions which limits the project to a maximum of 30-feet and a transitional height of 25-feet within 49 feet of residential zoning.

However, pursuant to Section VII of the Transit Oriented Communities Guidelines, Eligible Housing Developments in Tier 3 that have a residential use which occupies more than 50% of the total floor area within a building may increase the overall building height by two (2) additional stories and up to 22 additional feet. Moreover, Total Height and Transitional Height standards count as one (1) Incentive. The project proposes various heights with a maximum of 45-feet and the building height be stepped-back at a 45 degree angle as measured from a horizontal plane originating 25 feet above grade at the property line.

The subject property is also located within less than 750 feet of a major transit stop at the intersection of Washington Boulevard and Western Avenue with access to Metro Buses. The subject property is therefore located in Tier 2 of the Transit Oriented Communities Affordable

Housing Incentive Program. Per Section IV of the Transit Oriented Communities Guidelines, projects that consist of 100% on-site restricted affordable units, excluding of any building manager's units, shall be eligible for one increase in Tier than otherwise would be provided. Accordingly, the project is eligible for Tier 3 incentives.

Pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), the project is eligible for Base Incentives and two (2) additional incentives. As base incentives, the project is eligible to (1) increase the maximum allowable number of dwelling units permitted by 70%, (2) increase the maximum allowable floor area ratio by 50%, and (3) provide no automobile parking for residential units and up to a 30% reduction in the nonresidential parking requirement. Pursuant to Section VII of the Transit Oriented Communities Guidelines, Eligible Housing Developments in commercial zones may utilize any or all of the yard requirements for the RAS3 zone per LAMC 12.10.5

The project requests of two additional incentives. The request entails (1) a 28.6% reduction in the required side yard setback (2-feet) and, (2) a maximum height of 45-feet and the building height limit be stepped-back at a 45 degree angle as measured from a horizontal plane originating 25 feet above grade at the property line. Pursuant to Section VII of the TOC Guidelines, two yards count as one incentive for projects within TOC Tier 3 and Total Height and Transitional Height standards count as one Incentive.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM /AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS

Pursuant to Section 12.22-A,31(e) of the LAMC, the Director shall review a Transit Oriented Communities Affordable Housing Incentive Program project application in accordance with the procedures outlined in LAMC Section 12.22-A,25(g).

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

The 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. There were no 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 list of base incentives in the Transit Oriented Communities Guidelines were pre-evaluated at the time the Transit Oriented Communities Affordable Housing Incentive Program Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. The on-menu incentives are required to provide for affordable housing costs because the incentives by their nature may result in increasing the scale of the project. The additional incentives requested for a reduced side yard and an increase in height would result in building design or construction efficiencies that provide for affordable housing costs. As a result of the prescribed incentives, it is likely that the Director will always conclude that the incentives are required for such projects to provide for affordable housing units as identified by the TOC Guidelines.

Yards. The requested yard incentive to utilize the side yard requirements of the RAS3 Zone, L.A.M.C. Section 12.10.5, is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. The requested incentives allow the developer to reduce setback requirements so the housing units reserved for Very Low and Low Income Households can be constructed and the overall space dedicated to residential uses is increased. These incentives support the applicant's decision to reserve 9 units housing units reserved for Very Low Income Households and 53 units reserved for Low Income Households. Two (2) units will be set aside as a market-rate manager's units, for a total of 64 units.

Height. The requested increase in height, and to allow the building height limit be stepped-back at a 45 degree angle as measured from a horizontal plane originating 25 feet above grade at the property line is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. The requested incentive will allow the developer to reduce open space requirements so the housing units reserved for Very Low and Low Income Households can be constructed and the overall space dedicated to residential uses is increased. This incentive supports the applicant's decision to reserve 9 units Very Low Income Households and 53 units reserved for Low Income Households. Two (2) units will be set aside as a market-rate manager's units, for a total of 64 units.

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

There is no evidence that the proposed incentive will have a specific adverse impact. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22-A,25(b)). The proposed project and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines and the City's L.A. CEQA Thresholds Guide. These two documents establish guidelines and thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed project reach or exceed those thresholds. Analysis of the proposed project determined that it is Categorically Exempt from environmental review pursuant to Article 19, 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 Class 32 Categorical Exemption because it conforms to the definition of "Infill Projects" as further described in the analysis for Case No. ENV-2017-5395-CE. The five (5) conditions that are required for the project to qualify for the Class 32 Categorical Exemption are as follows: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as

habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services. The project, as proposed, was determined to meet all five conditions. The subject property is a vacant land that is not listed in the California Register of Historical Resources. Furthermore, planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed ordinance listed in "CEQA Guidelines" Section 15300.2 and determined that none of the exceptions apply to the proposed project.

Therefore, there is no substantial evidence that the proposed Project will have a specific adverse impact on the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources.

SITE PLAN REVIEW FINDINGS

I have reviewed the subject development project and hereby find the following findings based on the information contained in the application, the report of the Site Plan Review staff, reports received from other departments, supplemental written documents submitted and review of environmental impacts associated with the project pursuant to Section 16.05-C of the Municipal Code:

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

The elements of the General Plan establish policies that provide for the regulatory environment in managing the City and for addressing concerns and issues. There are twelve elements of the General Plan. The majority of the policies derived from these Elements are in the form of Code Requirements of Los Angeles Municipal Code. Except for those entitlement requested herein, the project does not propose to deviate from any of the requirements of the Los Angeles Municipal Code. The Land Use Element of the City's General Plan is divided into 35 Community Plans. The subject property is located within the South Los Angeles Community Plan, which designates the site Commercial Manufacturing land uses corresponding zone of CM. The site is zoned [Q]CM-1. The proposed project is consistent with the following goals, objectives and policies of the South Los Angeles Community Plan:

<i>Goal 1</i>	<i>A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the community.</i>
<i>Objective 1-1</i>	<i>To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area.</i>
<i>Policy 1-1.1</i>	<i>Designate specific lands to provide for adequate multi-family residential development.</i>
<i>Objective 1-2</i>	<i>To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.</i>
<i>Policy 1-2.1</i>	<i>Locate higher residential densities near commercial centers, light mass</i>

transit stations, and major bus routes where public service facilities, utilities, and topography will accommodate this development.

- Policy 1-2.2 Locate senior citizen housing and mixed income housing, when feasible, near commercial centers and transit and public service facilities.*
- Objective 1-5 To promote and ensure the provision of adequate housing for all persons regardless of income, age, or ethnic background.*
- Policy 1-5.1 Promote greater individual choice in type, quality, price, and location of housing.*
- Policy 1-5.2 Ensure that new housing opportunities minimizes displacement of the residents.*
- Objective 2-3 To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses.*
- Policy 2-4.3 Ensure that commercial infill projects achieve harmony with the best of existing development.*
- Policy 2-4.6 Require that mixed use projects and development in Pedestrian Oriented Areas be designed to achieve a high level of quality, distinctive character, and compatibility with existing uses.*
- Policy 2-4.8 Require that mixed use projects be designed to mitigate potential conflicts between the commercial and residential uses (e.g., noise, lighting, security, truck and automobile access, etc.) and provide adequate amenities for residential occupants.*
- Policy 2-4.9 Require that mixed use projects, where residential and commercial uses are in separate structures, provide adequate access between the residential and commercial uses so that residents can walk conveniently and safely.*
- Policy 2-4.10 Promote mixed use projects in proximity to transit stations, along transit corridors, and in appropriate commercial areas.*

The proposed project will result in a 64-unit residential building restricted to individuals who are at least 55 years of age, including nine (9) units set aside for Very Low Income Households, and 53 units reserved for Low Income Households, which will contribute to the development of new housing on a vacant lot without displacing any existing housing. The project includes a variety of unit types, including four (4) live/work units, 54 one-bedroom units, and four (4) two-bedroom units. The project places housing along Washington Boulevard which is designated as an Avenue I with a mixed-use building.

The project site is located along the Metro Local Bus Lines 35/38, 207, 209, the Rapid Bus Line 757, and the DASH Midtown route, thereby reducing vehicular trips to and from the project site and congestion around the site.

Therefore, the project is in substantial conformance with the purposes, intent and provisions of the South Los Angeles Community Plan and does not conflict with any applicable regulations or standards.

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

The subject property is comprised of four (4) rectangular leveled lots measuring approximately 40,990 square-feet (0.94 acres) with a 356-foot frontage along Washington Boulevard, a 117-foot frontage along Gramercy Place and a 115-foot frontage along Wilton Place. The subject property is currently vacant.

The project proposes the construction, use, and maintenance of a 51,296 square-foot mixed use building with 62 affordable dwelling units restricted to individuals who are at least 55 years of age and two (2) market-rate manager's unit with approximately 2,336 square feet of commercial uses with a maximum of 45 feet in height. The building will be constructed with a maximum of four (4) levels above grade and one (1) subterranean parking level below grade containing 63 automobile parking spaces and 60 long-term and six (6) short-term bicycle parking spaces. Vehicular access to the subterranean parking level would be via a one-way, ingress-only driveway off of Wilton Place with and one-way, egress-only driveway egress off of on Gramercy Place.

The surrounding uses are developed with residential, commercial, retail, and office uses. Properties to the south across Washington Boulevard, are zoned [Q]C2-1-O and are improved with commercial uses including a restaurant supply store, an art gallery and various automotive services. The properties further south are zoned R1-1-O-HPOZ and are developed with single-family homes. The property to the west across Wilton Place, is zoned [Q]CM-1 and improved with a conservatory, a mattress store, furniture refinishing, and an electric supply company. The property to the east across Gramercy Place is zoned [Q]CM-1 and is developed with a convenience market and associated surface parking. Properties to the north are zoned [Q]R3-1 and are developed with residential uses comprised of two- and three-story single- and multifamily dwelling units.

Height, Bulk, and Setbacks

The proposed site is comprised of six (6) structures connected by an exterior bridge, above one level of subterranean parking with multiple stairways and range from two- to four-stories to a maximum of height of approximately 45 feet. The development will create spaces for both private and common courtyards. The proposed exterior will be covered with a slatted wood screen, with painted decorative metal columns, and includes "picture window"-style openings. The building structures are wrapped in a perforated corrugated metal screen, to maximize light and views from balconies and windows while providing privacy for occupants. Additionally, the proposed project will integrate a public courtyard between the commercial and residential uses with landscape and seating to provide a transition between the adjacent public right-of-way and the entrances of the building.

The project is located in an area that is planned for Commercial Manufacturing and Medium Residential land uses and zoned CM. There is no height limit for the CM Zone, therefore, as proposed, the height of the building is and will be consistent with the existing and future development pattern of the area.

The proposed project is one (1) building but has been designed to appear as six (6) separate buildings with large courtyards, walking paths and open space between each structure. Along with the overall design of the project, the use of materials further reduces the bulk of the building by differentiating various uses within the project site.

The proposed development conforms to the setback requirements of the CM Zone and the South Central Community Design Overlay District with the exception of the TOC Incentive granted herein that the project be subject to the RAS3 Zone setback provisions. The subject site has two (2) front yards, along Wilton Place and along Gramercy Place, where it will provide a 15-foot setback along both frontages. The site also has two (2) side yards, along Washington Boulevard and along its northern property line, where it will provide a 5-foot setback, consistent with the RAS3 Zone. . The Project Site does not have a rear yard.

The height, bulk, and setbacks of subject project are consistent with existing development in the immediate surrounding area and with the underlying CM zone. Therefore, the project will be compatible with the existing and future developments in the neighborhood.

Parking

The project will provide a 52 residential automobile parking spaces and 11 commercial parking spaces within one level of subterranean parking. 66 bicycle parking spaces will be provided in a bicycle storage room on the ground floor level and 9 short-term bicycle parking stalls located adjacent to building entrances from Washington Boulevard, Wilton Place, and Gramercy Place.

Due to the building and subterranean design of the parking facilities, such parking facilities will not be visible from the public right-of-way. Additionally, all ingress for the parking will be located on Wilton Place, designated as a Local Street-Standard and egress will be on Gramercy Place, a designated Collector. Pedestrian access to the commercial area will be accessible via the street frontage along Washington Boulevard. Therefore, the parking facilities will be compatible with the existing and future developments in the neighborhood.

Lighting

Lighting is required to be provided per LAMC requirements. The project proposes security lighting will be provided to illuminate the building, entrances, walkways and parking areas. The project is required to provide outdoor lighting with shielding, so that the light source cannot be seen from adjacent residential properties. This condition has also been included in the subject approval. Therefore, the lighting will be compatible with the existing and future developments in the neighborhood.

On-Site Landscaping

The project will provide a minimum of 14,267 square feet of open space including 5,587 square feet of private open space, and 8,680 square feet of common open space. The project will provide a minimum of 23 trees. No existing trees will be removed.

The project has been conditioned so that all open areas not used for buildings, driveways, parking areas, recreational facilities or walks will be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect. The planting of street trees will be selected and installed per the Bureau of Street Services, Urban Forestry Division's requirements. Therefore, the on-site landscaping will be compatible with the existing the future developments in the neighborhood.

Loading/Trash Area

The development is not required to provide a loading area pursuant to LAMC Section 12.21-C,6. The project site proposes waiting areas and drop off areas on Wilton Place and Gramercy Place. Tenants moving in or out of the building will be able to park moving trucks on the street level adjacent to the parking entrance and the lobby.

The project will include on-site trash collection for both refuse and recyclable materials, in conformance with the L.A.M.C. Compliance with these regulations will allow the project to be compatible with existing and future development. The service area for trash and recycling collection will be located on the subterranean level and accessible from the parking area.

Therefore, as proposed and conditioned, the project is compatible with existing and future development on neighboring properties.

4. That any residential project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.

The project proposes various unit types, four (4) of which are live/work units located on the first floor, 54 one-bedroom units, and four (4) two-bedroom units located on floors one through four. The sizes of these units ranges from 499 to 842 square feet in size.

The project will provide a minimum of 14,267 square feet of open space including 5,587 square feet of private open space, and 8,680 square feet of common open space. The project includes, but is not limited to, an exercise room, a community room, a community kitchen, laundry facilities on multiple floors, and outdoor common areas with a central courtyard with seating built in the landscape, all of which will enhance habitability for the residents. A “paseo” is proposed along the north property line, connecting Wilton Place and Gramercy Place, which will be open during the daytime to the public and will be secured by a gate. There are shared courtyards and a community garden proposed for the third floor as well as private patios and balconies for many of the units.

The project will provide 63 vehicle parking spaces, of which 53 spaces are reserved for residents, and a minimum of 60 long-term bicycle parking spaces and six (6) short-term bicycle parking spaces. The commercial spaces will be located along Washington Boulevard and will provide neighborhood-serving uses for the neighborhood at large but also which will serve the residential tenants of the proposed project as well as.

Therefore, as proposed, the project is compatible with existing and future development on neighboring properties. Moreover, the project provides recreational and service amenities that will improve habitability for the residents and minimize any impact on neighboring properties.

ADDITIONAL MANDATORY FINDINGS

5. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone X, which is categorized as an area outside of a flood zone.

6. Based on the whole of the administrative record, that the Project is exempt from CEQA pursuant to State CEQA Guidelines, Section 15300 and Article III, Section 1, Class 32, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM BACKGROUND

Measure JJJ was adopted by the Los Angeles City Council on December 13, 2016. Section 6 of the Measure instructed the Department of City Planning to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, a transit-based affordable housing incentive program. The measure required that the Department adopt a set of TOC Guidelines, which establish incentives for residential or mixed-use projects located within ½ mile of a major transit stop. Major transit stops are defined under existing State law.

The TOC Guidelines, adopted September 22, 2017, establish a tier-based system with varying development bonuses and incentives based on a project's distance from different types of transit. The largest bonuses are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are increased incrementally in each higher tier. The incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

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, West Los Angeles Development Services Center, 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, (310) 231-2901, (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 after March 14, 2018 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:

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

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

West Los Angeles Development
Services Center
1828 Sawtelle Boulevard, 2nd Floor
Los Angeles, CA 90025
(310) 231-2901

Pursuant to LAMC Section 12.22-A,25(f), only abutting property owners and tenants can appeal the Transit Oriented Communities Affordable Housing Incentive Program portion of this 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.

Note of Instruction Regarding the Notice of Exemption: Applicant is hereby advised to file the Notice of Exemption for the associated categorical exemption after the issuance of this letter. If filed, the form shall be filed with the County of Los Angeles, 12400 Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). More information on the associated fees can be found online here: <https://www.lavote.net/home/county-clerk/environmental-notices-fees>. The best practice is to go in person and photograph the posted notice in order to ensure compliance. Pursuant to Public Resources Code Section 21167 (d), the filing of this notice of exemption starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations, **and the possibility of a CEQA appeal**, being extended to 180 days.

Vincent P. Bertoni, AICP
Director of Planning

Approved by:



Nicholas Hendricks, Senior City Planner

Reviewed by:



Oliver Netburn, City Planner

Prepared by:



Michelle Carter, Planning Assistant
michelle.carter@lacity.org

Attachments:
Exhibit A: Architectural Plans

ADDRESS:
2375 W. WASHINGTON BLVD.
LOS ANGELES, CA

CONSULTANTS:

NAME & SIGNATURE

ISSUED FOR:		
NO.	DESCRIPTION	DATE
1	ENTITLEMENT'S	08/11/2017
2	ENTITLEMENT'S REV.	08/13/2017
3	ENTITLEMENT'S REV	10/23/2017
4	ENTITLEMENT'S REV 2	04/26/2017

PLOT: 10/16/17
SHEET:

A1.00

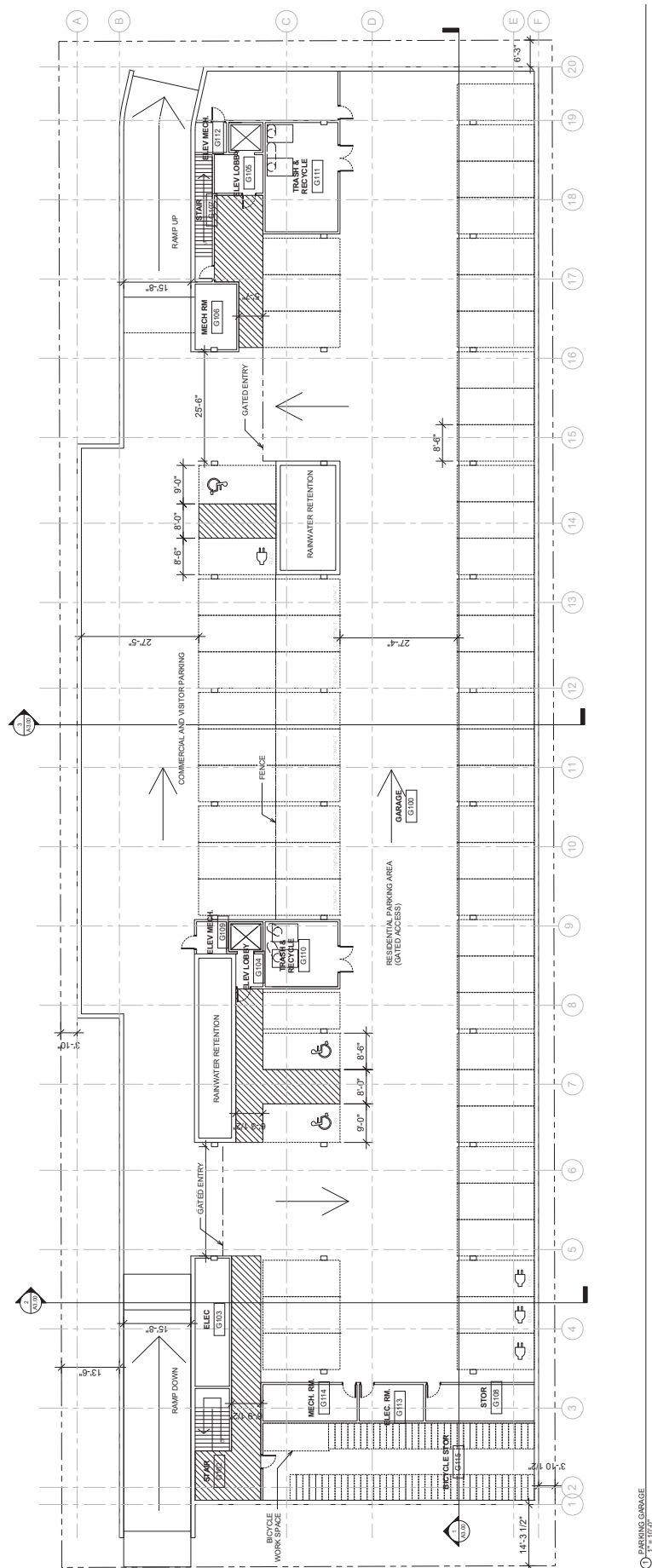
ADDRESS:
2375 W. WASHINGTON BLVD.
LOS ANGELES, CA

ARCHITECT:
KEVIN DALY ARCHITECTS
1617 WEST EXPOSITION BLVD.
LOS ANGELES, CA 90016
T: 310.650.3100
INFO@KEVINDALYARCHITECTS.COM

CONSULTANTS:

REAL & SIGNATURE:

ISSUED FOR:		
NO.	DESCRIPTION	DATE
1	ENTITLEMENTS	06/11/2017
2	ENTITLEMENTS REV.	06/13/2017
3	ENTITLEMENTS REV	10/23/2017
4	ENTITLEMENTS REV 2	11/20/2017



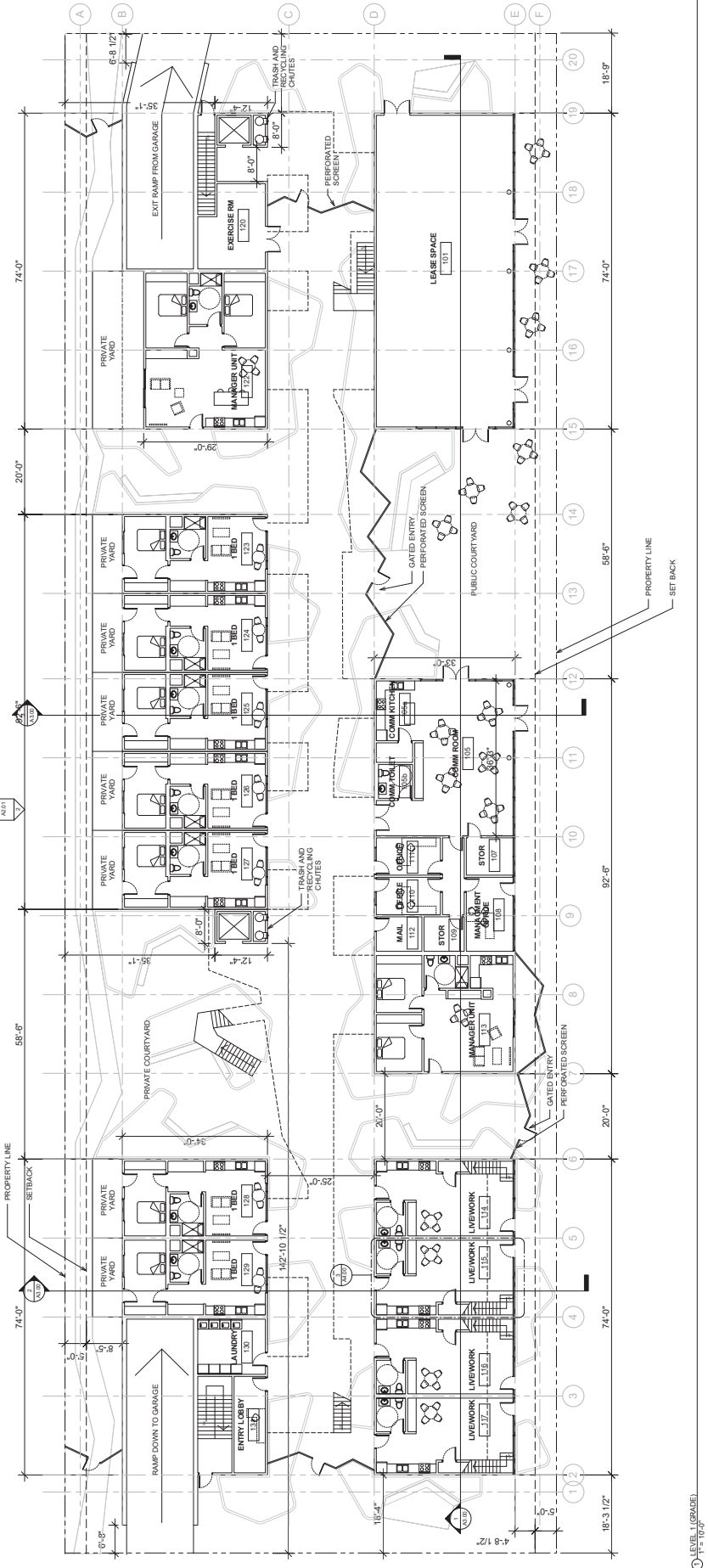
TITLE: FLOOR PLANS

PLOT: 10/16/17

Exhibit A
DIR-2017-5395-SPR-TOC
Page 2 of 12

A1.10

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2	REVISIONS	08.10.2017
3	REVISIONS	08.10.2017
4	REVISIONS	08.10.2017
5	REVISIONS	08.10.2017



LEVEL 1 (GRADE)
1" = 10'-0"

TITLE: FLOOR PLANS

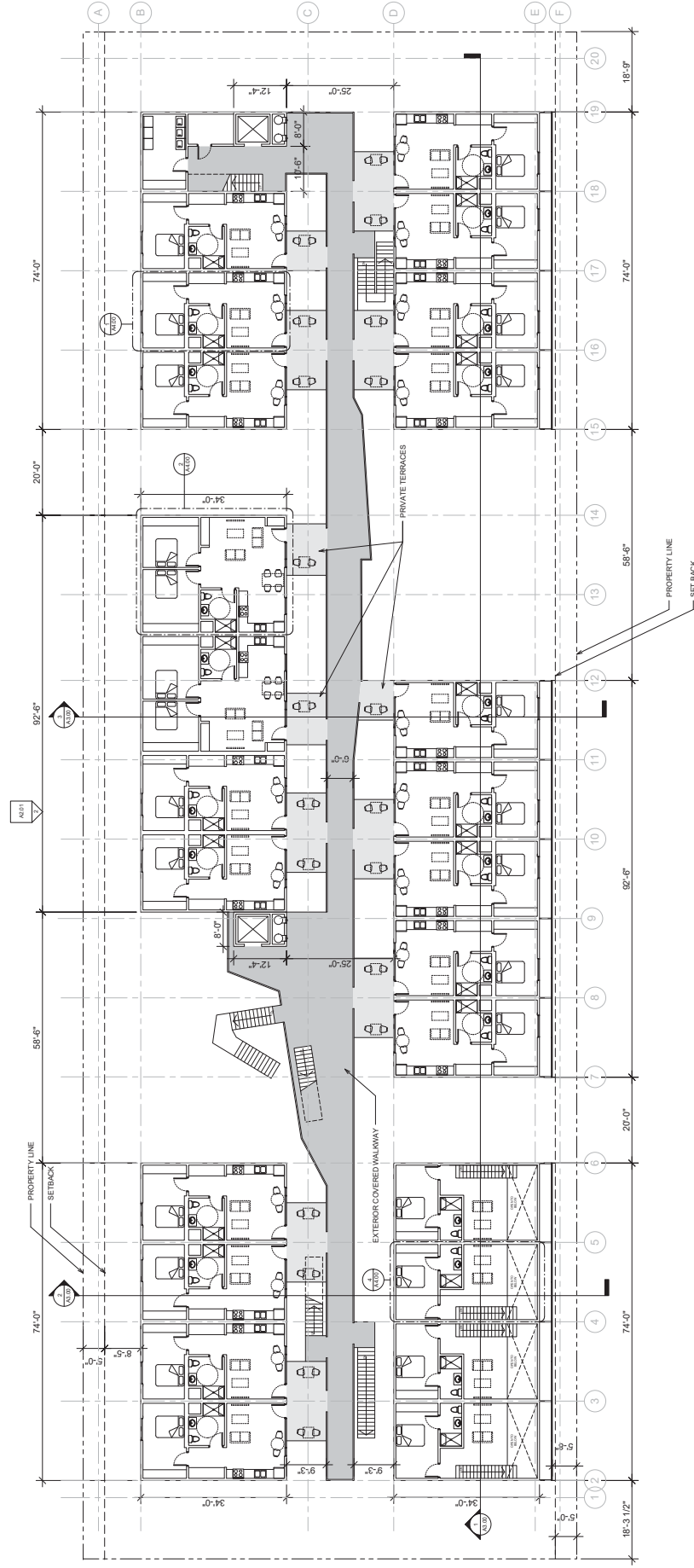
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SHEET:

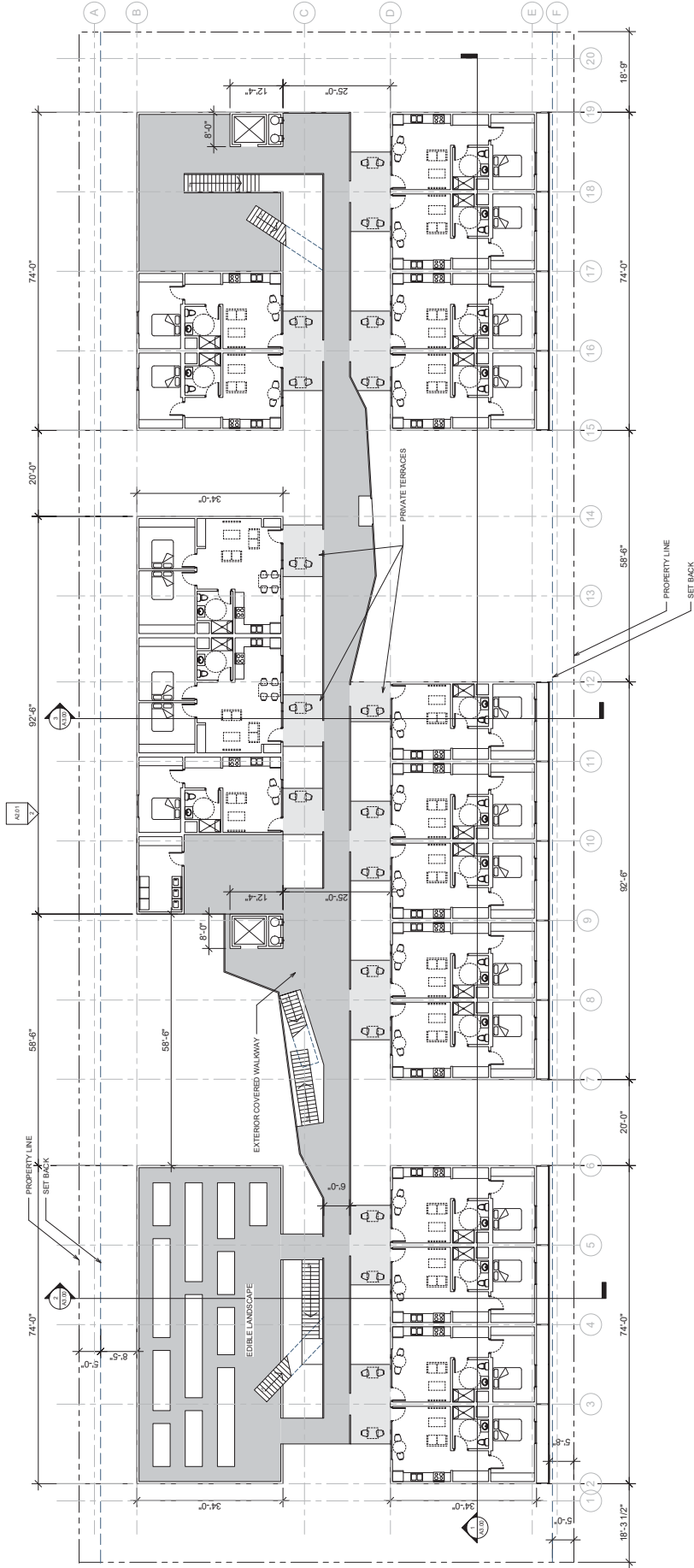
Exhibit A
DIR-2017-5395-SPR-TOC
Page 3 of 12

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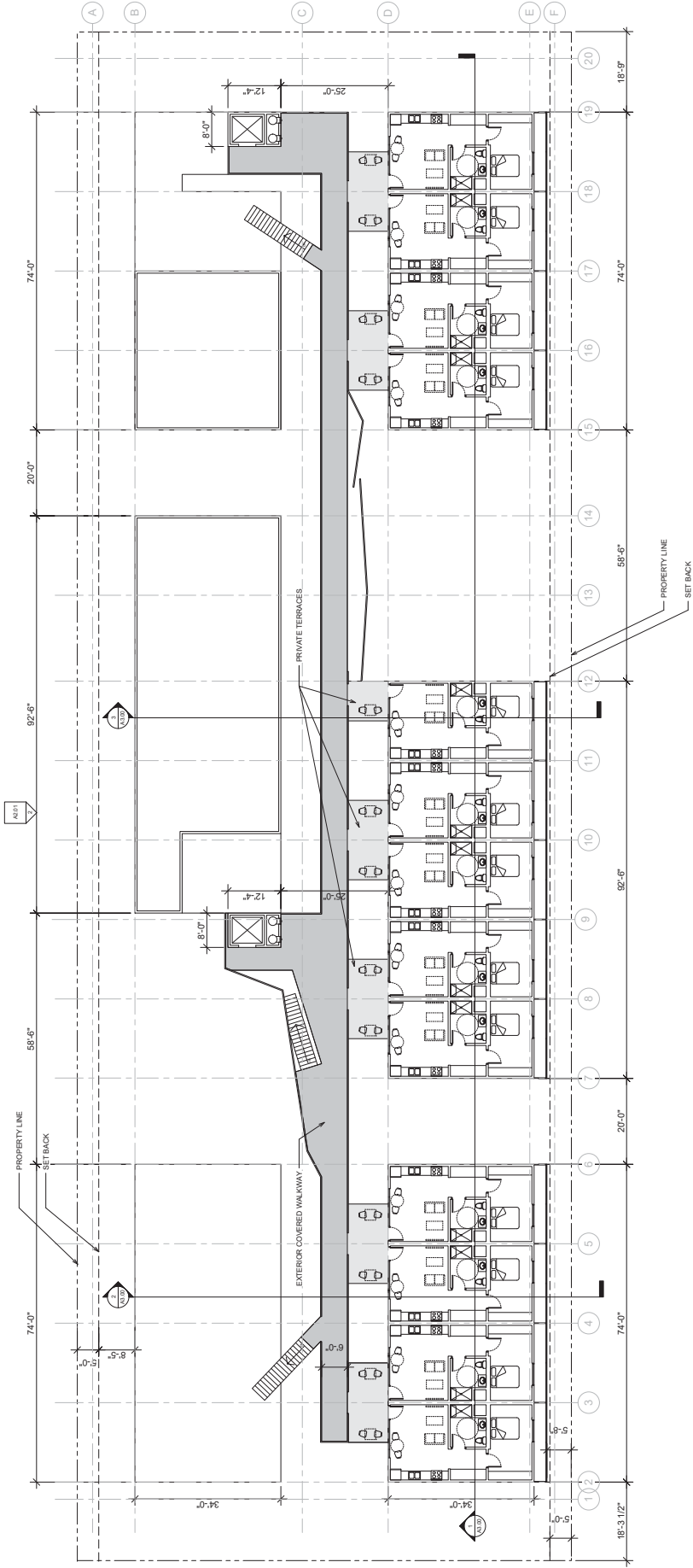
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2	ENTITLEMENTS REV.	08/13/2017
3	ENTITLEMENTS REV	10/23/2017
4	ENTITLEMENTS REV '2	11/20/2017



NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	11/22/2017



NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	11/22/2017



LEVEL 4
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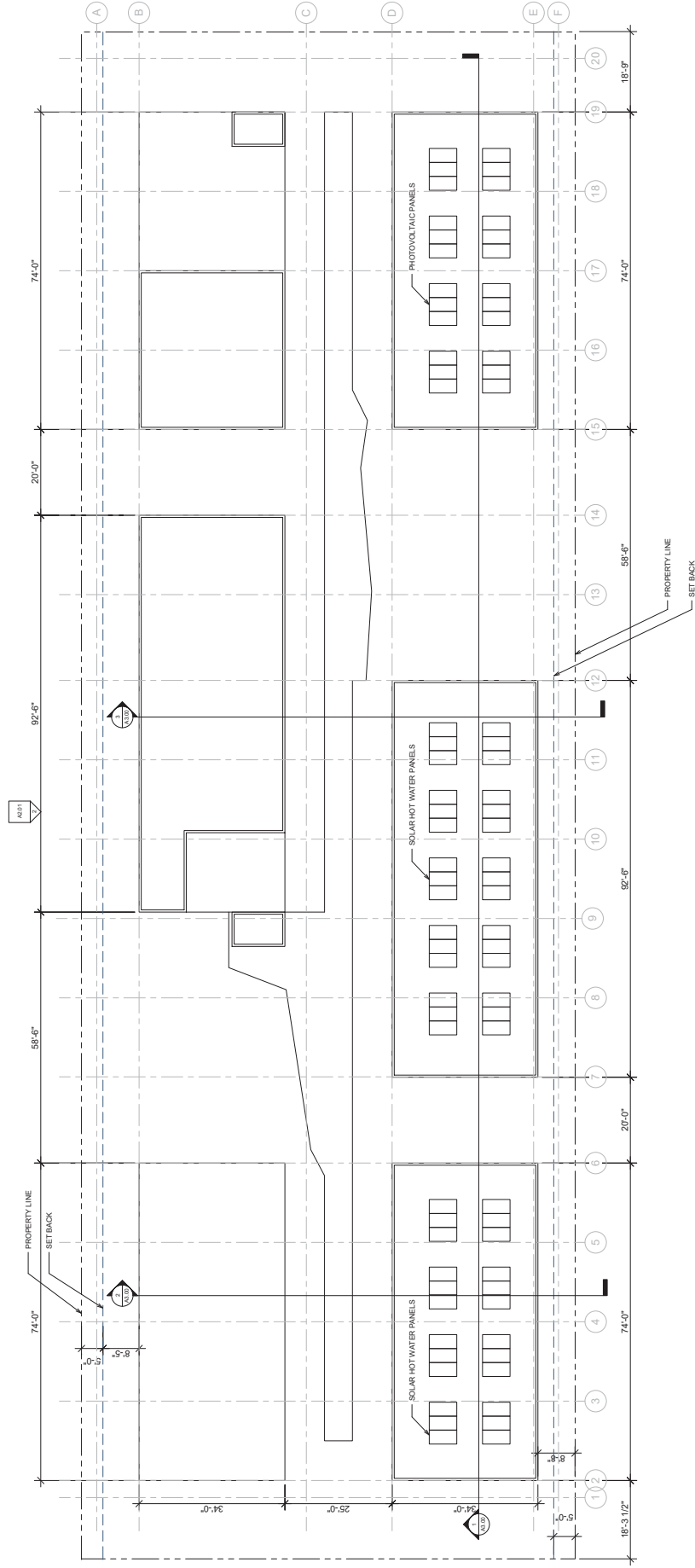
TITLE:
FLOOR PLANS

PLOT:
11/20/17
SHEET:

Exhibit A
DIR-2017-5395-SPR-TOC
Page 6 of 12

A1.14

ISSUED FOR:		NO.	DESCRIPTION	DATE
4	UNITLEM NT'S REV 2.2			11/20/2017



CORALL TINTS

SEAL & SIGNATURE

ISSUED FOR	DESCRIPTION	DATE
1	ENTITLEMENTS	06/10/17
2	PERFORATED METAL SOD	06/10/17
3	PERFORATED METAL SOD	06/10/17
4	PERFORATED METAL SOD	06/10/17
5	PERFORATED METAL SOD	06/10/17

MATERIAL LEGEND	
S-1	CORRUGATED METAL SOD
S-2	PERFORATED CORRUGATED METAL SOD
T-1	WOOD SLATTED SCREEN
M-1	PAINTED METAL COLUMNS

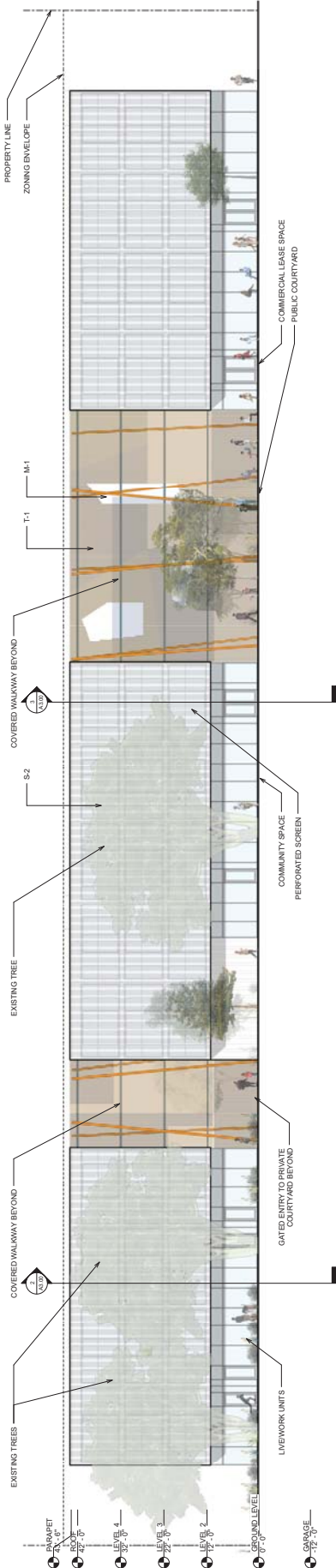
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ELEVATIONS

PLOT:
06/10/17

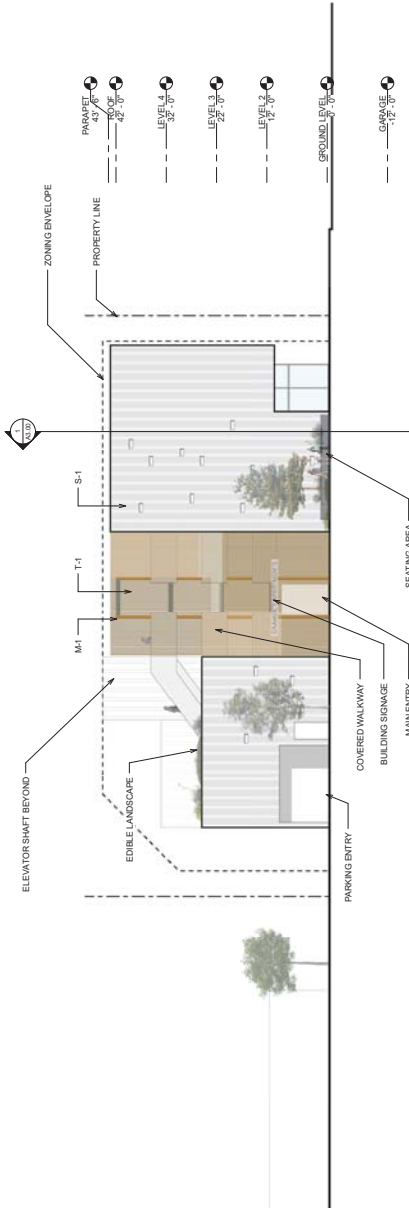
SHEET:

A2.00

Exhibit A
DIR-2017-5395-SPR-TOC
Page 8 of 12



1 ILLUSTRATED ELEVATION - SOUTH
1" = 10'-0"

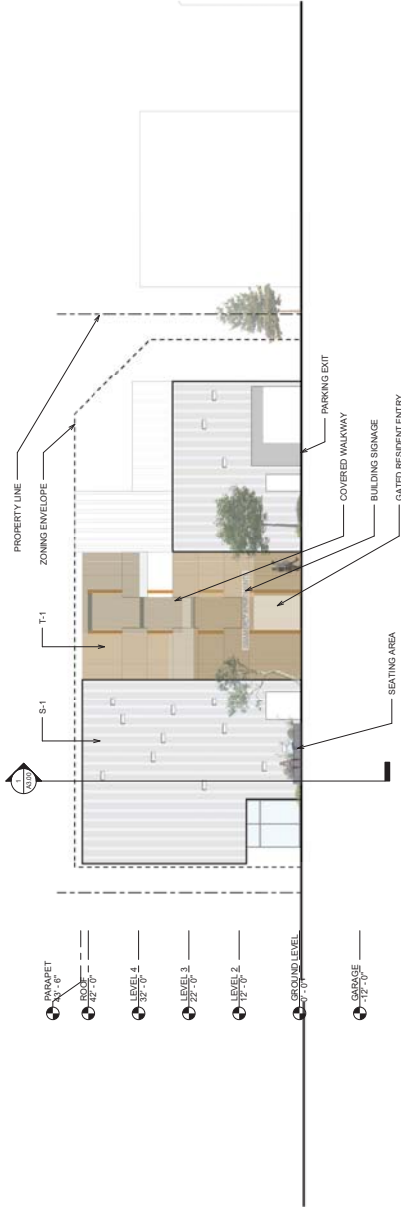


2 ILLUSTRATED ELEVATION - WEST
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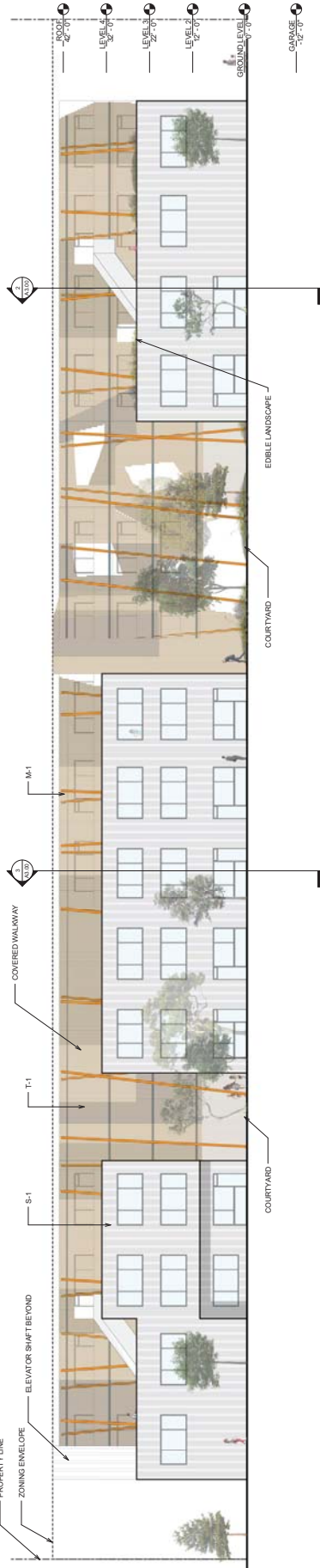
CORREL TITLES

SEAL & SIGNATURE

NO.	DESCRIPTION	DATE
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2	REVISIONS	09.05.2017
3	REVISIONS	09.05.2017
4	REVISIONS	10.20.2017
5	REVISIONS	11.22.2017



1 ILLUSTRATED ELEVATION - EAST
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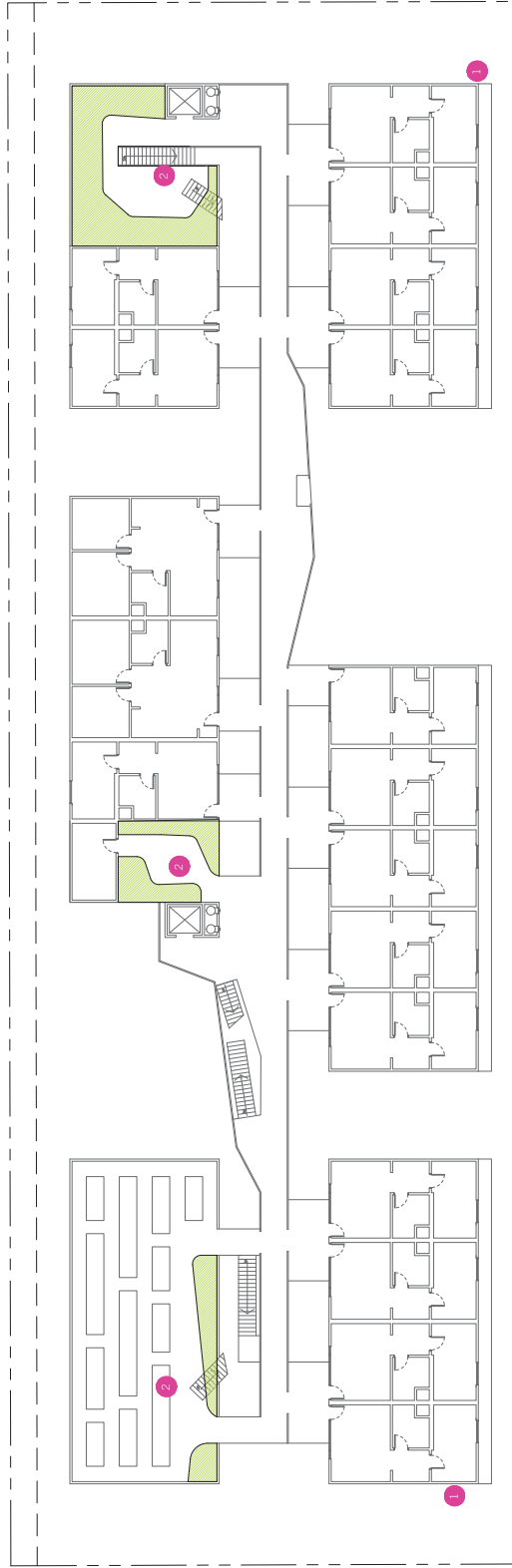


2 ILLUSTRATED ELEVATION - NORTH
1" = 1/8"

TITLE:
ELEVATIONS

PLOT:
10/16/17

SHEET:



- 1 PRIVATE PATIOS
- 2 COMMUNITY COURTYARDS

LEVEL 3 LANDSCAPE PLAN
SCALE: 1/8" = 1'-0"

CAPE FLAY
SCALE: 1/8" = 1' 0"

PLANTING LEGEND

PARAMETER	UNIT	CONTRACT NAME	RE	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9	Q10	Q11	Q12	Q13	Q14	Q15	Q16	Q17	Q18	Q19	Q20	Q21	Q22	Q23	Q24	Q25	Q26	Q27	Q28	Q29	Q30	Q31	Q32	Q33	Q34	Q35	Q36	Q37	Q38	Q39	Q40	Q41	Q42	Q43	Q44	Q45	Q46	Q47	Q48	Q49	Q50	Q51	Q52	Q53	Q54	Q55	Q56	Q57	Q58	Q59	Q60	Q61	Q62	Q63	Q64	Q65	Q66	Q67	Q68	Q69	Q70	Q71	Q72	Q73	Q74	Q75	Q76	Q77	Q78	Q79	Q80	Q81	Q82	Q83	Q84	Q85	Q86	Q87	Q88	Q89	Q90	Q91	Q92	Q93	Q94	Q95	Q96	Q97	Q98	Q99	Q100	Q101	Q102	Q103	Q104	Q105	Q106	Q107	Q108	Q109	Q110	Q111	Q112	Q113	Q114	Q115	Q116	Q117	Q118	Q119	Q120	Q121	Q122	Q123	Q124	Q125	Q126	Q127	Q128	Q129	Q130	Q131	Q132	Q133	Q134	Q135	Q136	Q137	Q138	Q139	Q140	Q141	Q142	Q143	Q144	Q145	Q146	Q147	Q148	Q149	Q150	Q151	Q152	Q153	Q154	Q155	Q156	Q157	Q158	Q159	Q160	Q161	Q162	Q163	Q164	Q165	Q166	Q167	Q168	Q169	Q170	Q171	Q172	Q173	Q174	Q175	Q176	Q177	Q178	Q179	Q180	Q181	Q182	Q183	Q184	Q185	Q186	Q187	Q188	Q189	Q190	Q191	Q192	Q193	Q194	Q195	Q196	Q197	Q198	Q199	Q200	Q201	Q202	Q203	Q204	Q205	Q206	Q207	Q208	Q209	Q210	Q211	Q212	Q213	Q214	Q215	Q216	Q217	Q218	Q219	Q220	Q221	Q222	Q223	Q224	Q225	Q226	Q227	Q228	Q229	Q230	Q231	Q232	Q233	Q234	Q235	Q236	Q237	Q238	Q239	Q240	Q241	Q242	Q243	Q244	Q245	Q246	Q247	Q248	Q249	Q250	Q251	Q252	Q253	Q254	Q255	Q256	Q257	Q258	Q259	Q260	Q261	Q262	Q263	Q264	Q265	Q266	Q267	Q268	Q269	Q270	Q271	Q272	Q273	Q274	Q275	Q276	Q277	Q278	Q279	Q280	Q281	Q282	Q283	Q284	Q285	Q286	Q287	Q288	Q289	Q290	Q291	Q292	Q293	Q294	Q295	Q296	Q297	Q298	Q299	Q300	Q301	Q302	Q303	Q304	Q305	Q306	Q307	Q308	Q309	Q310	Q311	Q312	Q313	Q314	Q315	Q316	Q317	Q318	Q319	Q320	Q321	Q322	Q323	Q324	Q325	Q326	Q327	Q328	Q329	Q330	Q331	Q332	Q333	Q334	Q335	Q336	Q337	Q338	Q339	Q340	Q341	Q342	Q343	Q344	Q345	Q346	Q347	Q348	Q349	Q350	Q351	Q352	Q353	Q354	Q355	Q356	Q357	Q358	Q359	Q360	Q361	Q362	Q363	Q364	Q365	Q366	Q367	Q368	Q369	Q370	Q371	Q372	Q373	Q374	Q375	Q376	Q377	Q378	Q379	Q380	Q381	Q382	Q383	Q384	Q385	Q386	Q387	Q388	Q389	Q390	Q391	Q392	Q393	Q394	Q395	Q396	Q397	Q398	Q399	Q400	Q401	Q402	Q403	Q404	Q405	Q406	Q407	Q408	Q409	Q410	Q411	Q412	Q413	Q414	Q415	Q416	Q417	Q418	Q419	Q420	Q421	Q422	Q423	Q424	Q425	Q426	Q427	Q428	Q429	Q430	Q431	Q432	Q433	Q434	Q435	Q436	Q437	Q438	Q439	Q440	Q441	Q442	Q443	Q444	Q445	Q446	Q447	Q448	Q449	Q450	Q451	Q452	Q453	Q454	Q455	Q456	Q457	Q458	Q459	Q460	Q461	Q462	Q463	Q464	Q465	Q466	Q467	Q468	Q469	Q470	Q471	Q472	Q473	Q474	Q475	Q476	Q477	Q478	Q479	Q480	Q481	Q482	Q483	Q484	Q485	Q486	Q487	Q488	Q489	Q490	Q491	Q492	Q493	Q494	Q495	Q496	Q497	Q498	Q499	Q500	Q501	Q502	Q503	Q504	Q505	Q506	Q507	Q508	Q509	Q510	Q511	Q512	Q513	Q514	Q515	Q516	Q517	Q518	Q519	Q520	Q521	Q522	Q523	Q524	Q525	Q526	Q527	Q528	Q529	Q530	Q531	Q532	Q533	Q534	Q535	Q536	Q537	Q538	Q539	Q540	Q541	Q542	Q543	Q544	Q545	Q546	Q547	Q548	Q549	Q550	Q551	Q552	Q553	Q554	Q555	Q556	Q557	Q558	Q559	Q560	Q561	Q562	Q563	Q564	Q565	Q566	Q567	Q568	Q569	Q570	Q571	Q572	Q573	Q574	Q575	Q576	Q577	Q578	Q579	Q580	Q581	Q582	Q583	Q584	Q585	Q586	Q587	Q588	Q589	Q590	Q591	Q592	Q593	Q594	Q595	Q596	Q597	Q598	Q599	Q600	Q601	Q602	Q603	Q604	Q605	Q606	Q607	Q608	Q609	Q610	Q611	Q612	Q613	Q614	Q615	Q616	Q617	Q618	Q619	Q620	Q621	Q622	Q623	Q624	Q625	Q626	Q627	Q628	Q629	Q630	Q631	Q632	Q633	Q634	Q635	Q636	Q637	Q638	Q639	Q640	Q641	Q642	Q643	Q644	Q645	Q646	Q647	Q648	Q649	Q650	Q651	Q652	Q653	Q654	Q655	Q656	Q657	Q658	Q659	Q660	Q661	Q662	Q663	Q664	Q665	Q666	Q667	Q668	Q669	Q670	Q671	Q672	Q673	Q674	Q675	Q676	Q677	Q678	Q679	Q680	Q681	Q682	Q683	Q684	Q685	Q686	Q687	Q688	Q689	Q690	Q691	Q692	Q693	Q694	Q695	Q696	Q697	Q698	Q699	Q700	Q701	Q702	Q703	Q704	Q705	Q706	Q707	Q708	Q709	Q710	Q711	Q712	Q713	Q714	Q715	Q716	Q717	Q718	Q719	Q720	Q721	Q722	Q723	Q724	Q725	Q726	Q727	Q728	Q729	Q730	Q731	Q732	Q733	Q734	Q735	Q736	Q737	Q738	Q739	Q740	Q741	Q742	Q743	Q744	Q745	Q746	Q747	Q748	Q749	Q750	Q751	Q752	Q753	Q754	Q755	Q756	Q757	Q758	Q759	Q760	Q761	Q762	Q763	Q764	Q765	Q766	Q767	Q768	Q769	Q770	Q771	Q772	Q773	Q774	Q775	Q776	Q777	Q778	Q779	Q780	Q781	Q782	Q783	Q784	Q785	Q786	Q787	Q788	Q789	Q790	Q791	Q792	Q793	Q794	Q795	Q796	Q797	Q798	Q799	Q800	Q801	Q802	Q803	Q804	Q805	Q806	Q807	Q808	Q809	Q810	Q811	Q812	Q813	Q814	Q815	Q816	Q817	Q818	Q819	Q820	Q821	Q822	Q823	Q824	Q825	Q826	Q827	Q828	Q829	Q830	Q831	Q832	Q833	Q834	Q835	Q836	Q837	Q838	Q839	Q840	Q841	Q842	Q843	Q844	Q845	Q846	Q847	Q848	Q849	Q850	Q851	Q852	Q853	Q854	Q855	Q856	Q857	Q858	Q859	Q860	Q861	Q862	Q863	Q864	Q865	Q866	Q867	Q868	Q869	Q870	Q871	Q872	Q873	Q874	Q875	Q876	Q877	Q878	Q879	Q880	Q881	Q882	Q883	Q884	Q885	Q886	Q887	Q888	Q889	Q890	Q891	Q892	Q893	Q894	Q895	Q896	Q897	Q898	Q899	Q900	Q901	Q902	Q903	Q904	Q905	Q906	Q907	Q908	Q909	Q910	Q911	Q912	Q913	Q914	Q915	Q916	Q917	Q918	Q919	Q920	Q921	Q922	Q923	Q924	Q925	Q926	Q927	Q928	Q929	Q930	Q931	Q932	Q933	Q934	Q935	Q936	Q937	Q938	Q939	Q940	Q941	Q942	Q943	Q944	Q945	Q946	Q947	Q948	Q949	Q950	Q951	Q952	Q953	Q954	Q955	Q956	Q957	Q958	Q959	Q960	Q961	Q962	Q963	Q964	Q965	Q966	Q967	Q968	Q969	Q970	Q971	Q972	Q973	Q974	Q975	Q976	Q977	Q978	Q979	Q980	Q981	Q982	Q983	Q984	Q985	Q986	Q987	Q988	Q989	Q990	Q991	Q992	Q993	Q994	Q995	Q996	Q997	Q998	Q999	Q1000
PARAMETER	UNIT	CONTRACT NAME	RE	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9	Q10	Q11	Q12	Q13	Q14	Q15	Q16	Q17	Q18	Q19	Q20	Q21	Q22	Q23	Q24	Q25	Q26	Q27	Q28	Q29	Q30	Q31	Q32	Q33	Q34	Q35	Q36	Q37	Q38	Q39	Q40	Q41	Q42	Q43	Q44	Q45	Q46	Q47	Q48	Q49	Q50	Q51	Q52	Q53	Q54	Q55	Q56	Q57	Q58	Q59	Q60	Q61	Q62	Q63	Q64	Q65	Q66	Q67	Q68	Q69	Q70	Q71	Q72	Q73	Q74	Q75	Q76	Q77	Q78	Q79	Q80	Q81	Q82	Q83	Q84	Q85	Q86	Q87	Q88	Q89	Q90	Q91	Q92	Q93	Q94	Q95	Q96	Q97	Q98	Q99	Q100	Q101	Q102	Q103	Q104	Q105	Q106	Q107	Q108	Q109	Q110	Q111	Q112	Q113	Q114	Q115	Q116	Q117	Q118	Q119	Q120	Q121	Q122	Q123	Q124	Q125	Q126	Q127	Q128	Q129	Q130	Q131	Q132	Q133	Q134	Q135	Q136	Q137	Q138	Q139	Q140	Q141	Q142	Q143	Q144	Q145	Q146	Q147	Q148	Q149	Q150	Q151	Q152	Q153	Q154	Q155	Q156	Q157	Q158	Q159	Q160	Q161	Q162	Q163	Q164	Q165	Q166	Q167	Q168	Q169	Q170	Q171	Q172	Q173	Q174	Q175	Q176	Q177	Q178	Q179	Q180	Q181	Q182	Q183	Q184	Q185	Q186	Q187	Q188	Q189	Q190	Q191	Q192	Q193	Q194	Q195	Q196	Q197	Q198	Q199	Q200	Q201	Q202	Q203	Q204	Q205	Q206	Q207	Q208	Q209	Q210	Q211	Q212	Q213	Q214	Q215	Q216	Q217	Q218	Q219	Q220	Q221	Q222	Q223	Q224	Q225	Q226	Q227	Q228	Q229	Q230	Q231	Q232	Q233	Q234	Q235	Q236	Q237	Q238	Q239	Q240	Q241	Q242	Q243	Q244	Q245	Q246	Q247	Q248	Q249	Q250	Q251	Q252	Q253	Q254	Q255	Q256	Q257	Q258	Q259	Q260	Q261	Q262	Q263	Q264	Q265	Q266	Q267	Q268	Q269	Q270	Q271	Q272	Q273	Q274	Q275	Q276	Q277	Q278	Q279	Q280	Q281	Q282	Q283	Q284	Q285	Q286	Q287	Q288	Q289	Q290	Q291	Q292	Q293	Q294	Q295	Q296	Q297	Q298	Q299	Q300	Q301	Q302	Q303	Q304	Q305	Q306	Q307	Q308	Q309	Q310	Q311	Q312	Q313	Q314	Q315	Q316	Q317	Q318	Q319	Q320	Q321	Q322	Q323	Q324	Q325	Q326	Q327	Q328	Q329	Q330	Q331	Q332	Q333	Q334	Q335	Q336	Q337	Q338	Q339	Q340	Q341	Q342	Q343	Q344	Q345	Q346	Q347	Q348	Q349	Q350	Q351	Q352	Q353	Q354	Q355	Q356	Q357	Q358	Q359	Q360	Q361	Q362	Q363	Q364	Q365	Q366	Q367	Q368	Q369	Q370	Q371	Q372	Q373	Q374	Q375	Q376	Q377	Q378	Q379	Q380	Q381	Q382	Q383	Q384	Q385	Q386	Q387	Q388	Q389	Q390	Q391	Q392	Q393																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															



Exhibit A
DIR-2017-5395-SPR-TOC
Page 11 of 12

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

ENVIRONMENTAL CHECKLIST FORM (INITIAL STUDY)	1
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED	3
PROJECT DESCRIPTION	4
A. PROJECT LOCATION	4
B. PROPOSED DEVELOPMENT	12
C. ENTITLEMENT REQUESTS	31
EVALUATION OF ENVIRONMENTAL IMPACTS	32
1. AESTHETICS	33
2. AGRICULTURE/FOREST	37
3. AIR QUALITY	39
4. BIOLOGICAL RESOURCES	47
5. CULTURAL RESOURCES	50
6. ENERGY	53
7. GEOLOGY AND SOILS	54
8. GREENHOUSE GAS EMISSIONS	59
9. HAZARDS AND HAZARDOUS MATERIALS	64
10. HYDROLOGY AND WATER QUALITY	68
11. LAND USE AND PLANNING	75
12. MINERAL RESOURCES	78
13. NOISE	79
14. POPULATION AND HOUSING	91
15. PUBLIC SERVICES	93
16. RECREATION	98
17. TRANSPORTATION/TRAFFIC	100
18. UTILITIES AND SERVICE SYSTEMS	104
19. MANDATORY FINDINGS OF SIGNIFICANCE	110
PREPARERS OF THE INITIAL STUDY AND PERSONS CONSULTED	124
REFERENCES, ACRONYMS AND ABBREVIATIONS	126
MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)	136
LIST OF FIGURES	
Figure 1: Project Location Map	5
Figure 2: Aerial Photograph of the Project Site	7

Figure 3: Photographs of the Project Site.....	8
Figure 4: Zoning and General Plan Land Use Designations	9
Figure 5: Photographs of Surrounding Land Uses.....	11
Figure 6: Site Plan.....	14
Figure 7 First Floor Plan	15
Figure 8: Second Floor Plan.....	16
Figure 9: Third Floor Plan.....	17
Figure 10: Roof Plan	18
Figure 11: Building One Elevations.....	19
Figure 12: Building Two Elevations – North and South	20
Figure 13: Building Two Elevation – South and West	21
Figure 14: Building Two Elevation – North and East.....	22
Figure 15: Building Sections.....	23
Figure 16: Landscape Concept Plan	24
Figure 17: Hardscape Concept Plan	25
Figure 18: Related Projects Location Map.....	30
Figure 19: Noise Monitoring and Sensitive Receptor Locations	84

LIST OF TABLES

Table 1: Proposed Development Program.....	12
Table 2: Open Space / Landscape Summary	13
Table 3: Proposed Parking Summary	26
Table 4: Related Projects List	29
Table 5: Estimated Peak Daily Construction Emissions	43
Table 6: Estimated Daily Operational Emissions.....	44
Table 7: Proposed Project Construction-Related Greenhouse Gas Emissions.....	62
Table 8: Proposed Project Operational Greenhouse Gas Emissions	62
Table 9: Existing Ambient Daytime Noise Levels in Project Vicinity	80
Table 10: Maximum Construction Noise Levels	81
Table 11: Typical Outdoor Construction Noise Levels.....	82
Table 12: Vibration Source Levels for Construction Equipment	87
Table 13: Project Roadway Noise Impacts	88
Table 14: SCAG’s 2008 RTP Growth Forecast for the City of Los Angeles	91
Table 15: Proposed Project Estimated Student Generation.....	95
Table 16: Los Angeles County Recreation and Park Facility within the Project Area.....	96
Table 17: Other Parks Located within the Project Site	97

Table 18: Intersection Performance	101
Table 19: Proposed Project Estimated Water Demand	105
Table 20: Proposed Project Estimated Wastewater Generation	107
Table 21: Expected Operational Solid Waste Generation	109
Table 22: Related Projects List	111
Table 23: Projected Cumulative Housing Units	116
Table 24: Projected Cumulative Student Generation	118
Table 25: Determination of Cumulative Impacts	120
Table 26: Projected Cumulative Water Demand	121
Table 27: Projected Cumulative Wastewater Generation.....	121
Table 28: Cumulative Operation Solid Waste Generation.....	123

APPENDICES

APPENDIX A: AIR QUALITY MODELING WORKSHEETS

APPENDIX B: FAULT RUPTURE HAZARD INVESTIGATION

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.

APPENDIX C: GEOTECHNICAL REPORT

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.

APPENDIX C: GREENHOUSE GAS EMISSIONS CALCULATIONS WORKSHEETS

APPENDIX D: ENVIRONMENTAL SITE ASSESSMENT

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

APPENDIX E: NOISE MONITORING DATA AND CALCULATON WORKSHEETS

APPENDIX F: TRAFFIC STUDY

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

APPENDIX H: SEWER AREA STUDY

John M. Cruikshank Consultants, Inc., Sewer Area Study for 14733 – 14803 S. Stanford Ave., dated October 4, 2016.

APPENDIX I: CONSULTATION LETTERS

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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

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

Approval Required

☐☒☐

Major projects in the area:*Project/Case No.*

1. City of Compton, 930 W. Compton Boulevard
2. City of Compton, 950 W. Alondra Boulevard
3. County of Los Angeles, 13218 Avalon Boulevard

Description and Status

- 41 dwelling unit condominium project.
- 28 dwelling unit condominium and 3,000 square foot church project.
- 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.

- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Agriculture/Forest | <input type="checkbox"/> Hazards/Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Utilities/Services |
| <input type="checkbox"/> Energy | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Mandatory Findings
of Significance |
| <input type="checkbox"/> 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.

Signature (Prepared by)

Kevin Finkel

Date

11/28/2016

Signature (Approved by)

Kevin Finkel

Date

11/28/2016

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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 5 is located approximately 0.3 miles east of the Project Site at the Compton Adult School.



Figure 1

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.

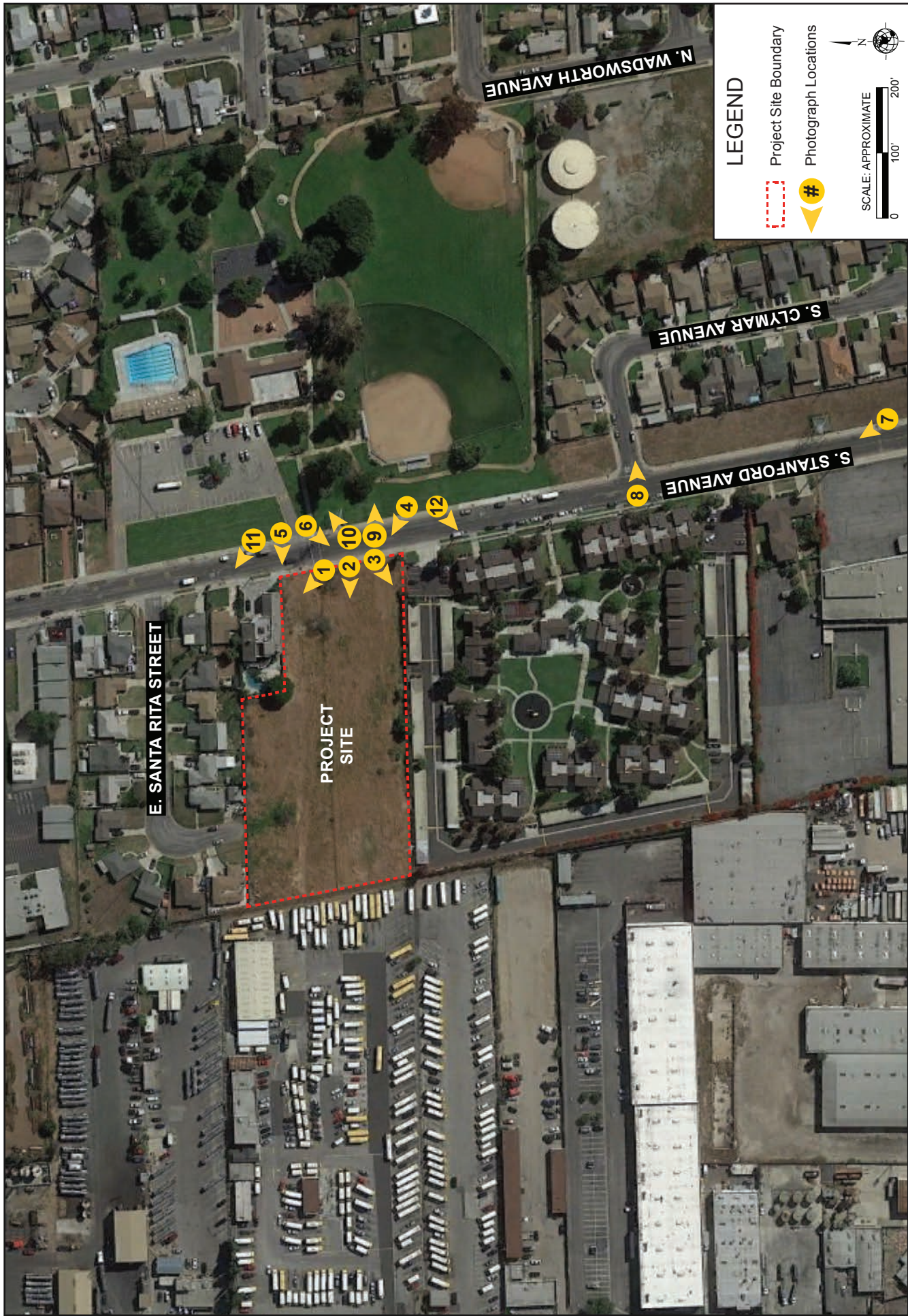
Land Use and Zoning

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

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.

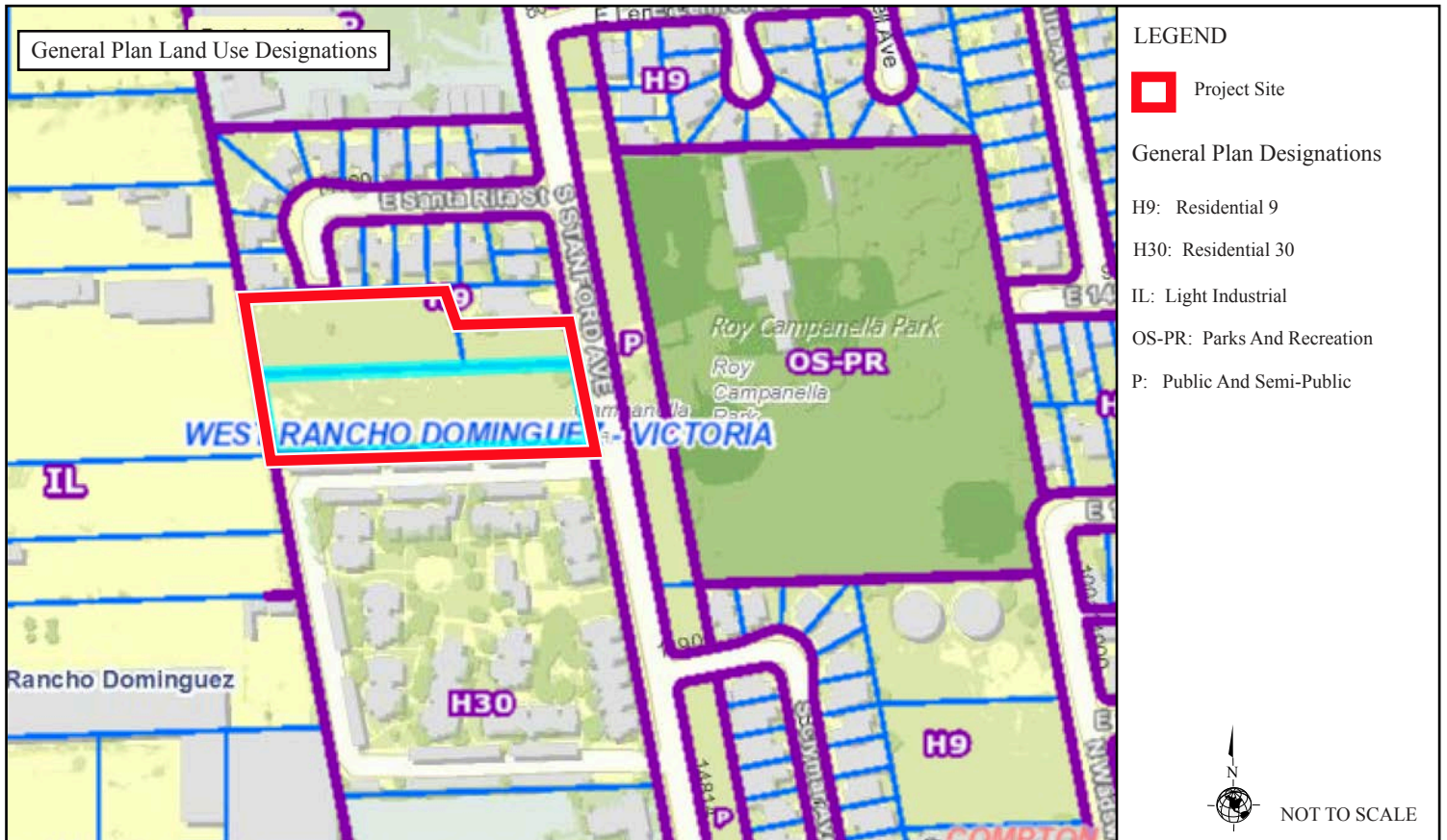
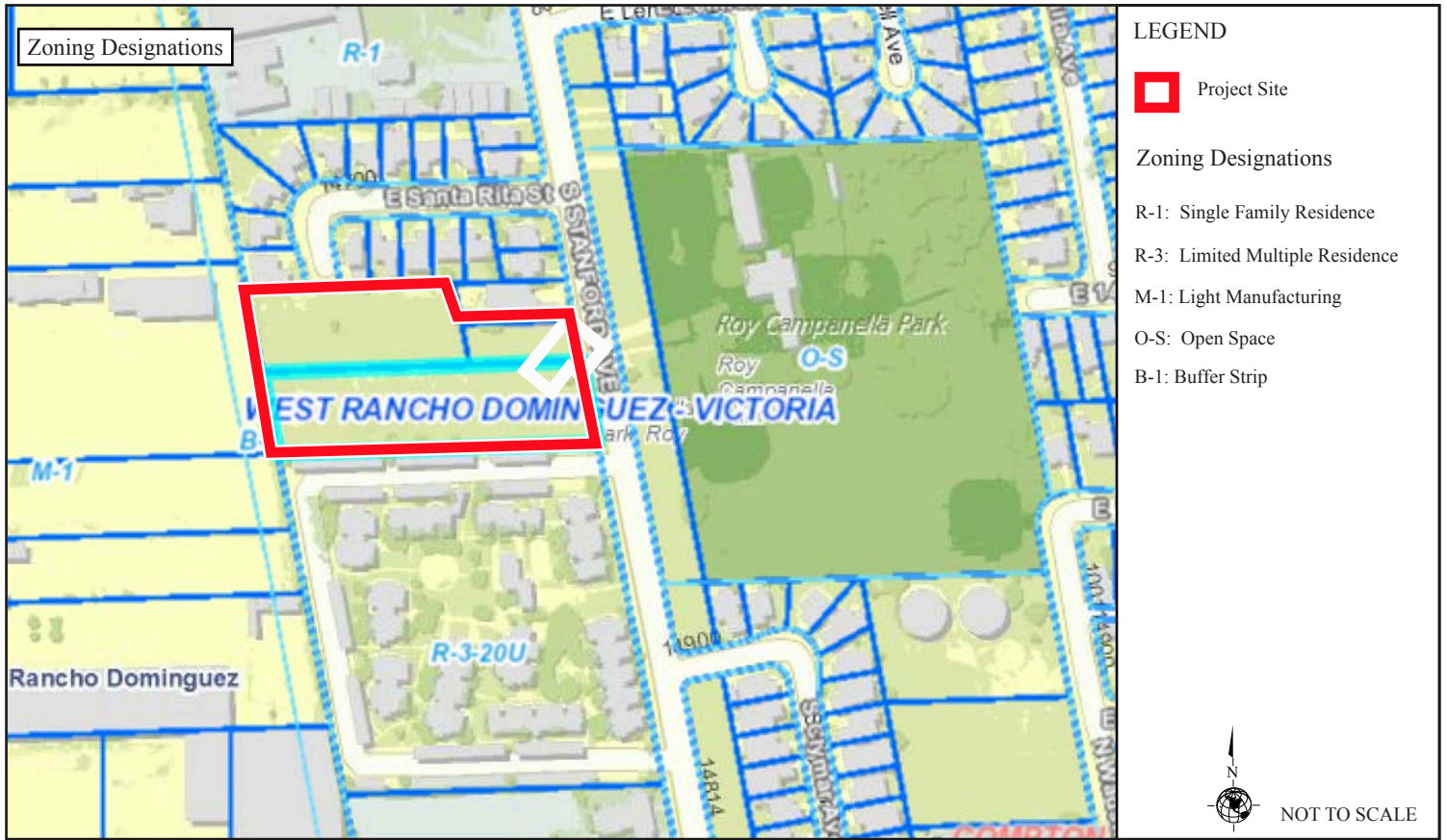


View 6: From the east side of S. Stanford Avenue looking southwest towards the Project Site.

Source: Parker Environmental Consultants, 2015



Figure 3
Photographs of the Project Site



Source: Los Angeles County Department of Regional Planning, 2015

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



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

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

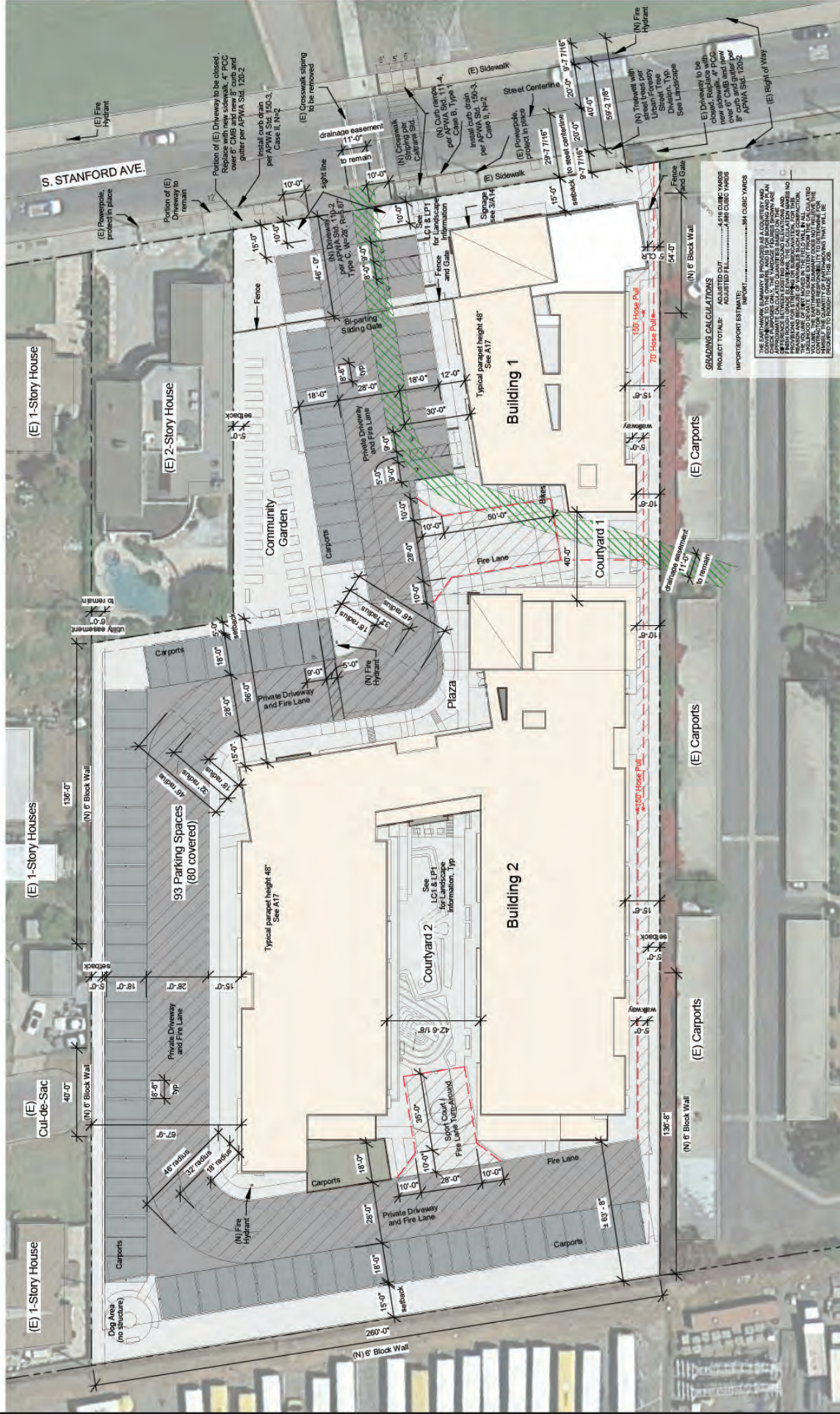
compliment the two-story Warwick Terrace Apartments to the south. The Proposed Project would be similar to the character of the two-story Warwick Terrace Apartments. The Proposed Project's architecture would be sensitive to the single-family residences immediately to the north.

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

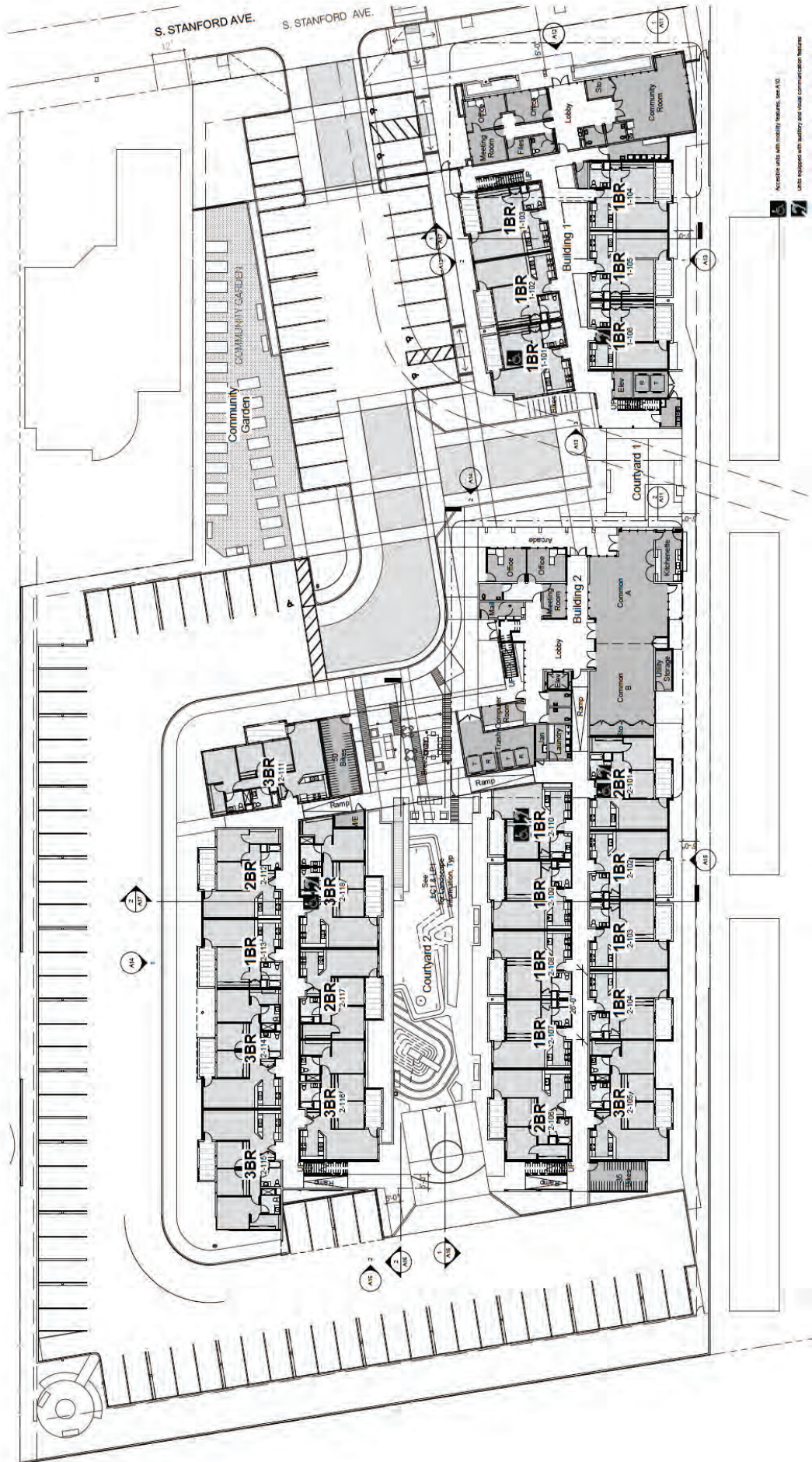
Open Space / Landscape Summary			
Type of Open Space	Number of Units	Square Feet Required	Total Square Feet Required
Private Open Space	24	60 sf/du (ground floor)	1,440
	61	30 sf/du (upper floor)	1,830
Common Open Space	85	17.5 sf/du	1,488
Common Indoor Area	--	600 sf min	600
Open Space / Landscaping 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	
2 nd Floor Common Room		349	
3 rd 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.



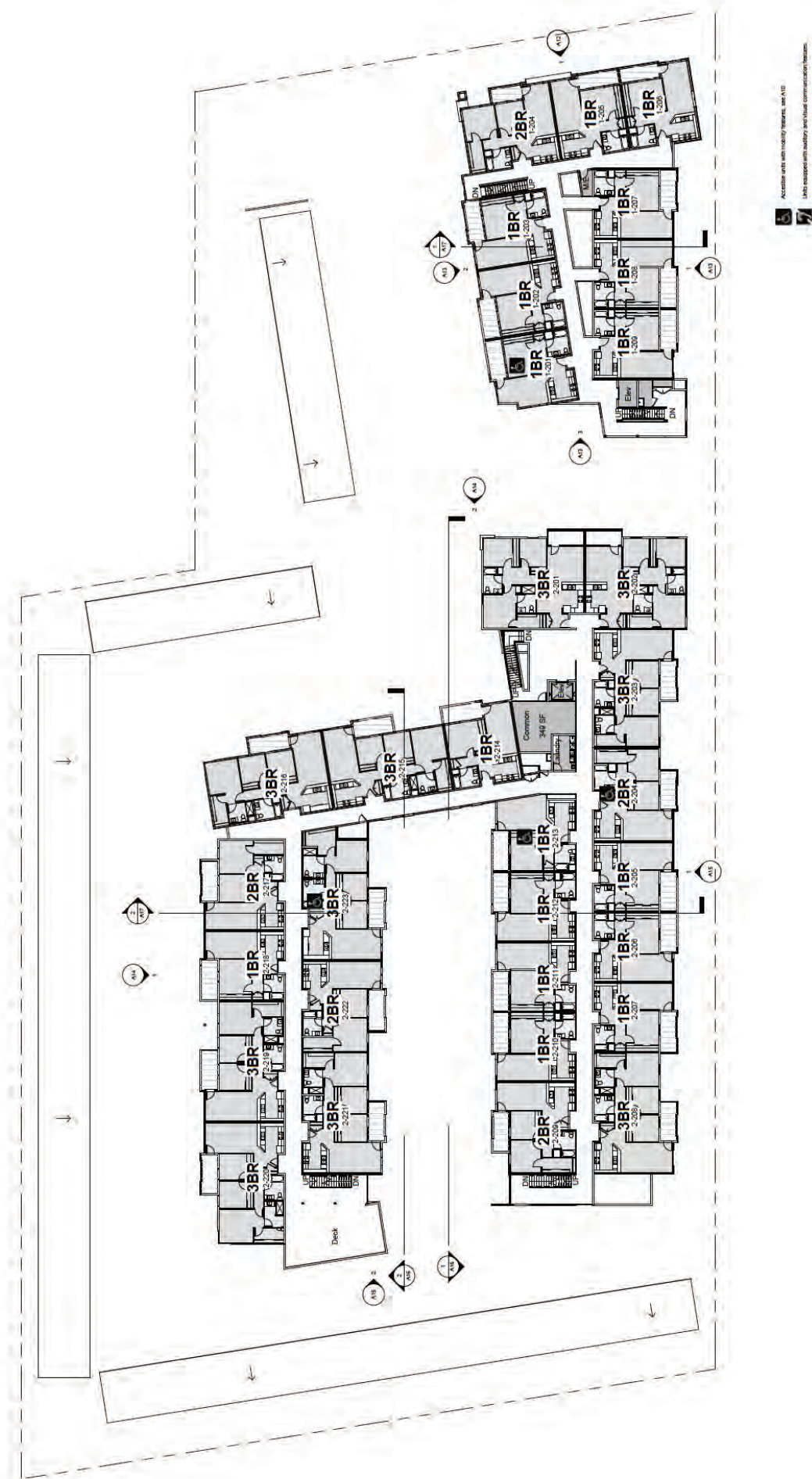
Figure 6
Site Plan



Source: Shelter LLP., October 21, 2016



Figure 7
First Floor Plan

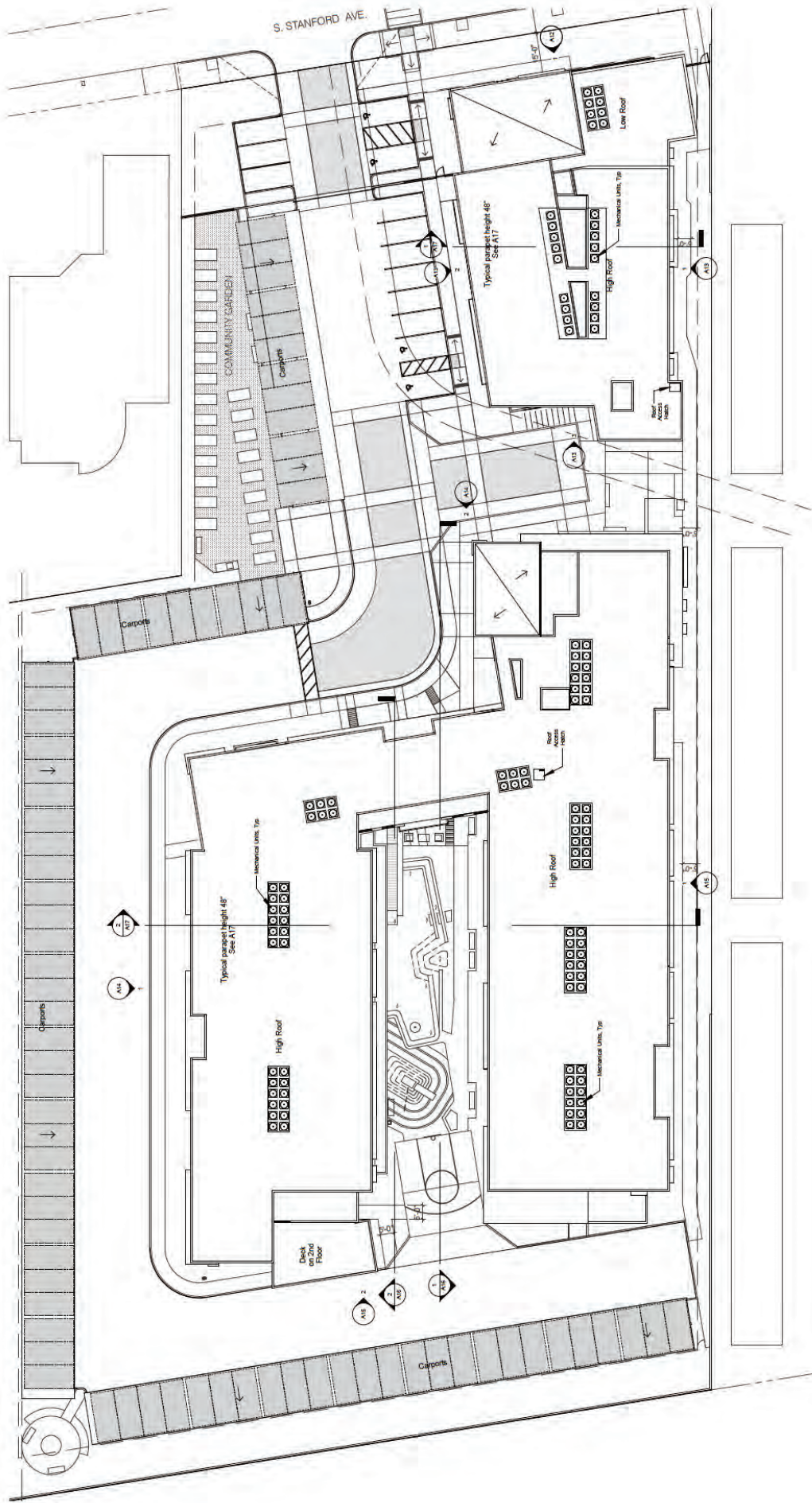


Source: Shelter LLP, October 21, 2016



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Figure 9
Third Floor Plan



Source: Shelter LLP., October 21, 2016

Figure 10
Roof Plan



Source: Shelter LLP., October 21, 2016

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



Figure 13
Building Two Elevations - South and West



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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

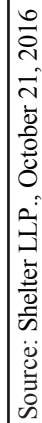


Figure 17 Hardscape Concept Plan

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

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

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project Site is located in an urbanized area 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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://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?

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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://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?

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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.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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?

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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.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD)?

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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?

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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 (O₃)** 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 (NO₂)** 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 $\text{PM}_{2.5}$)** 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 $\text{PM}_{2.5}$) 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 SCAQMD¹⁴, 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 PM₁₀
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 PM₁₀
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
<i>Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. CalEEMod sheets are provided in Appendix A to this IS/MND.</i>						

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
<i>Note: CalEEMod worksheets are provided in Appendix A to this IS/MND.</i>						

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)?

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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, NO₂, PM₁₀, 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?

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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, Warwick 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?

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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

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A review of the California Natural Diversity Database (CNDDDB) 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 region¹⁷. 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 by 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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, CNDDDB 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?

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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?

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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. Section 10.13). 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.)?

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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)?

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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?

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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

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines § 15064.5?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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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 Gabrielino 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?

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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?

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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

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Conflict with Los Angeles County Green Building Standards Code (L.A. County Code Title 31)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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

	<i>Less Than Significant</i>	<i>Less Than Significant</i>	<i>No</i>
<i>Potentially Significant Impact</i>	<i>Impact with Mitigation Incorporated</i>	<i>Impact</i>	<i>Impact</i>

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.

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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?

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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?

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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?

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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 1/2 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?

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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?

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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?

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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 (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H₂O). CO₂ 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 CO₂ equivalents (CO₂e).

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 MMTCO₂e. 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 15064.4 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.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Generate greenhouse gas (GHGs) emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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 CO₂e metric tons per year (CO₂e 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 CO₂e metric tons, with the greatest annual increase in GHG emissions estimated at 368.78 CO₂e MTY in 2016.

Table 7
Proposed Project Construction-Related Greenhouse Gas Emissions

Year	CO₂e 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	CO₂e 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 CO₂e 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 CO₂e 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?

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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

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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?

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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?

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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?

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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?

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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?

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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

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Violate any water quality standards or waste discharge requirements?

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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)?

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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 unlikely 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?

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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 be 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?

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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 be 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?

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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?

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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 existing or planned stormwater 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?

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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)?

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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?

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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)?

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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?

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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?

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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?

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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?

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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?

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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

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Physically divide an established community?

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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?

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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?

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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?

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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

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<p>Would the project result in:</p> <p>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?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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		
<i>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.</i>			

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
<i>Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.</i>				

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

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 law⁵⁸, 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 through 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?

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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
<i>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).</i>					

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

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

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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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?

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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 closest 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.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Sheriff protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Parks?

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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's 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		
<i>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/nps/portal/dpr/Parks/; accessed June 2015; Google Earth, accessed June 2015, and (3) NavigateLA (when necessary) http://navigatela.lacity.org/navigatela/, accessed June 2015.</i>			

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?

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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?

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

16. RECREATION

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 recreational 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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?

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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

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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
<i>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</i> <i>Source: KOA Corporation, Traffic Impact Study – 14733-14803 Stanford Avenue Apartment Project, dated May 18, 2016.</i>								

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?

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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?

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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)?

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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 emergency access?

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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

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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

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Exceed wastewater treatment requirements of either the Los Angeles or Lahontan Regional Water Quality Control Boards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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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
<i>Notes:</i> <i>sf = square feet; du = dwelling units, gpd: gallons per day</i> ^a <i>City of Los Angeles, CEQA Thresholds Guide, 2006, Exhibit M.2-12.</i>			

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 wastewater. 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
<i>Notes:</i> <i>sf = square feet; du = dwelling units, gpd: gallons per day</i> ^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?

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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?

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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?

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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?

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

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

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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

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

<p>b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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)?

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

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
<i>City of Compton</i>		
Apartments/Condominiums ^a	69	286
<i>County of Los Angeles</i>		
Apartments/Condominiums ^b	54	199
Related Projects Total:	123	485
Proposed Project Total:	85	313
CUMULATIVE NET TOTAL:	208	798
<i>Notes:</i> ^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
<p><i>Notes:</i> <i>sf = square feet; du = dwelling units</i> <i>Notes: Church land use project was not included in Student Generation.</i> ^a <i>Student generation rates are as follows for single-family attached residential uses: .053 elementary, .0145 middle and .0303 high school students per unit.</i> ^b <i>Student generation rates are as follows for multi-family residential uses: .1649 elementary, .0450 middle and .0943 high school students per unit.</i> <i>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.</i></p>					

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

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			
<i>Residential</i>			
Condominiums ^b	69 du	240 gpd/du	16,560
Multi-Family Apartment ^b	54 du	240 gpd/du	12,960
<i>Retail / Commercial</i>			
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
<i>Notes:</i> ^a <i>sf = square feet; du = dwelling units, gpd: gallons per day</i> ^a <i>City of Los Angeles, CEQA Thresholds Guide, 2006, Exhibit M.2-12.</i> ^b <i>Condominiums and multi-family apartment rates based on 3-bedroom for conservative estimate.</i> ^c <i>Church assumes 7 square feet / seat. Source: California Airport Land Use Planning Handbook (2002).</i>			

Table 27
Projected Cumulative Wastewater Generation

Type of Use	Size	Wastewater Demand Rate (gpd/unit) ^a	Total Wastewater Demand (gpd)
Related Projects			
<i>Residential</i>			
Condominiums ^b	69 du	200 gpd/du	13,800
Multi-Family Apartment ^b	54 du	200 gpd/du	10,800
<i>Retail / Commercial</i>			
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
<i>Notes:</i> ^a <i>sf = square feet; du = dwelling units, gpd: gallons per day</i> ^a <i>City of Los Angeles, CEQA Thresholds Guide, 2006, Exhibit M.2-12.</i> ^b <i>Condominiums and multi-family apartment rates based on 3-bedroom for conservative estimate.</i> ^c <i>Church assumes 7 square feet / seat. Source: California Airport Land Use Planning Handbook (2002).</i>			

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
<i>Notes:</i> <i>sf = square feet; du = dwelling units</i> ^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?

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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

CNDDDB	California Natural Diversity Database
CNEL	Community Noise Exposure Level
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	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
HMA	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
NO_x	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
SO _x	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/m ³	micrograms per cubic meter



MITIGATION MONITORING AND REPORTING PROGRAM

PROJECT NO. R2015-02448 / General Plan Amendment No. RPPL2016001066; Zone Change No. RZC2015000008;
Administrative Housing Permit No. RHSG2015000004; 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.

	Nov. 3, 2016
Applicant	Date
	11/3/2016
Staff	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	<p>The project shall incorporate water conservation measures in its landscape design and installation. The Project landscape plan shall incorporate the following:</p> <ul style="list-style-type: none"> • 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	<p>The Project shall incorporate the following water conservation features into its design:</p> <ul style="list-style-type: none"> • 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

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
		<p>efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.</p> <ul style="list-style-type: none"> • 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

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
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	exterior of the proposed structure. 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

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
V-2	Cultural Resources	<p>Project Site grading and excavation activities are completed.</p> <p>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.</p> <p>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</p>	<p>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.</p>	During construction activities.	Applicant, Contractors	DRP
V-3	Cultural Resources	<p>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</p>	<p>During construction activities, in the event that human remains are discovered during excavation activities, the contractors shall stop all activities in the</p>	During construction activities.	Applicant, Contractors	DRP

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
		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 descendant of the deceased Native American. The most likely descendant 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 descendant 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 descendant 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/up sizing 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

SUN COMMONS

MITIGATION MONITORING PROGRAM

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

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

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

The Project Applicant shall be responsible for implementing all mitigation measures, unless otherwise noted, and shall be obligated to provide documentation concerning implementation of the listed mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency as provided for herein. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted.

As shown on the following pages, each required mitigation measure for the proposed Project is listed and categorized by impact area, with accompanying discussion of:

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

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

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

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

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

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

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

It is the intent of this MMP to:

- Verify compliance of the required mitigation measures of the MND;

- Provide a methodology to document implementation of required mitigation;

- Provide a record and status of mitigation requirements;

- Identify monitoring and enforcement agencies;

- Establish and clarify administrative procedures for the clearance of mitigation measures;

- Establish the frequency and duration of monitoring and reporting; and

- Utilize the existing agency review processes' wherever feasible.

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

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

MITIGATION MONITORING PROGRAM

Biology

IV-20 Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas)

The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). 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).

- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
 - a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
 - b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
 - c. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
 - d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, prior to issuance of building permit; or, if vegetation removal, building demolition or grading is initiated during the nesting season, as determined by a qualified biologist

Action Indicating Compliance: if vegetation removal, building demolition, or grading is initiated during the nesting season, submittal of a survey report by a qualified biologist.

IV-60 Tree Preservation (Grading Activities)

- “Orange fencing” or other similarly highly visible barrier shall be installed outside of the drip line of locally protected and significant (trunk diameter of 8 inches or greater) non-protected trees, or as may be recommended by the Tree Expert. The barrier shall be maintained throughout the grading phase, and shall not be removed until the completion and cessation of all grading activities.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

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

Public Services

XIV-20 Public Services (Police – Demolition/Construction Sites)

Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

Enforcement Agency: Los Angeles Department of building and Safety

Monitoring Agency: Los Angeles Department of building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance: Field inspection sign-off

Mandatory Findings of Significance

XVIII-10 Cumulative Impacts

There may be environmental impacts which are individually limited, but significant when viewed in connection with the effects of past projects, other current projects, and probable future projects. However, these cumulative impacts will be mitigated to a less than significant level through compliance with the above mitigation measures.

XVIII-20 Effects on Human Beings

The project has potential environmental effects which cause substantial adverse effects on human beings, either directly or indirectly. However, these potential impacts will be mitigated to a less than significant level through compliance with the above mitigation measures.

XVIII-30 End

The conditions outlined in this proposed mitigated negative declaration which are not already required by law shall be required as condition(s) of approval by the decision-making body except as noted on the face page of this document. Therefore, it is concluded that no significant impacts are apparent which might result from this project's implementation.

Regulatory Compliance Measures

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

AESTHETICS

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

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

AGRICULTURE and FORESTRY

AIR QUALITY

- **Regulatory Compliance Measure RC-AQ-1(Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
 - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
 - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
 - All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
 - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
 - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
 - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
 - Trucks having no current hauling activity shall not idle but be turned off.
- **Regulatory Compliance Measure RC-AQ-2:** In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
- **Regulatory Compliance Measure RC-AQ-3:** In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.
- **Regulatory Compliance Measure RC-AQ-4:** The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.

- **Regulatory Compliance Measure RC-AQ-5:** The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.
- **Regulatory Compliance Measure RC-AQ-6:** New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.
- **Regulatory Compliance Measure RC-AQ-7 (Spray Painting): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable rules of the Southern California Air Quality Management District, including the following:
 - All spray painting shall be conducted within an SCAQMD-approved spray paint booth featuring approved ventilation and air filtration system.
 - Prior to the issuance of a building permit, use of land, or change of use to permit spray painting, certification of compliance with SCAQMD air pollution regulations shall be submitted to the Department of Building and Safety.
- **Regulatory Compliance Measure RC-AQ-8 (Wireless Facilities):** If rated higher than 50 brake horsepower (bhp), permit required in accordance with SCAQMD Rule 1470 - Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Initial Engines and SCAQMD Rule 1110.2 - Emissions from Gaseous- and Liquid- Field Engines.

BIOLOGY

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

Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.

CULTURAL RESOURCES

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

- Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
 - New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
 - New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.
- **Regulatory Compliance Measure RC-CR-3 (Paleontological):** If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
 - **Regulatory Compliance Measure CR-4 (Human Remains):** If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
 - Stop immediately and contact the County Coroner:
 1104 N. Mission Road
 Los Angeles, CA 90033
 323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
 323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

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

The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.

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

GEOLOGY AND SOILS

- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
- **Regulatory Compliance Measure RC-GEO-2 (Hillside Grading Area):** The grading plan shall conform with the City's Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety's Grading Division. Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.
- **Regulatory Compliance Measure RC-GEO-3 (Landslide Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any landslide and soil displacement, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:
 - ground stabilization
 - selection of appropriate foundation type and depths
 - selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures

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

- **Regulatory Compliance Measure RC-GEO-4 (Liquefaction Area):** The project shall comply with the Uniform Building Code Chapter 18. Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:
 - ground stabilization
 - selection of appropriate foundation type and depths
 - selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.

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

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

HAZARDS AND HAZARDOUS MATERIALS

- **Regulatory Compliance Measure RC-HAZ-1: Explosion/Release (Existing Toxic/Hazardous Construction Materials)**
 - **(Asbestos)** Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.
 - **(Lead Paint)** Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint

materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.

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

HYDROLOGY AND WATER QUALITY

- **Regulatory Compliance Measure RC-WQ-1: National Pollutant Discharge Elimination System General Permit.** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for

Phase 1 of the proposed Modified Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the proposed Modified Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

- **Regulatory Compliance Measure RC-WQ-2: Dewatering.** If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.
- **Regulatory Compliance Measure RC-WQ-3: Low Impact Development Plan.** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.
- **Regulatory Compliance Measure RC-WQ-4: Development Best Management Practices.** The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.
- **Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
 - *United States Army Corps of Engineers.* The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.

- *State Water Resources Control Board.* The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
- *California Department of Fish and Wildlife.* The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.
- **Regulatory Compliance Measure RC-WQ-6 (Flooding/Tidal Waves):** The project shall comply with the requirements of the Flood Hazard Management Specific Plan, Ordinance No. 172081 effective 7/3/98.

LAND USE AND PLANNING

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

MINERAL RESOURCES

NOISE

- **Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities):** The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

POPULATION AND HOUSING

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

PUBLIC SERVICES**Schools**

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

Parks

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

RECREATION

See RC measures above under Parks.

TRANSPORTATION AND TRAFFIC

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

PUBLIC UTILITIES AND SERVICE SYSTEMS**Water Supply**

- **Regulatory Compliance Measure RC-WS-1 (Fire Water Flow)** The Project Applicant shall consult with the LADBS and LAFD to determine fire flow requirements for the Proposed Project, and will contact a Water Service Representative at the LADWP to order a SAR. This system hydraulic analysis will determine if existing LADWP water supply facilities can provide the proposed fire flow requirements of the Project. If water main or

infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the Applicant or LADWP.

- **Regulatory Compliance Measure RC-WS-2 (Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's water use.
- **Regulatory Compliance Measure RC-WS-3 (New Carwash):** The applicant shall incorporate a water recycling system to the satisfaction of the Department of Building and Safety.
- **Regulatory Compliance Measure RC-WS-4 (Landscape)** The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

Energy

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

Solid Waste

- **Regulatory Compliance Measure RC-SW-1 (Designated Recycling Area)** In compliance with Los Angeles Municipal Code, the proposed Modified Project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.
- **Regulatory Compliance Measure RC-SW-2 (Construction Waste Recycling)** In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70 percent by 2013, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished through the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent. In compliance with the Los Angeles Municipal Code, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation.
- **Regulatory Compliance Measure RC-SW-3 (Commercial/Multifamily Mandatory Recycling)** In compliance with AB341, recycling bins shall be provided at appropriate

locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB341.

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY

City of Los Angeles

COUNCIL DISTRICT

CD 2 - PAUL KREKORIAN

PROJECT TITLE

ENV-2015-4441-MND

CASE NO.

CPC-2015-4440-GPA-ZC-HD

PROJECT LOCATION

10516 – 10526 W. Dubnoff Way; 6348 ½ - 6354 Cahuenga Boulevard; 6323 – 6355 N. Clybourne Avenue

PROJECT DESCRIPTION

The renovation existing special education facility space (five structures totaling approximately 12,410 square feet) and the establishment of a foster family agency to recruit, train, certify, and monitor foster parents in the local area. The project will include the continued operation of a children's group home, including classroom and counseling space and administrative office uses. Although the site was previously entitled to serve up to 175 students, the existing programs operating out of the site will serve approximately 100 to 150 children per month. Most of the services provided, however, will be conducted in the individual home of each child.

Proposed construction work involves the removal of an existing pool to allow for the construction of an outdoor stage area and the demolition of an accessory building (approximately 1,000 square feet) to allow for the provision of additional parking spaces. Collectively, a total of approximately 18,939 square feet of building area and 32 parking spaces will be provided on-site. The project will also involve the removal of five (5) trees and the planting of approximately 30 trees that will be dispersed throughout the parking and open areas.

The project is seeking a General Plan Amendment from Low Residential and Parking Buffer to Highway Oriented Commercial Uses; and a Zone and Height District Change from the P1-1 and R1-1 Zones to the (T)(Q)C2-1VL Zone.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY

Bernard La Fianza Penny Lane Centers
15305 Rayan Street
North Hills, CA 91343

FINDING:

The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance

(CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM

JENNAFER MONTERROSA

TITLE

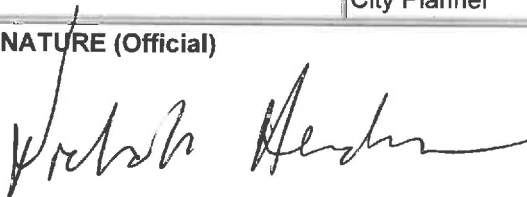
City Planner

TELEPHONE NUMBER

(213) 978-1377

ADDRESS

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

SIGNATURE (Official)**DATE**

JUNE 1, 2016

IV-20. Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas)

- The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). 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).
- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
- Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
- If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
- Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
- The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

XIV-20. Public Services (Police – Demolition/Construction Sites)

-
- Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY
and CHECKLIST
(CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles	COUNCIL DISTRICT: CD 2 - PAUL KREKORIAN	DATE: 05/12/2016
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2015-4441-MND	RELATED CASES: CPC-2015-4440-GPA-ZC-HD	
PREVIOUS ACTIONS CASE NO.:	<input type="checkbox"/> Does have significant changes from previous actions. <input checked="" type="checkbox"/> Does NOT have significant changes from previous actions.	
PROJECT DESCRIPTION: GENERAL PLAN AMENDMENT TO HIGHWAY ORIENTED COMMERCIAL AND ZONE CHANGE TO [Q]C2-1VL.		
ENV PROJECT DESCRIPTION: <p>The renovation existing special education facility space (five structures totaling approximately 12,410 square feet) and the establishment of a foster family agency to recruit, train, certify, and monitor foster parents in the local area. The project will include the continued operation of a children's group home, including classroom and counseling space and administrative office uses. Although the site was previously entitled to serve up to 175 students, the existing programs operating out of the site will serve approximately 100 to 150 children per month. Most of the services provided, however, will be conducted in the individual home of each child.</p> <p>Proposed construction work involves the removal of an existing pool to allow for the construction of an outdoor stage area and the demolition of an accessory building (approximately 1,000 square feet) to allow for the provision of additional parking spaces. Collectively, a total of approximately 18,939 square feet of building area and 32 parking spaces will be provided on-site. The project will also involve the removal of five (5) trees and the planting of approximately 30 trees that will be dispersed throughout the parking and open areas.</p> <p>The project is seeking a General Plan Amendment from Low Residential and Parking Buffer to Highway Oriented Commercial Uses; and a Zone and Height District Change from the P1-1 and R1-1 Zones to the (T)(Q)C2-1VL Zone.</p>		
ENVIRONMENTAL SETTINGS: <p>The subject property comprises 2.02 acres, bounded by Dubnoff Way on the north, Clybourn Avenue on the east, a public alley on the south, and Cahuenga Boulevard on the west. The site is occupied by social service facility campus that is presently devoted to special education, a group home, administrative office uses, foster family agency operations, and accessory services such as classroom and counseling space. The campus is composed of 13 individual structures.</p> <p>The site is located in the R1 and P1 Zones, within the North Hollywood – Valley Village Community Plan which designates the site for Low Residential and Parking Buffer land uses. The subject to any Overlay Districts or Specific Plans. The site is located within 3.52 kilometers of the Verdugo Fault but is not subject to landslides or liquefaction. The site is located immediately west of the City of Burbank.</p> <p>The land use and zoning within 500 feet of the property site is reflective of a mix of commercial, single-family, and cemetery uses. The neighboring property abutting the subject site to the north is comprised of open grounds of the Valhalla Cemetery, located in the A1-1XL Zone and designated for Open Space. The neighboring property to the west, across Cahuenga Boulevard, is developed with the Pierce Brothers mortuary facility, located within the Valhalla Cemetery property, within the A1-1XL Zone and designated for Open Space. To the south, across a public alley, the subject property abuts the rear of various small scale commercial uses fronting on Victory Boulevard, located within the C2-1VL Zone and designated for Highway Oriented Commercial. The neighboring property to the east, across Clybourn Avenue, faces the rear walls of single-family residential dwellings located within the City of Burbank.</p>		
PROJECT LOCATION: 10516 – 10526 W. Dubnoff Way; 6348 ½ - 6354 Cahuenga Boulevard; 6323 – 6355 N. Clybourne Avenue		

COMMUNITY PLAN AREA: NORTH HOLLYWOOD - VALLEY VILLAGE STATUS: <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	AREA PLANNING COMMISSION: SOUTH VALLEY	CERTIFIED NEIGHBORHOOD COUNCIL: MID-TOWN NORTH HOLLYWOOD
EXISTING ZONING: R1-1 and P1-1	MAX. DENSITY/INTENSITY ALLOWED BY ZONING: 1 du per 5,000 square ft.	
GENERAL PLAN LAND USE: Low Residential and Parking Buffer	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: 1 du per 5,000 square ft.	LA River Adjacent:
	PROPOSED PROJECT DENSITY: na	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☐ I find the proposed project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

City Planner

(213) 978-1377

Signature

Title

Phone

Evaluation Of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input type="checkbox"/> AESTHETICS	<input type="checkbox"/> GREEN HOUSE GAS EMISSIONS	<input type="checkbox"/> POPULATION AND HOUSING
<input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES	<input type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS	<input checked="" type="checkbox"/> PUBLIC SERVICES
<input type="checkbox"/> AIR QUALITY	<input type="checkbox"/> HYDROLOGY AND WATER QUALITY	<input type="checkbox"/> RECREATION
<input checked="" type="checkbox"/> BIOLOGICAL RESOURCES	<input type="checkbox"/> LAND USE AND PLANNING	<input type="checkbox"/> TRANSPORTATION/TRAFFIC
<input type="checkbox"/> CULTURAL RESOURCES	<input type="checkbox"/> MINERAL RESOURCES	<input type="checkbox"/> UTILITIES AND SERVICE SYSTEMS
<input type="checkbox"/> GEOLOGY AND SOILS	<input type="checkbox"/> NOISE	<input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE

INITIAL STUDY CHECKLIST

(To be completed by the Lead City Agency)

Background

PROPONENT NAME:

Bernard La Fianza
Penny Lane Centers

PHONE NUMBER:

(805) 388-3355

APPLICANT ADDRESS:

15305 Rayan Street
North Hills, CA 91343

AGENCY REQUIRING CHECKLIST:

Department of City Planning

DATE SUBMITTED:

12/08/2015

PROPOSAL NAME (if Applicable):

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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I. AESTHETICS

a.	Have a substantial adverse effect on a scenic vista?				✓
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?			✓	
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓	

II. AGRICULTURE AND FOREST RESOURCES

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

III. AIR QUALITY

a.	Conflict with or obstruct implementation of the applicable air quality plan?				✓
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			✓	
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				✓
d.	Expose sensitive receptors to substantial pollutant concentrations?				✓
e.	Create objectionable odors affecting a substantial number of people?			✓	

IV. BIOLOGICAL RESOURCES

a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		✓		
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✓
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		✓		
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

V. CULTURAL RESOURCES

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?				✓
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?				✓
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓
d.	Disturb any human remains, including those interred outside of formal cemeteries?				✓

VI. GEOLOGY AND SOILS

a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?			✓	
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?				✓
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?				✓
e.	Result in substantial soil erosion or the loss of topsoil?			✓	
f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓	
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			✓	
h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓

VII. GREEN HOUSE GAS EMISSIONS

a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			✓	
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			✓	
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓
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IX. HYDROLOGY AND WATER QUALITY

a.	Violate any water quality standards or waste discharge requirements?			✓	
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				✓
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
f.	Otherwise substantially degrade water quality?				✓
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j.	Inundation by seiche, tsunami, or mudflow?				✓

X. LAND USE AND PLANNING

a.	Physically divide an established community?				✓
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓

XI. MINERAL RESOURCES

a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

XII. NOISE

a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			✓	
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓
XIII. POPULATION AND HOUSING					
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✓
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓
XIV. PUBLIC SERVICES					
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?			✓	
b.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?		✓		
c.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?				✓
d.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?				✓
e.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities?				✓
XV. RECREATION					
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✓
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓
XVI. TRANSPORTATION/TRAFFIC					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			✓	

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			✓	
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
e.	Result in inadequate emergency access?				✓
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓	

XVII. UTILITIES AND SERVICE SYSTEMS

a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g.	Comply with federal, state, and local statutes and regulations related to solid waste?			✓	

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			✓	
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			✓	
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓	

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

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2015-4441-MND** and the associated case(s),

CPC-2015-4440-GPA-ZC-HD. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org> ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763.

Seismic Hazard Maps - <http://gmw.consrv.ca.gov/shmp/>

Engineering/Infrastructure/Topographic Maps/Parcel Information - <http://boemaps.eng.ci.la.ca.us/index01.htm> or City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
JENNAFER MONTERROSA	City Planner	(213) 978-1377	05/05/2016

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

I. AESTHETICS

a.	NO IMPACT	<p>A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. Diminishment of a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected. The land use and zoning within 500 feet of the property site is reflective of a mix of commercial, single-family, and cemetery uses. No visible scenic vistas are located in the immediate vicinity of the project area. The neighboring property abutting the subject site to the north is comprised of open grounds of the Valhalla Cemetery, located in the A1-1XL Zone and designated for Open Space. The neighboring property to the west, across Cahuenga Boulevard, is developed with the Pierce Brothers mortuary facility, located within the Valhalla Cemetery property, within the A1-1XL Zone and designated for Open Space. To the south, across a public alley, the subject property abuts the rear of various small scale commercial uses fronting on Victory Boulevard, located within the C2-1VL Zone and designated for Highway Oriented Commercial. The neighboring property to the east, across Clybourn Avenue, faces the rear walls of single-family residential dwellings located within the City of Burbank. The project will involve the renovation of existing structures, including the removal of a pool and the construction of an outdoor stage area; however, no new construction of any enclosed structures is proposed. Therefore, the proposed project would not increase the height and massing of development on the project site and project implementation would not obstruct any views of unique scenic vistas or focal points. No impacts to scenic vistas are anticipated.</p>	
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Impact?	Explanation	Mitigation Measures
NO IMPACT	A significant impact would occur if the proposed project would substantially damage scenic resources within a State Scenic Highway. The subject property is not located in the immediate vicinity of a designated scenic highway. Furthermore, the project will involve the renovation of existing structures, including the removal of a pool; however, no new construction of any enclosed structures is proposed. Therefore, the proposed project would not increase the height and massing of development on the project site and project implementation would not create any impacts on scenic highways.	
LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would substantially degrade the existing visual character or quality of the project site and its surroundings. Significant impacts to the visual character of a site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed project detract from the visual character of an area. The project involves the renovation 12,410 square feet of existing floor area (dispersed among 5 buildings), the removal of an existing pool to allow for the construction of an outdoor stage area, and the demolition of an accessory, approximately 1,000 square-foot building to allow for the provision of additional parking. The project will also involve the removal of five existing trees and the planting of approximately 30 trees. The proposed project would not degrade the existing visual character or quality of the project site and its surroundings as the project would enhance rather than detract from the visual character of an area. Therefore, less than significant impacts on the visual quality of the area are anticipated.	
LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly	

Impact?	Explanation	Mitigation Measures
	<p>polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets.</p> <p>Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions. With exception to the neighboring cemetery, the urbanized nature of the area creates a moderate level of ambient nighttime light. Nighttime lighting sources include street lights, vehicle headlights, and interior and exterior building illumination. The tenant improvements of existing facilities may include the upgrade of existing nighttime security lighting primarily along the perimeter of the project site. Such lighting would be downward facing and directed in areas, such as the adjoining alley, to maintain a level of safety for the site. The closest sensitive use is a single family residence located immediately south of the campus property. This structure fronts on Clybourne Avenue. Possible lighting that would be visible to this use from the project would be emitted from a building identified as Building F on the submitted plans; however, this structure the project does not propose any renovations or changes to Building F. Therefore, lighting impacts are anticipated to have a less than significant impact.</p>	

II. AGRICULTURE AND FOREST RESOURCES

a.	NO IMPACT	<p>A significant impact would occur if the proposed project would convert valued farmland to non-agricultural uses. The site is occupied by an outpatient and school-based mental health services facility campus that is presently devoted to special education, a group home, administrative office uses, foster family agency operations, and accessory services such as additional classroom and counseling space. No Farmland, agricultural uses, or related operations are present within the project site or surrounding area. Due to its urban setting, the project site and surrounding area are not included in the Farmland Mapping and Monitoring Program of the</p>
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Impact?	Explanation	Mitigation Measures
	California Resources Agency. Therefore, the proposed project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would occur.	
b. NO IMPACT	A significant impact would occur if the proposed project conflicted with existing agricultural zoning or agricultural parcels enrolled under the Williamson Act. The project site is not zoned for agricultural use or under a Williamson Contract. The project site is currently zoned R1 and P1. As the project site and surrounding area do not contain farmland of any type, the proposed project would not conflict with a Williamson Contract. Therefore, no impacts would occur.	
c. NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning or caused rezoning of forest land or timberland, or result in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. As identified above, the project site is currently zoned R1 and P1. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.	
d. NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning or caused rezoning of forest land or timberland, or result in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. As identified above, the project site is currently zoned R1 and P1. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.	
e. NO IMPACT	A significant impact would occur if the proposed project caused the conversion of farmland to non-agricultural use. The project site does not contain farmland, forestland, or timberland. Therefore, no impacts would occur.	
III. AIR QUALITY		

Impact?	Explanation	Mitigation Measures
NO IMPACT	<p>The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD, in conjunction with the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the United States Environmental Protection Agency (EPA), prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. Given the project does not involve a net expansion of floor area nor propose any new uses that would cause an increase in emissions, the proposed project is not expected to conflict with or obstruct the implementation of the AQMP and SCAQMD rules. The proposed project is also subject to the City's Green Building Program Ordinance (Ord. No. 179,890), which was adopted to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional and global ecosystems. Therefore, no significant impacts are anticipated.</p>	
LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. The project involves tenant improvements to an existing building as well as the removal of a pool and construction of an outdoor stage area. Project construction and operation emissions can be estimated using California Emissions Estimator Model (CalEEMod), a statewide land use emissions computer model designed to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from land use projects. According to the CalEEMod model results for a project located on a similar size project with all new construction, overall Construction (Maximum Daily Emission) for the proposed project would not exceed</p>	

Impact?	Explanation	Mitigation Measures
	<p>the SCAQMD thresholds for the criteria pollutants Reactive Organic Compounds (ROG), Nitrogen Oxides (NOx), Carbon Monoxide (CO), Sulfur Dioxide (SO2), and Respirable Particulate Matter (PM10 and PM2.5). Given the proposed limited amount of proposed construction work proposed on site, the project is estimated to generate less than the SCAQMD threshold of 75 pounds per day (lbs/day) for ROG, 100 lbs/day for NOx, 550 lbs/day for CO, 150 lbs per day for SO2, 150 lbs/day for PM10, and 55 lbs/day for PM2.5. Any impacts caused by the proposed changes to the project site will be reduced to less than significant impacts through the implementation of existing building code requirements (Regulatory Compliance Measures). Additionally, based on similar projects, the net increase in facility services difference of the proposed project output, based on the net is also estimated to be below the significance thresholds for these criteria pollutants with regard to Overall Operational Emissions. The project is estimated to generate less than the SCAQMD threshold of 55 pounds per day (lbs/day) for ROG, 55 lbs/day for NOx, 550 lbs/day for CO, 150 lbs per day for SO2, 150 lbs/day for PM10, and 55 lbs/day for PM2.5. Motor vehicles that access the project site would be the predominant source of long-term project emissions; however, the project will only result in the increase of one parking space on campus. Additional emissions would be generated by area sources, such as energy use and landscape maintenance activities. Therefore, the proposed project would result in a less-than-significant impact related to regional operational emissions.</p>	
c. NO IMPACT	<p>The project will produce fugitive dust and mobile source emissions as a result of construction activity. The proposed project and the entire Los Angeles metropolitan area are located within the South Coast Air Basin, which is characterized by relatively poor air quality. The Basin is currently classified as a federal and State non-attainment area for Ozone (O3), Respirable Particulate Matter (PM10 and PM2.5), and lead (Pb) and a federal attainment/maintenance area for Carbon Monoxide (CO). It is classified as a State attainment area for</p>	

Impact?	Explanation	Mitigation Measures
	<p>CO, and it currently meets the federal and State standards for Nitrogen Dioxide (NO₂), Sulfur Oxides (SOX), and lead (Pb). Because the Basin is designated as a State and/or federal nonattainment air basin for O₃, PM₁₀, PM_{2.5}, and NO₂, there is an on-going regional cumulative impact associated with these pollutants. However, an individual project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of emissions. This magnitude is determined by the project-level significance thresholds established by the SCAQMD. The project would be subject to regulatory compliance measures, which reduce the impacts of operational and construction regional emissions. A project of this nature, which will not increase the size of the campus would not likely exceed the project-level SCAQMD localized significance thresholds for criteria air pollutants and the impact would be less than significant.</p>	
d. NO IMPACT	<p>Based on the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The project is a community facility that serves foster children and would be considered a sensitive use. The project involves tenant improvements to existing structures, the removal of a pool, and the construction of an outdoor stage. With regulatory compliance measures, construction-related maximum daily localized construction emissions would not exceed the SCAQMD thresholds for Respirable Particulate Matter (PM₁₀ and PM_{2.5}), Carbon Monoxide (CO), and Nitrogen Oxides (NO_x). The proposed project would not expose sensitive receptors to substantial pollutant concentrations, particularly localized criteria pollutant emissions, during construction. Therefore, the proposed project would result in a less than significant impact.</p>	

Impact?	Explanation	Mitigation Measures
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e.	LESS THAN SIGNIFICANT IMPACT	<p>Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Construction of the proposed project would not cause an odor nuisance. According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed land uses would not result in activities that create objectionable odors. Therefore, the proposed project would result in a less-than-significant impact related to objectionable odors.</p>	
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IV. BIOLOGICAL RESOURCES

a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>A project would have a significant biological impact through the loss or destruction of individuals of a species or through the degradation of sensitive habitat. The project site is located in an urbanized area and the site has been developed with structures since the early 1960s. Vegetation on the site is surrounded by existing buildings and does not provide for any type of habitat. The project involves the removal of six trees but will plant approximately 30 new trees. Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10) and Section 3503 of the California Department of Fish and Wildlife Code. Thus, the project applicant shall comply with the mitigation measures to ensure that no significant impacts to nesting birds or sensitive biological species or habitat would occur. Therefore, with mitigation, the impacts would be reduced to less than significant.</p>	See MM IV-20.
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Impact?	Explanation	Mitigation Measures
NO IMPACT	A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The project site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Therefore, the proposed project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS), and no impacts would occur.	
NO IMPACT	A significant impact would occur if federally protected wetlands would be modified or removed by a project. The project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The project site is located in a highly urbanized area and developed/previously developed with residential, office, and commercial uses. Therefore, the proposed project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, and no impacts would occur.	
NO IMPACT	A significant impact would occur if the proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Due to the highly urbanized nature of the project site and surrounding area, the project site does not support habitat for native resident or migratory species or contain native nurseries. Therefore, the proposed project would not interfere with wildlife movement or impede the use of native wildlife nursery sites, and no impact would occur.	
LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. The proposed project would not conflict with any policies or ordinances protecting biological resources, such as the City of Los Angeles Protected	IV-20

Impact?	Explanation	Mitigation Measures
	<p>Tree Ordinance (No. 177,404). The project site does not contain locally-protected biological resources, such as oak trees, Southern California black walnut, western sycamore, and California bay trees. The proposed project would be required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGF). Both the MBTA and CFGF protects migratory birds that may use trees on or adjacent to the project site for nesting, and may be disturbed during construction of the proposed project. The project would involve the potential removal of up to six existing trees on site, none of which have been identified as protected, and will replace them with 30 new trees. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands), and with the implementation of tree replacement mitigation, the impacts would be reduced to less than significant.</p>	
f. NO IMPACT	<p>The project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan, and no impacts would occur.</p>	
V. CULTURAL RESOURCES		
a. NO IMPACT	<p>A significant impact would occur if the proposed project would substantially alter the environmental context of, or remove identified historical resources. The subject property has been developed since the 1960s. The pool and accessory teacher resource building that will removed in conjunction with the project have not been identified as a potentially significant historic resource. No historical information was discovered to identified or determine any significance. As such, no impacts are anticipated.</p>	

Impact?	Explanation	Mitigation Measures
NO IMPACT	<p>A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed development. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories. In the event that archaeological resources are encountered during construction, the project will be required to adhere to existing regulatory compliance measures that require all construction work in the area of the find to cease until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Given that the project will not involve any excavation, no such impacts are anticipated.</p>	
NO IMPACT	<p>A significant impact would occur if excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features. If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. However, given that the project will not involve any excavation, no such impacts are anticipated.</p>	

Impact?	Explanation	Mitigation Measures
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d.	NO IMPACT	<p>A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. Human remains could be encountered during excavation and grading activities associated with the proposed project. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to occur within the project area, there is always a possibility that human remains can be encountered during construction. The adjacent Valhalla Memorial Park Cemetery was founded in 1923 but is not identified as being a location a pre-dating burial site. If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. If human remains of Native American origin are discovered during project construction, compliance with state laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resource Code Section 5097), relating to the disposition of Native American burials will be adhered to. Therefore, the impact would be less than significant.</p>	
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VI. GEOLOGY AND SOILS

a.	NO IMPACT	<p>A significant impact would occur if the proposed project would cause personal injury or death or result in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. According to the California Department of Conservation Special Studies Zone Map, the project site is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area. The proposed project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human</p>	
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Impact?	Explanation	Mitigation Measures
	occupancy. Therefore, no impacts would occur.	
b. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Seismic activities associated with a number of nearby faults (e.g., Verdugo, Hollywood, Raymond, Newport-Inglewood, Santa Monica, Sierra Madre, and San Andreas Faults), as well as blind thrust faults (e.g., Elysian Park, Puente Hills, and Compton). The project involves the renovation an existing of five (5) existing structures totaling 12,410 square feet, as well as the removal of an existing pool to allow for the construction of an outdoor stage area, and the demolition of an accessory, approximately 1,000 square-foot building to allow for the provision of additional parking. Any work carried out on the subject site could expose people and structures to strong seismic ground shaking. However, any work performed on the site would be required to be designed and constructed in accordance with State and local Building Codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. The proposed project would be required to comply with the California Department of Conservation, Division of Mines and Geology (CDMG) Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California (1997), which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC) and the LAMC. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, impacts related to strong seismic ground shaking would be less than significant.</p>	

	Impact?	Explanation	Mitigation Measures
c.	NO IMPACT	Based upon the criteria established in the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a proposed project site is located within a liquefaction zone. The city's database identifies that the site is not within a liquefaction zone. Being as such, no new impacts are anticipated.	
d.	NO IMPACT	A significant impact would occur if the proposed project would be implemented on a site that would be located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. According to the California Department of Conservation, Division of Mines and Geology, the Seismic Hazard Zones Map for this area shows the project site is not located within a landslide hazard zone. The project site and surrounding area are relatively flat. Therefore, the proposed project would not expose people or structures to potential effects resulting from landslides, and no impacts would occur.	
e.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. Construction of the proposed project would result in ground surface disturbance during site clearance and grading, which could create the potential for soil erosion to occur. Any and all construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQBC) through the City's Stormwater Management Division. In addition, the proposed project would be required to develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. In addition, all onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC. Therefore, a less than significant impact would occur with respect to erosion or loss of topsoil.	

Impact?	Explanation	Mitigation Measures
f.	<p>LESS THAN SIGNIFICANT IMPACT</p> <p>A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. Development of the proposed project would not have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The project site is not identified as being located in an oil field or within an oil drilling area. The proposed project would be required to implement standard construction practices that would ensure that the integrity of the project site is maintained. Construction will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code (UBC) which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. With the implementation of existing Building Code requirements, the potential for landslide lateral spreading, subsidence, liquefaction or collapse would be less than significant.</p>	
g.	<p>LESS THAN SIGNIFICANT IMPACT</p> <p>A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Soils on the project site may have the potential to shrink and swell resulting from changes in the moisture content. However, the proposed project would be required to comply with the requirements of the UBC, LAMC, and other applicable building codes. Compliance with such requirements would reduce impacts related to expansive soils, and impacts would be less than significant.</p>	

Impact?	Explanation	Mitigation Measures
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h.	NO IMPACT	A project would cause a significant impact if adequate wastewater disposal is not available. The project site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The proposed project would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.	
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VII. GREEN HOUSE GAS EMISSIONS

a.	LESS THAN SIGNIFICANT IMPACT	<p>Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and human generated, that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. GHGs, such as carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O), keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°F). Without the greenhouse effect, the Earth would be a frozen globe with an average surface temperature of about 5°F. The City has adopted the LA Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No. 179,890). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. As the LAGBC includes applicable provisions of the State's CALGreen Code, a new development project that can demonstrate it complies with the LAGBC is considered consistent with statewide GHG reduction goals and policies including AB32 (California Global Warming Solutions Act of 2006). Through required implementation of the LAGBC, the proposed project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable contribution to emissions and impacts would be less than</p>	
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Impact?	Explanation	Mitigation Measures
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		significant.	
b.	LESS THAN SIGNIFICANT IMPACT	<p>The California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2012-2035 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions and investments that reduce vehicle miles traveled that contribute to GHG emissions, as required by AB 32. The project would not create any new housing or be a source of a significant increase in employment and, therefore, would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS. The project involves the renovation 12,410 square feet of existing floor area (dispersed among 5 buildings), the removal of an existing pool to allow for the construction of an outdoor stage area, and the demolition of an accessory, approximately 1,000 square-foot building to allow for the provision of additional parking. In addition to existing special education services, the facility seeks to establish a foster family agency to recruit, train, certify, and monitor foster parents in the local area. The project will also include the continued operation of a children's group home, including classroom and counseling space and administrative office uses. With no significant intensification in existing uses on site, the project would result in a less than significant impact related to plans that target the reduction of GHG emissions.</p>	

VIII. HAZARDS AND HAZARDOUS MATERIALS

Impact?	Explanation	Mitigation Measures
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a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used group home, community facility, and administrative office uses, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies, and vehicle fuels, oils, and transmission fluids. No industrial uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. With compliance to applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The project involves the renovation and demolition of structures constructed in the 1960s, and therefore may contain asbestos-containing materials (ACMs) and lead-based paint (LBP). Disturbance of these buildings would have the potential to release asbestos fibers into the atmosphere if such materials exist and they are not properly stabilized or removed prior to demolition activities. The removal of asbestos is regulated by SCAQMD Rule 1403; therefore, any asbestos found on-site would be required to be removed by a certified asbestos containment contractor in accordance with applicable regulations prior to demolition. Similarly, it is likely that lead-based paint is present in buildings</p>	

Impact?	Explanation	Mitigation Measures
	constructed prior to 1979. Compliance with existing State laws regarding removal would be required. With this compliance, the proposed project would result in a less than significant impact related to asbestos and LBP.	
c. LESS THAN SIGNIFICANT IMPACT	Construction activities have the potential to result in the release, emission, handling, and disposal of hazardous materials within one-quarter mile of an existing school. The project site provides classroom instructional space to children living in a group home. The existing and continued use of the site is anticipated to store very small amounts of hazardous materials, such as paints, solvents, cleaners, pesticides, etc. Nevertheless, all hazardous materials within the project site would be acquired, handled, used, stored, transported, and disposed of in accordance with all applicable federal, State, and local requirements. With this compliance, the proposed project would result in a less than significant impact related to hazardous materials.	
d. NO IMPACT	A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. A review of EnviroStor did not identify any records of hazardous waste facilities on the project site. Therefore, the proposed project would not be located on a site that is included on a list of hazardous materials sites or create a significant hazard to the public or the environment, and no impact would occur.	

Impact?	Explanation	Mitigation Measures
LESS THAN SIGNIFICANT IMPACT	The project site is not located in an airport land use plan area but is located within two miles of the Bob Hope Airport. The project however, involves the renovation and minor expansion of services provided on-site. The project will create a less than significant impact with regards to safety hazards for people residing or working in the project area.	
LESS THAN SIGNIFICANT IMPACT	The project site is not located in an airport land use plan area but is located within two miles of the Bob Hope Airport. The project however, involves the renovation and minor expansion of services provided on-site. The project will create a less than significant impact with regards to safety hazards for people residing or working in the project area.	
NO IMPACT	The nearest emergency route is on Victory Boulevard, adjacent to the project site (City of Los Angeles, Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit H, November 1996.) The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.	
NO IMPACT	A significant impact would occur if the proposed project exposed people and structures to high risk of wildfire. The project site is located in a highly urbanized area of the City. The area surrounding the project site is completely developed. Accordingly, the project site and the surrounding area are not subject to wildland fires. Therefore, the proposed project would not expose people or structures to a risk of loss, injury, or death involving wildland fires, and no impact would occur.	
HYDROLOGY AND WATER QUALITY		

Impact?	Explanation	Mitigation Measures
a. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems, or does not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB). The project involves the renovation 12,410 square feet of existing floor area (dispersed among 5 buildings), the removal of an existing pool to allow for the construction of an outdoor stage area, and the demolition of an accessory, approximately 1,000 square-foot building to allow for the provision of additional parking. As is typical of most non-industrial urban development, stormwater runoff from the proposed project has the potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with runoff from landscaped areas (pesticides and fertilizers) and paved surfaces (ordinary household cleaners). Thus, the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) standards and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the project site are minimized for downstream receiving waters. The Stormwater and Urban Runoff Pollution Control Ordinances contain requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all developments and redevelopments consistent with the City's landscape ordinance and other related requirements in the City's Development Best Management Practices (BMPs) Handbook. Conformance would be ensured during the City's building plan review and approval process. Therefore, the proposed project would result in less-than-significant impacts and would not violate water quality standards, waste discharge requirements, or stormwater NPDES permits or otherwise substantially degrade water quality.</p>	

Impact?	Explanation	Mitigation Measures
b. NO IMPACT	<p>A significant impact would occur if the proposed project would substantially deplete groundwater or interferes with groundwater recharge. The proposed project would not require the use of groundwater at the project site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. Therefore, the project would not require direct additions or withdrawals of groundwater. Excavation to accommodate subterranean levels is not proposed at a depth that would result in the interception of existing aquifers or penetration of the existing water table. In addition, since the existing project site is mostly impervious, the proposed project would not reduce any existing percolation of surface water into the groundwater table. Therefore, project development would not impact groundwater supplies or groundwater recharge, and no impact would occur.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river so that erosion or siltation would result. There are no streams or rivers located in the project vicinity. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Since the project site is almost entirely impervious, impermeable surfaces resulting from the development of the proposed project would not substantially change the volume or direction of storm water runoff. Accordingly, significant alterations to existing drainage patterns within the project site and surrounding area would not occur. Therefore, the proposed project would result in less than significant impact related to the alteration of drainage patterns and on- or off-site</p>	

Impact?	Explanation	Mitigation Measures
d. LESS THAN SIGNIFICANT IMPACT	<p>erosion or siltation.</p> <p>A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river such that flooding would result. There are no streams or rivers located in the project vicinity. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Impermeable surfaces resulting from the proposed construction of an outdoor stage and medication to the existing parking lot would not substantially change the volume of stormwater runoff in a manner that would result in flooding on- or off-site. Accordingly, significant alterations to existing drainage patterns within the site and surrounding area would not occur. Therefore, the proposed project would result in less-than-significant impacts related to the alteration of drainage patterns and on- or off-site flooding.</p>	
e. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the project site, or if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system.</p> <p>Site-generated surface water runoff would continue to flow to the City's storm drain system. Impermeable surfaces resulting from the development of the project would not significantly change the volume of stormwater runoff. Accordingly, since the volume of runoff from the site would not measurably increase over existing conditions, water runoff after development would not exceed the capacity of existing or planned drainage systems. Any project that creates, adds, or replaces 500 square feet of impervious surface must comply with the Low impact Development (LID) Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan (SUSMP), as an LAMC requirement to address water runoff and storm water pollution. Therefore, the proposed project would result in less than significant impacts related to existing storm drain capacities or water quality.</p>	

Impact?	Explanation	Mitigation Measures
NO IMPACT	A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. The proposed project does not include potential sources of contaminants, which could potentially degrade water quality and would comply with all federal, state and local regulations governing stormwater discharge. Therefore, no impact would occur.	
NO IMPACT	A significant impact would occur if the proposed project would be located within a 100-year or 500-year floodplain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit F, the project site is not located within a 100-year or 500-year floodplain. Therefore, the proposed project would not be located in such areas, and no impact related to flood zones would occur.	
NO IMPACT	A significant impact would occur if the proposed project would be located within a 100-year or 500-year floodplain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit F, the project site is not located within a 100-year or 500-year floodplain. Therefore, the proposed project would not be located in such areas, and no impact related to flood zones would occur.	
NO IMPACT	A significant impact would occur if the proposed project would be located within an area susceptible to flooding as a result of the failure of a levee or dam. The project site and the surrounding areas are not located within a flood hazard area. Accordingly, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding. Therefore, the proposed project would have no impact related to flooding.	

Impact?	Explanation	Mitigation Measures
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j.	NO IMPACT	<p>A significant impact would occur if the proposed project would be located within an area susceptible to inundation by seiche, tsunami, or mudflow. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a great sea wave produced by a significant undersea disturbance. Mudflows result from the down slope movement of soil and/or rock under the influence of gravity. The project site and the surrounding areas are not located near a water body to be inundated by seiche. Similarly, the project site and the surrounding areas are located approximately 11.62 miles east of the Pacific Ocean. Therefore, the project would have no impact related to inundation by seiche, tsunami, or mudflow.</p>	
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X. LAND USE AND PLANNING

a.	NO IMPACT	<p>A significant impact would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The proposed project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The proposed project is an infill project in an urbanized area in Los Angeles, would not divide an established community. Therefore, no impact would occur.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The site is located in the R1 and P1 Zones, within the North Hollywood – Valley Village Community Plan which designates the site for Low Residential and Parking Buffer land uses. In 1992, the subject site was granted a Conditional Use to permit a private, non-profit, licensed special education day facility for up to 175 students and a Zone Variance for reduced</p>	

Impact?	Explanation	Mitigation Measures
	<p>parking and yard requirements. At the time, the project was described as containing 14 classrooms and a multi-purpose room with no fixed seats and a approximately twelve (12) students and two (2) supervisors were living on the campus. The project involves a General Plan Amendment to amend the North Hollywood – Valley Village Plan to re-designate the Project Site from Low Residential and Parking Buffer to Highway Oriented Commercial land use; as well as a Zone and Height District Change from R1-1 and P-1 to (T)(Q)C2-1VL. If granted, the proposed project, including the existing structures and uses, would conform to the allowable land uses pursuant to the Los Angeles Municipal Code. The decision makers will determine whether discretionary requests will conflict with applicable plans/policies. Impacts related to land use have been mitigated elsewhere, or are addressed through compliance with existing regulations. Therefore, the impact would be less than significant.</p>	
c. NO IMPACT	<p>A significant impact would occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan. The project site is not subject to any habitat conservation plan or natural community conservation plan. Therefore, no impact would occur.</p>	
XI. MINERAL RESOURCES		
a. NO IMPACT	<p>A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits. The project site is currently designated for Low Residential and Parking Buffer and not as a mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.</p>	

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

a.	LESS THAN SIGNIFICANT IMPACT	<p>The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction noise for the project will cause a temporary increase in the ambient noise levels, but will be subject to the LAMC Sections 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) and 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) regarding construction hours and construction equipment noise thresholds. The project shall comply with the City of Los Angeles General Plan Noise Element and Ordinance No. 161,574, which prohibits the emission of creation of noise beyond certain levels at adjacent uses unless technically infeasible. As such, anticipated noise impacts will be less than significant.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>Construction activities can generate varying degrees of vibration, depending on the construction procedures and the type of construction equipment used. High levels of vibration may cause physical personal injury or damage to buildings. However, vibrations rarely affect human health. The operation of construction</p>	

Impact?	Explanation	Mitigation Measures
	<p>equipment generates vibrations that spread through the ground and diminish with distance from the source. Unless heavy construction activities are conducted extremely close (within a few feet) to the neighboring structures, vibrations from construction activities rarely reach the levels that damage structures. By complying with existing regulations, the project would result in a less than significant impact related to construction vibration.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the project caused a substantial permanent increase in noise levels above existing ambient levels. The project involves the renovation 12,410 square feet of existing floor area (dispersed among 5 buildings), the removal of an existing pool to allow for the construction of an outdoor stage area, and the demolition of an accessory, approximately 1,000 square-foot building to allow for the provision of additional parking. Given the proposed nature of the proposed outdoor stage area, to be used during daytime instruction, the project's location in the immediate vicinity of commercial uses that front on Victory Boulevard, any potential use of the outdoor stage area is not anticipated to have a significant impact any sensitive uses. As such, no significant impacts are anticipated.</p>	
d. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the project resulted in substantial temporary or periodic increase in ambient noise levels. As discussed above, impacts are expected to be less than significant for construction and operational noise and vibration.</p>	
e. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a public airport or public use airport. The proposed project is located 1.4 miles southwest of the Bob Hope Airport; however, the project site is outside of the Bob Hope Airport Land Use Plan and will not create a new impact on sensitive uses, given that the site will continue to operate as a community facility. Therefore, less than significant impacts are anticipated.</p>	

Impact?	Explanation	Mitigation Measures
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f.	NO IMPACT	<p>A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a private airstrip. The proposed project is not within the vicinity of a private airstrip.</p> <p>Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a private airstrip. Therefore, no impact would occur.</p>	
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XIII. POPULATION AND HOUSING

a.	NO IMPACT	<p>A potentially significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The project will not involve the creation of any new housing units. As such, no new impacts are anticipated.</p>	
b.	NO IMPACT	<p>A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The proposed project would not result in the demolition of any housing units. Existing single family structures are currently used as additional classroom space and as the location of a group home; however, these are existing uses and will not change as a result of the project. No new impacts are anticipated.</p>	
c.	NO IMPACT	<p>A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. Existing single family structures are currently used as additional classroom space and as the location of a group home; however, these are existing uses and will not change as a result of the project. With no demolition of existing housing proposed no such impacts are anticipated.</p>	

XIV. PUBLIC SERVICES

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Los Angeles Fire Department (LAFD) could not adequately serve the proposed project, necessitating a new or physically altered station. The project site and the surrounding area are currently served by LAFD station - Fire Station 60, located at 5320 Tujunga Avenue, Los Angeles, CA 91601 (approximately 0.3 miles southwest of the project site). The</p>	
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Impact?	Explanation	Mitigation Measures
	<p>proposed project would reduce the overall square footage of buildings located on-site and does not propose to increase the number of students it serves, which could potentially increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, given that fire station is in close proximity to the project site, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift resources to meet local demands for fire protection and emergency services. The proposed project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, the proposed project would result in a less than significant impact.</p>	
<p>b. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED</p>	<p>A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or physically altered station. The project involves the renovation 12,410 square feet of existing floor area (dispersed among 5 buildings), the removal of an existing pool to allow for the construction of an outdoor stage area, and the demolition of an accessory, approximately 1,000 square-foot building to allow for the provision of additional parking. The project is not anticipated to increase student capacity, thus having a new impact on police resources. Prior to the issuance of a building permit, the LAPD would review the project plans to ensure that the design of the project follows the LAPD's Design Out Crime Program, an initiative that introduces the techniques of Crime Prevention</p>	<p>XIV-20</p>

Impact?	Explanation	Mitigation Measures
	<p>Through Environmental Design (CPTED) to all City departments beyond the LAPD. Through the incorporation of these techniques into the project design, in combination with the safety features already incorporated into the proposed project, such as lighting and the construction of pedestrian pathways throughout the campus, the proposed project would neither create capacity/service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Given that the area of proposed construction is located near the southerly adjoining alley, mitigation measures have been included to deter trespassing onto the campus. Therefore, with mitigation, the proposed project would result in a less than significant impact related to police protection services.</p>	
c. NO IMPACT	<p>A significant impact would occur if the proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The proposed project would not add any residential units to the housing market. Furthermore, the facility will continue to provide classroom to the students served in an existing group home. No new impacts to schools are anticipated.</p>	
d. NO IMPACT	<p>A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would not result in the provision of new housing units that could result in increased demand for parks and recreation facilities. The proposed project is social service facility that would provide learning amenities for a portion of the population. The project will also provide a</p>	

Impact?	Explanation	Mitigation Measures
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small playground that would be used by it's students during the operation of the school. These project features would reduce the demand for park space created by the proposed project. Therefore, the proposed project is not expected to create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities. No new impacts are anticipated.

e. NO IMPACT

A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The project involves the renovation 12,410 square feet of existing floor area (dispersed among 5 buildings), the removal of an existing pool to allow for the construction of an outdoor stage area, and the demolition of an accessory, approximately 1,000 square-foot building to allow for the provision of additional parking. With all proposed services to be provided on-site, the project is not anticipated to result in increased demand for library services and resources of the Los Angeles Public Library System. No new impacts on such resources are anticipated.

XV. RECREATION

a. NO IMPACT

Refer to Response to Checklist Question XIV (d) above.

b. NO IMPACT

Refer to Response to Checklist Question XIV (d) above.

XVI. TRANSPORTATION/TRAFFIC

a. LESS THAN SIGNIFICANT IMPACT

A significant impact may occur if the project conflicts with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. Based on the standards established by the Department of Transportation, the project, which does not propose a change of use or an increase in student capacity, does reach a threshold that would require a traffic study to be prepared for the project. As such, the project is not expected to add more than 50 trips during

Impact?	Explanation	Mitigation Measures
	both the a.m. or p.m. peak hours. Therefore, any impacts to traffic are expected to be less than significant.	
b. LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project individually or cumulatively exceeded the service standards of the Los Angeles County Metropolitan Transportation Authority (Metro) Congestion Management Program (CMP). Based on the standards established by the Department of Transportation, the project does reach a threshold that would require a traffic study to be prepared for the project. As such, the project is not expected to add more than 50 trips during both the a.m. or p.m. peak hours. Therefore, any impacts to traffic are expected to be less than significant.	
c. NO IMPACT	A significant impact would occur if the proposed project would cause a change in air traffic patterns that would result in a substantial safety risk. The proposed project does not include an aviation component or include features that would interfere with air traffic patterns. Therefore, no impact would occur.	
d. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would substantially increase an existing hazardous design feature or introduced incompatible uses to the existing traffic pattern. The proposed project would not include unusual or hazardous design features and the proposed project is compatible with existing uses. Potential impacts to pedestrians on the street are limited given that construction work will be located interior to the site. As such, less than significant impacts are anticipated.	
e. NO IMPACT	A significant impact may occur if the project design threatened the ability of emergency vehicles to access and serve the project site or adjacent uses. The nearest emergency/disaster routes to the project site is Cahuenga Boulevard adjacent to the site (City of Los Angeles, General Plan Safety Element Exhibit H, Critical Facilities & Lifeline Systems, 1995). The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with	

Impact?	Explanation	Mitigation Measures
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		requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not result in inadequate emergency access, and no impact would occur.	
f.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on- or off-site. The proposed project would not require the disruption of public transportation services or the alteration of public transportation routes. Furthermore, the proposed project would not interfere with any Class I or Class II bikeway systems. Potential impacts to pedestrians on the street are limited given that construction work will be located interior to the site. As such, less than significant impacts are anticipated. Since the proposed project would not modify or conflict with any alternative transportation policies, plans or programs, the project's proposed renovations and minor construction would have a less than significant impact on such programs.	

XVII. UTILITIES AND SERVICE SYSTEMS

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB). It is important to consider the existing and anticipated wastewater generation of the project in relation to current average daily flows experienced at Tillman Water Reclamation Plant (TWRP), as well as in proportion to remaining capacity of the system. The TWRP experiences an average daily flow of 67 million gallons per day (mgd), below a capacity of 80 mgd. As a proportion of total average daily flow experienced by the TWRP, the wastewater generation of the proposed renovated building would account for a small percentage of average daily wastewater flow, especially given that the project does not propose to increase the number of students it serves. This increase in wastewater flow would not jeopardize the TWRP to operate within its established wastewater treatment requirements. Furthermore, all wastewater from the project would be treated according to requirements of the NPDES permit authorized by the	
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Impact?	Explanation	Mitigation Measures
	LARWQCB. Therefore, the proposed project would result in a less than significant impact, if any, related to wastewater treatment requirements.	
b. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. The project will not result in the increase in building areas and would, therefore, not be anticipated to increase any impacts on Citywide population growth. The project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Less than significant impacts, if any, to water or wastewater infrastructure are anticipated..</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. The project involves the renovation 12,410 square feet of existing floor area (dispersed among 5 buildings), the removal of an existing pool to allow for the construction of an outdoor stage area, and the demolition of an accessory, approximately 1,000 square-foot building to allow for the provision of additional parking. Drainage from the site may be altered; however, existing regulatory compliance measures regarding the</p>	

Impact?	Explanation	Mitigation Measures
	treatment of stormwater run-off will reduce any impacts to less than significant levels. Accordingly, since the volume of runoff from the site would not measurably increase over existing conditions, the proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Therefore, the proposed project would result in a less than significant impact related to existing storm drain capacities.	
d. LESS THAN SIGNIFICANT IMPACT	Refer to Response to Checklist Question XVII (b).	
e. LESS THAN SIGNIFICANT IMPACT	Refer to Response to Checklist Question XVII (b).	
f. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed project is anticipated to be collected by the BOS and private waste haulers, respectively. Solid waste collected from the proposed project is anticipated to be hauled to Sunshine Canyon Landfill. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the Sunshine Canyon Landfill. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less than significant impact, if any, related to solid waste.	
g. LESS THAN SIGNIFICANT IMPACT	Refer to Response to Checklist Question XVII (f).	
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE		
a. LESS THAN SIGNIFICANT IMPACT	Based on the analysis in this Initial Study, the proposed project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or	

Impact?	Explanation	Mitigation Measures
	<p>reduce the number or restrict the range of a rare or endangered plant or animal. Implementation of the mitigation measures identified and compliance with existing regulations would reduce impacts to less than significant levels.</p>	
b. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if the proposed project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be less than significant. None of these potential impacts are considered cumulatively considerable, and implementation of the mitigation measures identified will ensure that no cumulative impacts will occur as a result of the proposed project.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less-than-significant levels. Upon implementation of mitigation measures identified and compliance with existing regulations, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.</p>	

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September 26, 2017

ADOPTED

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

#22 OF SEPTEMBER 26, 2017

Agenda No. 6
07/25/17

Lori Glasgow
LORI GLASGOW
EXECUTIVE OFFICER

Re: **PROJECT NO. 2016-001235-(1)**
CONDITIONAL USE PERMIT NO. 2016-005207-(1)
ADMINISTRATIVE HOUSING PERMIT NO. 2017-006970-(1)
FIRST SUPERVISORIAL DISTRICT/THREE-VOTE MATTER

Dear Supervisors:

Your Board previously conducted a duly-noticed public hearing regarding an appeal of the Regional Planning Commission's approval of the above-referenced project to authorize the construction, operation, and maintenance of a 42-unit apartment building, dedicated to low-income households and very-low-income households, with ground-floor retail space located at 4161 and 4169 Whittier Boulevard in the unincorporated community of East Los Angeles, applied for by META Housing Corporation. This Project No. 2016-001235-(1) also consists of a related Conditional Use Permit No. 2016-005212-(1) and Administrative Housing Permit No. 2017-006968-(1) for an apartment complex on the southeast corner of Whittier Boulevard and Downey Road, which are the subject of separate findings and conditions. At the conclusion of the hearing, you denied the appeal, and indicated your intent to approve the project and instructed our office to prepare appropriate findings and conditions consistent with your Board's decision. Enclosed are findings and conditions for your consideration.

Very truly yours,

MARY C. WICKHAM
County Counsel

By *Jill M. Jones*
JILL M. JONES
Senior Deputy County Counsel

APPROVED AND RELEASED:

Thomas J. Faughnan
THOMAS J. FAUGHNAN
Senior Assistant County Counsel

JMJ:ph

Enclosures

c: Sachi A. Hamai, Chief Executive Officer
Lori Glasgow, Executive Office, Board of Supervisors
Dennis Slavin, Acting Director, Department of Regional Planning

**FINDINGS OF THE BOARD OF SUPERVISORS
AND ORDER
PROJECT NO. 2016-001235-(1)
CONDITIONAL USE PERMIT NO. 2016-005207-(1)
ADMINISTRATIVE HOUSING PERMIT NO. 2017-006970-(1)**

1. The Los Angeles County ("County") Board of Supervisors ("Board") conducted a duly-noticed public hearing on July 25, 2017, in the matter of Project No. 2016-001235-(1), consisting, in part, of Conditional Use Permit No. 2016-005207-(1) ("CUP") and Administrative Housing Permit No. 2017-006970-(1) ("Housing Permit") for an apartment complex on the northwest corner of Whittier Boulevard and Downey Road, which are the subject of these findings. The CUP and Housing Permit are referred to collectively as "Project Permits." Project No. 2016-001235-(1) also consists of Conditional Use Permit No. 2016-005212-(1) and Administrative Housing Permit No. 2017-006968-(1) for an apartment complex on the southeast corner of Whittier Boulevard and Downey Road, which are the subject of separate findings and conditions. The County Regional Planning Commission ("Commission") previously conducted a duly-noticed public hearing on the Project Permits on May 31, 2017.
2. The permittee, META Housing Corporation ("permittee"), requests the Project Permits to authorize the construction, operation, and maintenance of a 42-unit apartment building where all of the housing units, with the exception of the manager's unit, are dedicated to low-income households and very-low-income households, with 1,161 square feet of ground floor retail space, residential amenities, and ground floor parking ("Project") on a property located at 4161 and 4169 Whittier Boulevard in the unincorporated community of East Los Angeles ("Project Site").
3. The CUP is a request to authorize development and maintenance of an apartment building in the C-3 (General Commercial) Zone portion of the Project Site, pursuant to Los Angeles County Code ("County Code") Section 22.28.200.
4. The Housing Permit is a related request for three affordable housing incentives to allow: (1) a 110 percent density bonus from 20 units to 42 units; (2) a height increase from the maximum permitted building height of 40 feet to 44 feet for the portion of the Project located in the C-3 Zone and from 35 feet to 36 feet for the portion of the Project located in the R-3 (Limited Density Multiple Residence) Zone; and (3) 26 percent of the parking spaces for the Project to be compact spaces.
5. The Project Site is 0.69 acre in size and consists of four legal lots, two of which are tied together as one parcel. The Assessor's Parcel Numbers are 5236-005-032, 5236-005-033, and 5236-005-034. The Project Site is rectangular with generally level topography and is currently unoccupied with a chain-link fence enclosure.

6. The Project Site is located on the northwest corner of the Whittier Boulevard and Downey Road intersection and within the East Los Angeles Community Standards District, County Code Section 22.44.118 ("East Los Angeles CSD"). It is bounded by Whittier Boulevard on the south side, Downey Road on the east side, residences on the north side, and businesses and residences on the west side.
7. The Project Site is located in the MD-Medium Density Residential and CC-Community Commercial land use categories of the East Los Angeles Community Plan. The split in land use categories corresponds to the split between the R-3 and C-3 Zones.
8. The Project Site is located in the Eastside Unit No. 1 Zoned District and is currently zoned R-3 for the northern parcel and C-3 for the southern parcels.
9. Surrounding properties within a 500-foot radius are zoned as follows:

North:	R-3;
South:	C-3 and R-3;
East:	O-S (Open Space - 3rd Street Specific Plan); and
West:	C-3 and R-3.
10. Surrounding land uses within a 500-foot radius include:

North:	Two-family residences, multi-family residences, and single-family residences;
South:	Neighborhood commercial retail businesses (e.g., florist, auto repair shop, market), two-family residences, and multi-family residences;
East:	New Calvary Cemetery; and
West:	Neighborhood commercial retail businesses (e.g., headstone business, discount store, ice cream shop) and multi-family residences.
11. There are no previous permit approvals for the former businesses on the Project Site. Building records show improvements were made to the former commercial/industrial structures in the 1950s and 1970s. According to the Phase I Environmental Site Assessment, the Project Site was developed with residential dwellings on the southwest and northeast portion circa 1908 and 1921, respectively. The Project Site was then redeveloped to commercial and industrial use buildings in 1928. Structures associated with the former LeGrand Vault were removed from the Project Site on 4169 Whittier Boulevard in 2015. Structures associated with the former Superior Marble & Granite remain on the Project Site on 4161 Whittier Boulevard, but are vacant.

12. Ordinance 1690, adopted on June 24, 1929, by the Board, established the northern portion of the Project Site in the R-4 (Medium Density Multiple Residence) Zone and the southern portion in the M-1 (Light Manufacturing) Zone. Ordinance 880153Z, adopted on September 13, 1988, by the Board, established the northern portion of the Project Site in the C-3 Zone and the southern portion in the R-3 Zone.
13. The housing portion of the Project consists of 41 affordable housing units for low-income (at 80 percent of the Area Median Income or "AMI") or very-low-income households (at 50 percent of the AMI), plus one unit for the on-site property manager (24 studio units, 13 one-bedroom units, and four two-bedroom units). Of the 41 units, at least 21 units will be occupied by formerly homeless people that the Community Development Commission ("CDC") determines are frequent users of the County's health services, and nine units will be built as "accessible" units with mobility, auditory, and/or visual communication features. The 21 units where the formerly homeless will reside, may be within one or more of the nine units. The two requirements are not mutually exclusive.
14. The site plan depicts a three-story building with 1,161 square feet of commercial retail space, vehicular and bicycle parking, and residential amenities and services located on the ground level (Level 1). Residential amenities include: a community room, a computer room, a kitchen, laundry facilities, a gym, a mailing room, and property and case management offices. The commercial and retail space orients storefronts to Whittier Boulevard. Landscaping for the Project will be located along the property lines on the ground floor and contain a small outdoor terrace.

The second and third floors of the building contain the residential units (Levels 2 and 3). These levels are U-shaped to allow for an open courtyard and community patio area on Level 2, which will include a vegetable/produce container garden, a barbeque, and seating area. The open area on the west side of the building maximizes sunlight for the interior residential units on Levels 2 and 3. Residents will have access to their units via the elevator and staircase accessible from the secured ground floor lobby or via staircase from the ground-level residential parking lot, which is located behind a gate that is secured during non-business hours. The gate is open during business hours, because the American with Disabilities Act ("ADA") commercial parking spaces are located within the residential parking lot.
15. The Project Site is accessible for vehicles by a driveway on Downey Road and accessible by pedestrians on Whittier Boulevard.
16. The Project will provide at least six commercial parking spaces, and 21 residential parking spaces. The parking spaces will be covered.

17. The Department of Public Works, in a letter dated May 17, 2017, cleared the Project for public hearing, subject to conditions regarding road improvements, grading, drainage review requirements, water purveyor compliance, and submittal of building plans to Building and Safety.
18. The Fire Department, Health Hazardous Material Division ("Fire Department HHMD"), in a letter dated May 23, 2017, cleared the Project for public hearing, subject to conditions requiring arsenic remediation and a soil management plan.
19. The Fire Department, Fire Prevention Division, in a letter dated April 13, 2017, cleared the Project for public hearing, subject to conditions related to fire access, maintenance, proper installation of fire hydrants and proof of fire flow, and installation of a sprinkler system.
20. The Department of Public Health, in a letter dated February 6, 2017, cleared the Project for public hearing, subject to conditions requiring the Project be connected to public water and public sewer, compliance with the County Noise Control Ordinance during operation, and use of best management practices for noise mitigation and dust suppression during construction.
21. Prior to the Commission's duly-noticed May 31, 2017, public hearing on the Project, and since the spring of 2016, the permittee held several meetings with the community to discuss the Project.
22. After a staff presentation from the Department of Regional Planning ("Regional Planning") and testimony from the permittee's representatives in favor of the request, several members of the community spoke in opposition to the Project at the Commission hearing. Project opponents expressed concerns about traffic, lack of community benefits to the existing neighborhood, lack of moderate-income housing units, construction impacts, and health concerns regarding hazardous contaminants found at, or believed to be, at the Project Site. Regional Planning staff addressed the comments made by the opposition, specifically, a representative from the Fire Department HHMD indicated that one of its conditions required approval of a soil management and arsenic remediation plan. After completion of public testimony, the Commission closed the public hearing, determined the Project to be eligible for an exemption to the California Environmental Quality Act ("CEQA"), and adopted findings and conditions to approve the Project.
23. The Commission's May 31, 2017, approval was appealed by a neighbor of the Project Site, Karina Rincon ("appellant"). The appellant submitted a petition signed by 100 people, which restated the concerns raised at the Commission's public hearing.
24. The Board's duly-noticed public hearing on the appeal of the Project approval was held on July 25, 2017. Regional Planning staff briefly explained the permits and entitlements sought by the permittee, expressed support for the Project, and

recommended its approval. The appellant and other opponents of the Project reiterated their concerns that the Project is out of character with the neighborhood, will add traffic and parking problems, and does not properly analyze or mitigate greenhouse gas emissions. They also raised concerns about the hazardous contaminants found, or believed to be located, at the Project Site. Multiple members of the public testified in support of the Project and its provision of affordable housing. The Board discussed the need for affordable housing in the County, confirmed that the parking provided exceeded County Code requirements, and confirmed that the Fire Department HHMD was satisfied that the Project, as conditioned, would not endanger the health and welfare of residents and the neighboring community.

25. After completion of the public testimony, the Board closed the public hearing, found the Project to be exempt from CEQA, denied the appeal, indicated its intent to approve the Project, and directed County Counsel to prepare the findings and conditions for the Project and to return to the Board with those documents for the Board's consideration.
26. The Board finds that the Project is a Transit Priority Project ("TPP") as defined in CEQA at Public Resources Code section 21155, for the following reasons:
 - A. A TPP must be at least 50 percent residential use, based on area and a floor area ratio ("FAR") of not less than 0.75. The Project has 1,161 square feet of commercial retail and 35,839 square feet of residential use, which is 97 percent residential, and a FAR greater than 1.0.
 - B. A TPP must be at least 20 units per acre. With a requested density bonus, the Project would have a residential density of 61 dwelling units per acre.
 - C. A TPP must be within half-mile of a major transit stop or high-quality transit corridor included in a regional transportation plan (a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours). The Project Site is located within a High-Quality Transit Area ("HQTA") and High-Quality Transit Corridor ("HQTC") in the Southern California Association of Government's ("SCAG") Regional Transportation Plan/Sustainable Communities Strategy ("RTP/SCS") 2012-2035. Two Metro bus lines service the Project Site with greater frequencies than 15-minute frequencies during peak hours: the Metro Rapid Line 720 and Metro Line 18.
 - E. The Project and other projects approved prior to this approval, but not yet built, can be adequately served by existing utilities, and the permittee has committed to pay all applicable development fees.

- F. The Project Site does not contain wetlands or riparian areas and does not have significant value as wildlife habitat, and the Project does not harm any species protected by the federal or State Endangered Species Act, or the Native Plant Protection Act, and the Project does not cause the destruction of any species protected by the County.
 - G. The Project Site is not included on any list of facilities and site compiled, pursuant to California Government Code section 65962.5.
 - H. A preliminary endangerment assessment was prepared by a registered environmental assessor and reviewed by the Fire Department HHMD, and the Fire Department HHMD approved the Project, subject to conditions of approval, including a soil management and arsenic remediation plan.
 - I. The Project does not have a significant impact on historical resources, pursuant to Public Resources Code section 21084.1.
 - J. The Project Site is not subject to a wildfire hazard, an unusually high risk of fire explosion from materials stored or used on nearby properties, a risk of health exposure at a level that would exceed the standards established by a State or federal agency, a seismic risk as a result of being within a delineated earthquake fault zone, or a landslide hazard, flood plain, flood way, or restriction zone.
 - K. The Project is not located on developed open space as defined by Public Resources Code section 21155.1(a)(7).
 - L. The Project will be 15 percent more energy efficient than required by Chapter 6 of Title 24 of the California Code of Regulations and the landscaping is designed to achieve 25 percent less water usage than the average household use in the region.
 - M. The Project is 0.69 acres, 42 units, does not result in any loss of affordable housing units in the area, does not include any single level building that exceeds 75,000 square feet, is not in conflict with nearby operating industrial uses, and is located within a half mile service area of two Metro bus lines that provide greater than 15-minute frequencies during peak hours: the Metro Rapid Line 720 and Metro Line 18.
 - N. The Project will provide 100 percent affordable housing to low and very-low-income households (with the exception of the manager's unit) for at least 55 years.
27. The Board finds the Project is consistent with SCAG's Regional RTP/SCS.
28. Based on Finding Nos. 26 and 27, the Board finds the TPP is eligible for the Sustainable Communities Project Exemption of CEQA, as set forth in Public Resources Code section 21155.1.

29. The Board finds that the Project is consistent with the policies of the General Plan Land Use Element and the Mobility Element, by locating housing and commercial within a HQTA.
30. The Board finds that the County Housing Element promotes the development of affordable housing through density bonuses and other incentives designed to stimulate construction of affordable housing. The Project's 41 affordable units will contribute to meeting the goals of the County's General Plan, and the Regional Housing Needs Assessment (RHNA). The Project will have a 55-year covenant to maintain long-term affordability. Therefore, the proposed Project will assist in meeting affordable housing needs.
31. The Board finds that the Project is a qualified affordable housing project with 100 percent housing set-aside for very-low or lower-income groups (with the exception of the manager's unit), and as such is eligible for three off-menu incentives, pursuant to County Code Section 22.52.1840.C, a part of the County Density Bonus Ordinance. The permittee requested the following incentives and modifications to the development standards through the administrative housing permit process:
 - A. Density Bonus Exceeding 50 percent (Off-Menu Incentive). The permittee requests an additional 22 affordable units or 110 percent density bonus. Because the provision of low-income housing provided by the Project exceeds 50 percent, there is no limit to the off-menu percentage increase, so long as the Board can make the findings required by County Code Section 22.56.2730, that the density bonus is necessary to provide for affordable housing and that the additional density does not adversely affect public health and safety, the physical environment, or a historical property unless any such effect can be satisfactorily mitigated.
 - B. Increased Height (Off-Menu Incentives). The East Los Angeles CSD requires that a building or structure shall not exceed 40 feet, except that devices or apparatus essential to industrial processes, or communications related to public health and safety may be 50 feet in height. In the R-3 Zone, maximum permitted height is 35 feet. To modify this height limit, the permittee requested an increase in the maximum permitted height of the proposed structure from 40 feet to 44 feet above grade in the C-3 Zone. The height of proposed structure in the R-3 Zone generally does not exceed the maximum permitted height of 35 feet. The roofline of this structure in the R-3 Zone is well under 35 feet, except for the mechanical equipment screening wall that may extend up to 36 feet above grade. A large portion of the structures would not exceed 35 feet above grade in the R-3 Zone and 40 feet above grade in the C-3 Zone, except for the staircase towers and parapet walls, which may extend up to 44 feet above grade. The building structure is also set back 20 feet from the southern property line, where it is adjacent to single-family and two-family residential uses.

- C. Compact Parking (Off-Menu Incentive). The permittee requested that eight compact parking spaces (26 percent) out of 31 total spaces be allowed. County Code Sections 22.56.900 and 22.52.1082 generally allow up to 40 percent of the required parking spaces to be compact parking in apartment houses and also requires a parking permit to establish these spaces. These compact spaces allow for the project to meet applicable parking requirements, and include additional accessible parking spaces and clean air vehicle spaces.
32. The Board finds, based upon verification by the CDC, that the real estate pro forma prepared by the permittee evidences that the requested incentives result in identifiable and actual cost reduction that will allow provision of affordable housing costs or affordable rents, as defined by the County Density Bonus Ordinance, for the targeted units.
33. The Board finds that the requested incentives would not have any specific adverse impact upon public health and safety, the physical environment, or on any real property that is listed in the California Register of Historical Resources.
34. The Board finds that the Project is consistent with the intended uses of the East Los Angeles Community Plan CC-Community Commercial and MD-Medium Density Residential land use designations for the Project Site based on the following:
- A. The MD land use category is intended for areas suitable for apartments and other multi-family housing, and the R-3 Zone is used to establish the base density therein. Pursuant to County Code Section 22.20.310, the R-3 Zone and, thus, this MD land use category have a maximum permitted density of 30 dwelling units per net acre. The CC land use category is intended for areas with mostly small businesses in centers or along strips, and does not have a specified maximum permitted density for residential use. Since the CC land use category does not identify a maximum permitted density for residential use, the maximum permitted density for the parcels designated within the CC category was based on the prevailing residential land use category of the surrounding neighborhood within a 500-foot radius, which is the MD land use category or 30 dwellings units per net acre.
- B. Under the MD land use category, the permittee would be permitted by right up to 20 units on the 0.69-acre Project Site. The Project provides affordable housing and, therefore, qualifies for a density bonus, pursuant to the provisions of Chapter 22.56, Part 18, of the Zoning Code, and the County's adopted General Plan Housing Element, which allows for administrative housing permits to grant density bonuses of any amount over 50 percent as an off-menu incentive for qualified affordable housing projects.

- C. Small commercial spaces, a community room, and office use are proposed on the ground floor of the building and on the parcels designated within the CC land use category. Apartment units are proposed on all floors above the ground floor, which is consistent with the intended use for Medium Density Residential. With an approved conditional use permit, the proposed residential use on the parcels designated within the CC land use categories are consistent with the intended use of the underlying land use category.
35. The Board finds that the Project Site was developed with non-residential uses for the past five years prior to the Housing Permit submittal. Accordingly, no replacement of the pre-existing lower and/or very-low-income affordable rental units is necessary to qualify for a density bonus and related incentives, pursuant to Government Code section 65915, the State Density Bonus Law.
36. The Board finds that as a 100 percent affordable housing project (with the exception of the manager's unit), within one-half mile of a major transit stop, that the Project exceeds the standards of the State Density Bonus Law, which preempts the parking ratios required by County Code Section 22.52.1850. Under the State Density Bonus Law, the minimum parking requirement is 0.5 spaces per unit, inclusive of accessible and guest parking. Pursuant thereto, 21 resident parking spaces are required and 24 resident parking spaces are provided.
37. The Board finds the Project exceeds the commercial parking requirement set forth in County Code Section 22.52.1100. Six parking spaces are required by the County Code and seven parking spaces are provided.
38. The Board finds that the Project exceeds the bicycle parking requirement set forth in County Code Section 22.52.1225. Seven short-term bicycle parking spaces and 23 long-term bicycle parking spaces are required by the County Code. Eight short-term and 24 long-term bicycle parking spaces are provided.
39. The Board finds the Project meets the minimum yard setbacks, as required by the County Code for the R-3 Zone. The C-3 Zone does not have required yard setbacks. Only the R-3 Zone portions of the Project Site are subject to the setback requirements. The front yard is located in the C-3 Zone; thus, no front yard setback is required. The R-3 Zone requires the following yard setbacks: five feet on corner side yards, seven and one-half feet on reversed corner side yards, and 15 feet on rear yards. For the portions of the Project Site located in the R-3 Zone, the setbacks are as follows: 20 feet for the west side yard, 15 feet for the east side yard, and 20 feet for the rear yard.
40. The Board finds that the Project meets the 90 percent maximum lot coverage requirement of the Community Commercial land use designation and also the C-3 Zone requirement in County Code Section 22.28.220 that buildings may only occupy 90 percent of the net area and that a minimum of 10 percent of the net

area must be landscaped with lawn, shrubbery, flowers, and/or trees, which shall be continuously maintained in good condition. The building footprint covers only 66 percent of the Project Site and the proposed Project provides 5,940-square feet of landscaping, resulting in nearly 20 percent of landscaping, thereby exceeding the County Code requirement.

41. The Board finds that the Project meets the East Los Angeles CSD landscaping requirements for C-3 Zone, which requires a 15-gallon tree be provided for every 50 square feet of landscaped area, and be equally spaced along the buffer strip between the C-3 Zone and R-3 Zone. The Project also complies with the County Tree Planting Ordinance (Part 20 of Chapter 22.52 of the County Code), because a minimum of six trees will be planted to meet the requirement of three trees for every 10,000 square feet of developed area.
42. The Board finds that the Project meets the applicable development standards related to building design of the East Los Angeles CSD. The development standards and how the Project meets those standards are as follows:
 - A. *Building Frontage.* The ground floor is designed to meet the requirements of the Shop Front frontages development standards set forth in County Code Section 22.44.118. E.5.d.iii. This Project frontage has: substantial glazing at the sidewalk level, a minimum ground-floor height of 11 feet, and a minimum ground floor transparency of 65 percent. In addition, the depth of recessed entries does not exceed 10 feet. The upper floors of the Shop Front frontages shall generally have a window to wall area proportion that is less than that of the ground floor shop fronts.
 - B. *Wall Openings/Windows.* The East Los Angeles CSD requires that glass shall be recessed or projected at least three inches from the exterior wall surface to add relief to the wall surface. Glass curtain or portions of the glass curtain are exempt from this standard. Reflective glazing shall not be used on windows. Clear or lightly tinted glass for windows shall be used at and near the street level to allow maximum visual interaction between sidewalk areas and the interior of the buildings. The Project has recessed windows that far exceed three inches from the exterior wall surface. Over 65 percent of the total width of the building's ground floor parallel to Whittier Boulevard is devoted to the entrances, windows, or other displays.
 - C. *Main Building Entrance.* The East Los Angeles CSD requires that the main building entrance be easily identifiable and distinguishable by being the widest entrance to a building and the one that most pedestrians are expected to use. The Project's main entrance is located roughly at the center of the façade and opens directly into the building's lobby. The retail commercial space is located at a corner with a prominent entrance marked by a change in building surface material above the entrance.

- D. *Façade Height Articulation Requirement.* The Project is a multi-story building that is required to have a distinctive building base, building middle, and building top. At the building base on Whittier Boulevard and Downey Road, a durable material such as concrete, masonry, natural stone, faux stone, or other durable materials as approved by the Director of Regional Planning ("Director"), would be used to clad the walls facing publically accessible areas from ground level to a minimum height of three feet. The ground floor fronting Whittier Boulevard and the portion in the C-3 Zone fronting Downey Road would be dominated by aluminum glazed windows providing transparency over 65 percent. The middle building is accented by balconies, recessed windows, canopies above balconies, changing wall surface materials, and wall building siding materials, while the building top is distinguished by parapets and canopies.
- E. *Roof Requirements.* A horizontal articulation shall be applied at the top of the building by projecting parapets, lintels, caps, cornices, or other architectural expression to cap the buildings, to differentiate the roofline from the building, and to add visual interest to the building. Flat roofs are acceptable if a cornice and/or parapet wall is provided. The roofline for the Project is prominently defined by the parapet walls.
- F. *Wall Surface Material Requirements.* Building walls shall be constructed of durable materials such as brick, natural stone, terra-cotta, decorative concrete, metal, glass, or other similar materials. Changes in materials shall be used to articulate buildings elements such as base, body, parapets caps, bays, arcades, and structural elements. For this Project, the wall surface is articulated by vertical planes. The articulation created by the staircase towers are covered by cement fiber boards, while the remaining building surfaces on the upper floors alternate between corrugated aluminum panels in a gray color and smooth finish plaster. The ground floor is dominated by glazed glass windows for the storefronts. These wall surface materials would be generally painted to add contrasting trim colors. The sides of the building are also given similar levels of trim and finish compatible with the front façade.
- G. *Service Area and Mechanical Equipment.* Mechanical equipment shall be visually unobtrusive and integrated with the design of the site and building. For this Project, the mechanical equipment room and trash enclosures are integrated into the building. The mechanical equipment is also not within 10 feet from the frontage of the buildings. They are completely screened from view through the use of walls and/or landscaping. As shown by floor plans and elevation plans, all rooftop equipment is screened on all sides with parapet walls, with a design that will match the building architecture. As shown on the landscape plan, ground-level electric transformers, and a switch vault located on the northwest corner is screened by a wall and with landscaping. The service entrance to the electrical and mechanical equipment is via the primary access on Downey Road.

- H. *Walls/Fences.* A solid masonry wall not more than six feet in height shall be provided along the side and rear property lines. For this Project, because the Project Site is a corner lot, the walls shall be designed to provide maximum sight distance to the satisfaction of the Director in consultation with the Department of Public Works. A solid masonry wall is proposed along the north and west property lines. The masonry walls would have a general height of six feet high, but will be reduced to three and one-half feet in height where said wall is closer than five feet to the Downey Road or Whittier Boulevard highway lines, pursuant to County Code Section 22.48.160.B.
43. The Board finds that the Project fronts Whittier Boulevard, an improved secondary highway highly served by public transit. The Board also finds the Project is not expected to produce a significant amount of traffic. The Traffic Impact Study analyzed the following five intersections: Whittier Boulevard and Herbert Avenue, Downey Road and Third Street, Downey Road and Olympic Boulevard, and Eastern Avenue and Whittier Boulevard. Incremental, but not significant, impacts are noted at the study intersections with Project built-out. No direct traffic mitigation measures are warranted. The Project Site is within walking distance of public transportation, shopping areas, library, medical offices, and a hospital. Therefore, the Project Site is adequately served by highways or streets of sufficient width, and by other public or private service facilities as required.
44. The Board finds that the Project is consistent with the County Zoning Code and compatible with the surrounding neighborhood developed with a mixture of neighborhood commercial uses and housing types of various sizes, including a 25-unit apartment house, single-family residences, duplexes, quadraplexes, and triplexes. Development of the Project Site for multi-family apartment use is in conformity with the established land use pattern of the immediate area. Although the proposed maximum building height of 44 feet (attributed to the staircase tower), is taller than the surrounding properties, the presence of the Project within a high-quality transit and transportation infrastructure is appropriate for the area and is consistent with the policies of the General Plan Land Use Element and Housing Element. Furthermore, most of the building structure does not exceed the permitted maximum height of 35 feet in the R-3 Zone. The construction, operation, and maintenance of the Project with neighborhood commercial use on the ground floor will not adversely affect the health, comfort, or welfare of the surrounding residents; be materially detrimental to the use, enjoyment, or valuation of the surrounding properties; and would not constitute a menace to public health and safety.

45. The Board finds that pursuant to County Code Sections 22.60.174 and 22.60.175, the community was properly notified of the public hearing by mail, newspaper (*East Los Angeles Tribune and La Opinion*), and property posting. Additionally, the Project was noticed and case materials were available at Regional Planning's website and at El Camino library located in the vicinity of the East Los Angeles County.
46. The location of the documents and other materials constituting the record of proceedings upon which the Board's decision is based in this matter is at the Los Angeles County Department of Regional Planning, 13th Floor, Hall of Records, 320 West Temple Street, Los Angeles, California 90012. The custodian of such documents and materials shall be the Section Head of the Zoning Permits West Section, Regional Planning.

BASED ON THE FOREGOING, THE BOARD OF SUPERVISORS CONCLUDES:

REGARDING THE CONDITIONAL USE PERMIT

- A. The proposed use with the attached conditions will be consistent with the adopted General Plan.
- B. The proposed use at the site will not adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area; will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site; and will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety, or general welfare.
- C. The proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping, and other development features prescribed in Title 22 of the County Code, or as is otherwise required to integrate said use with the uses in the surrounding area.

REGARDING THE HOUSING PERMIT

- D. The proposed site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and by other public or private service facilities as are required.
- E. The proposed Project at the location proposed has been designed to be complimentary to the surrounding area in terms of land use patterns and designs.
- F. The proposed Project will assist in satisfying housing needs, and is viable in terms of continuing availability to meet such housing needs.
- G. The requests for waivers or modifications to development standards are necessary to make the housing units economically feasible.

THEREFORE, THE BOARD OF SUPERVISORS:

1. Finds that the Project is exempt from the California Environmental Quality Act, pursuant to section 21155.1 of the California Public Resources Code, a portion of the California Environmental Quality Act; and
2. Approves Conditional Use Permit No. 2016-005207-(1) and Housing Permit No. 2017-006970-(1), a part of Project No. 2016-001235-(1), subject to the attached conditions.