

TRANSMITTAL TO CITY COUNCIL

Case No.(s) CPC-2006-8689-GPA-ZC-HD-CU-ZAA-SPR	Planning Staff Name(s) and Contact No. LYNDA SMITH 213-978-1170	C.D. No. 10 <input checked="" type="checkbox"/>
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Items Appealable to Council: ZC-HD-CU-ZAA-SPR	Last Day to Appeal:	Appealed: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
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Location of Project (Include project titles, if any.)

805-833 S. CATALINA STREET AND 806-836 S. KENMORE AVENUE AND ADD AREA 800 S. KENMORE AVENUE AND 3130 W. 8TH STREET

Name(s), Applicant / Representative, Address, and Phone Number.

COLONY HOLDINGS, LLC MIKE HAKIM 805 S. CATALINA STREET LOS ANGELES, CA 310-888-2858	GRUMPY OLD MEN COMPANY ARMEN ROSS 1218 EL PRADO AVENUE #128 TORRANCE, CA 90501 310-618-1999
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Name(s), Appellant / Representative, Address, and Phone Number.


COLONY HOLDINGS, LLC MIKE HAKIM 140 S. BEVERLY DRIVE BEVERLY HILLS, CA 90212 310-888-2858	THE KATHERMAN COMPANY NICHOLE SMITH 1218 EL PRADO AVENUE #128 TORRANCE, CA 90501 310-618-1999
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Final Project Description (Description is for consideration by Committee/Council, and for use on agendas and official public notices. If a General Plan Amendment and/or Zone Change case, include the prior land use designation and zone, as well as the proposed land use designation and zone change (i.e. "from Very Low Density Residential land use designation to Low Density land use designation and concurrent zone change from RA-1-K to (T)(Q)R1-1-K). In addition, for all cases appealed in the Council, please include in the description only those items which are appealable to Council.)

805-833 S. Catalina Street and 806-836 S. Kenmore Avenue:
 Demolition of existing residential buildings containing 68 residential units, existing commercial buildings and associated parking, and construction of a new 35-story mixed use building with 270 residential units and 3,600 square feet of commercial/retail space on an approximately 56,656 square foot site (see attached map). The project, as proposed, will contain a mixture of 1-, 2-, 3-, and 4-bedroom units, and will provide approximately 663 parking spaces in two subterranean and six above grade parking levels (a helipad to be located on the roof to allow for emergency only helicopter access).

ADD AREAS: No project is proposed.

Fiscal Impact Statement <small>*Determination states administrative costs are recovered through fees.</small>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Environmental No. ENV-2006-7211-MND	Commission Vote: 6-0
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 JAMES WILLIAMS, Commission Executive Assistant I	Date: _____ DEC 15 2009
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Los Angeles City Planning Commission

200 North Spring Street, Room 272, City Hall, Los Angeles, CA 90012
www.cityofla.org/PLN/index.htm

Determination Mailing Date: NOV 24 2009

CASE NO. CPC-2006-8689-GPA-ZC-HD-CU-ZAA-SPR
CEQA: ENV-2006-7211-MND

Location: 805-833 S. Catalina Street and 806-836 S. Kenmore Avenue and Add Area: 800 S. Kenmore Avenue and 3130 W. 8th Street

Council District: No. 10

Plan Area: Wilshire

Request(s): General Plan Amendment, Zone/Height District Change, Conditional Use, Zoning Administrator's Adjustment, Site Plan Review

Applicant: Mike Hakim, Colony Holdings, LLC
Representative: Armen Ross, Grumpy Old Men Co.

At its meeting on October 8, 2009, the following action was taken by the City Planning Commission:

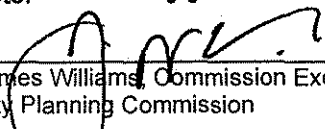
1. **Disapproved and recommended** that the City Council **not adopt** the requested **General Plan Amendment** (Periodic Plan Review for Window 162, Geographic Area 2) to the Wilshire Community Plan from Neighborhood Commercial and High Medium Residential to Regional Commercial.
2. **Disapproved and recommended** that the City Council **not adopt** the requested **Zone Change** from C2-1 and R4-2 to R5-2.
3. **Denied a Conditional Use** for a development combining residential and commercial uses in the R5 zone when located in a redevelopment project area.
4. **Denied Adjustments** to Section 12.12C as follows: To permit an 11 foot setback along Catalina Street in lieu of the minimum 15 foot setback otherwise required; and to permit a 15.5 foot setback along the northerly portion of the property parallel to 8th Street in lieu of the minimum 16 foot setback otherwise required.
5. **Denied a Site Plan Review** approval for a development project which will result in an increase of 50 or more dwelling units.
6. **Did not adopt** Mitigated Negative Declaration No. ENV-2006-7211-MND.
7. **Adopted** the attached Findings.

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

This action was taken by the following vote:

Moved: Cardoso
Seconded: Roschen
Ayes: Burton, Kezios, Orozco, Romero
Absent: Freer, Woo
Vacant: One

Vote: 6-0


James Williams, Commission Executive Assistant I
City Planning Commission

Effective/Appeals: The Commission's determination will be final 20 days from the mailing date of this determination unless an appeal is filed to the City Council within that time. If the Commission has disapproved the **Zone Change/Height Density** request, in whole or in part, the applicant may appeal that disapproval to the Council within 20 days after the mailing date of this determination. Any appeal not filed within the 20-day period shall not be considered by the Council. All appeals shall be filed on forms provided at the Planning Department's Public Counters at 201 N. Figueroa Street, Fourth Floor, Los Angeles, or at 6262 Van Nuys Boulevard, Suite 251, Van Nuys.

FINAL APPEAL DATE DEC 14 2009

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachment: Findings
City Planner: Lynda Smith

FINDINGS

A. **General Plan Finding.** The subject property is located within the Wilshire Community Plan, which was adopted by the City Council on September 19, 2001 (Case No. CPC 97-0051 CPU). The Plan map designates the subject property as Neighborhood Commercial with corresponding zones of: C1, C1.5, C2, C4, P, CR, RAS3 and RAS4 and High Medium Residential with corresponding zone(s) of R4 (with Height District 2).

B. **General Plan Text.** The Wilshire Community Plan text includes the following relevant land use objectives, policies and programs:

GOAL 1 A SAFE, SECURE, AND HIGH QUALITY RESIDENTIAL ENVIRONMENT FOR ALL ECONOMIC, AGE, AND ETHNIC SEGMENTS OF THE COMMUNITY.

Policy 1-1.1. Protect existing stable single family and low density residential neighborhoods from encroachment by higher density residential uses and other uses that are incompatible as to scale and character, or would otherwise diminish quality of life.

Policy 1-1.2 Promote neighborhood preservation in all stable residential neighborhoods.

Program: With the implementation of the Wilshire Community Plan, all discretionary actions, Specific Plans, and any community and neighborhood residential projects must be consistent with Wilshire Community Plan recommendations.

Policy 1-1.4 Provide for housing along mixed-use boulevards where appropriate.

Program: Create Mixed Use Districts along targeted boulevards identified in the General Plan Framework to support the construction of mixed use development.

Program: Implement a Mixed Use District in the Wilshire Center Area, including the area generally bounded by Third Street, Hoover Street, Olympic Boulevard, and Western Avenue.

Objective 1-2. Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.

Policies 1-2.1. Encourage higher density residential uses near major public transportation centers.

Program: To accommodate the anticipated population increase to the Wilshire Community Plan Area by the year 2010, the Plan designates a number of increased residential density city blocks, in close proximity to the City's highest number of major public transit corridors, major bus route stops, and subway stations.

Policy 1-3.4. Monitor the impact of new development on residential streets. Locate access to major development projects so as not to encourage spillover traffic on local residential streets.

Program: Incorporate Neighborhood Traffic Mitigation Plans (NTMP) for major development and provide LADOT assistance to neighborhoods in design of NTMP's.

Policy 1.4-2. Ensure that new housing opportunities minimize displacement of residents.

Program: Decision-makers should adopt displacement findings in any decision relating to the construction of new housing.

Policy 1.4-3. Encourage multiple family residential and mixed use development in commercial zones.

Program: The community plan identifies areas for mixed use development in commercial zones, as illustrated on the General Plan Framework Map.

Program: Create and implement mixed-use districts along boulevards as designated in the General Plan Framework.

The proposed Zone Change from C2-1 and R4-2 to R5-2 and General Plan Amendment from Neighborhood Commercial and High Medium Residential to Regional Commercial, does not meet the above Goals, Policies and Objectives of the Wilshire Community Plan in that the proposed level of development is not consistent with the existing pattern of development, is not consistent with the Wilshire Community Plan and would better suited, and compatible with existing development along the Wilshire Corridor, to the north.

- C. **City Charter Sections 556 and 558.** The recommended General Plan Amendment from Neighborhood Commercial and High Medium Density Residential **does not comply** with Charter Sections 556 and 558 in that the recommended amendment does not reflect the land use patterns, trends and uses in the immediate area and does not further the intent, purposes and objectives of the Wilshire Community Plan. The General Plan Amendment to Regional Commercial is not consistent with the Wilshire Community Plans Objectives and Policies to: Protect existing stable single family and low density residential neighborhoods from encroachment by higher density residential uses and other uses that are incompatible as to scale and character, or would otherwise diminish quality of life and Provide for housing along mixed-use boulevards where appropriate.

The subject site does not meet any of General Plan Framework criteria for designation as a Regional Center. It is not located on a Secondary Highway such as Wilshire Boulevard, is not sited on a large independent lot set back from the property frontages nor does it contain a retail commercial mall, such as the Beverly Center and is not identified as a Mixed Use Boulevard by General Plan Framework. The Wilshire Community Plan supports applicable commercially zoned portions of 8th Street (From Western Avenue to Vermont Avenue) as mixed use districts. However, the scale and intensity of the proposed project at the R5-2 and Regional Commercial density, is not compatible with the existing pattern of development along 8th Street and would better suited and consistent with development along the Wilshire corridor to the immediate north. In addition, the proposed project does not have direct access to, or frontage along, 8th Street.

Parcels located to the north, which have their primary orientation toward Wilshire Boulevard a designated Major Class II Highway, are zoned R5-2 and have a General Plan Land Use Designation of Regional Commercial. These parcels are designated for high density residential (R5) and regional serving commercial uses. These are the only parcels in the immediate area planned and zoned for Regional Commercial uses, and they contain historically designated (Normandie-Mariposa Apartment District) high density multiple family residential uses, the LAUSD Central Los Angeles Learning Center #1, and various regional serving office and commercial uses.

D. Zone and Height District Change Findings. Pursuant to Section 12.32C7 of the Municipal Code, and based on these findings, the recommended action is deemed NOT consistent with public necessity, convenience, general welfare and good zoning practice.

- a. The requested Zone and Height District Change from C2-1 and R4-2 to R5-2 is not in keeping with the prevailing zoning of the immediate area, and is not consistent with the existing, or planned, pattern of development within the immediate area, which includes one to six story, Low Medium Density Residential uses zoned R4-2 and one to three story Neighborhood serving Commercial uses zoned C2-1.

The subject parcel is located south of 8th Street and abuts two commercial zoned properties (to the immediate north) which face 8th Street and constitute the ADD AREA portion of the subject General Plan Amendment from Neighborhood Commercial to Regional Commercial. These parcels are zoned C2-1 and contain surface parking and a one story commercial structure, and are not part of the proposed project.

Parcels located further to the north, which have their primary orientation toward Wilshire Boulevard a designated Major Class II Highway, are zoned R5-2 and have a General Plan Land Use Designation of Regional Commercial. These parcels are designated for high density residential (R5) and regional serving commercial uses. These are the only parcels in the immediate area planned and zoned for Regional Commercial uses, and they also contain historically designated (Normandie-Mariposa Apartment District) high density multiple family residential uses, the LAUSD Central Los Angeles Learning Center #1, and various regional serving office and commercial uses.

The requested Zone Change from C2-1 and R4-2 to R5-2 will allow a level of development that is not consistent in scale or character with the existing, low to mid-rise multiple family and neighborhood serving commercial uses. The proposed project is the construction of a 35 story, 270 unit mixed use structure with a helipad on the roof. Existing development in the immediate area is one to six stories in height and structures contain 1 to 40 dwelling units per site. The approval of the R5-2 Zone will permit a level of development that is not consistent in intensity, scale or density to existing residential development and would be more appropriate if placed along Wilshire Boulevard, a designated Major Class II Highway, where the existing General Plan Land Use designation is Regional Commercial.

The proposed Zone Change and General Plan Amendment would permit Regional Commercial uses along 8th Street (a designated Secondary Highway), Catalina Street and Kenmore Avenue (both designated Local Streets). The proposed project is located two blocks south of Wilshire Boulevard which is identified in the General Plan Framework as a Transit-Related Priority street (major public transit corridor) as it has both high level rapid bus service and fixed rail transit. 8th Street is not an identified transit priority street as it supports only local bus traffic as is therefore, not identified in the Wilshire Community Plan as a location for increased residential density at the level which would be permitted by the Regional Commercial land use designation. In addition, the proposed project will generate 1,935 daily vehicle trips (270 proposed dwelling units), which will impact both Catalina Street and Kenmore Avenue (Local residential streets).

The subject site is located within the Koreatown Regional Commercial Center as identified by the Wilshire Community Plan. The Koreatown Regional Commercial Center runs along Olympic Boulevard, directly south of Wilshire Center. The intersection of Western Avenue and Olympic Boulevard is the core of this center. It is in the southwestern portion of the Plan Area, and is generally bounded by Eighth Street on the north, Twelfth Street on the south, Western Avenue on the west, and continues east towards Vermont Avenue. The Koreatown

Regional Center includes low to mid-rise office and retail uses along Olympic Boulevard, with adjoining multiple family apartment blocks. The area is a cultural meeting place and nucleus of Korean American businesses, restaurants, and shops in addition to a wide range of community serving commercial uses and large shopping centers. The proposed site is located along the northern border of the Koreatown Regional Commercial Center and the southern border of the Wilshire Center Regional Commercial Center. There are no R5-2 zoned properties currently located in the Koreatown Regional Commercial Center as this zone classification is permitted only on those parcels which are designated by the Wilshire Community Plan as Regional Commercial. The existing Wilshire Community Plan only contains this land use designation along Wilshire Boulevard between Hoover Street and Western Ave (Wilshire Center), Wilshire Boulevard between La Brea and La Cienega (Miracle Mile Center) and Beverly Boulevard (Beverly Center-Cedars Sinai) between Robertson Boulevard and San Vicente Boulevard.

The Citywide General Plan Framework identifies the subject site as being located within a Regional Center. These Centers contain a diversity of uses such as corporate and professional offices, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services. Region-serving retail commercial malls and retail services should be integrated where they complement and support the other uses in the regional center. The development of sites and structures integrating housing with commercial uses is encouraged in concert with supporting services, recreational uses, open spaces, and amenities.

While the Wilshire Community Plan does support applicable commercially zoned portions of 8th Street (From Western Avenue to Vermont Avenue) as lower density mixed use districts, the scale and intensity of the proposed project at the R5-2 and Regional Commercial designation, is not compatible with the existing pattern of development along 8th Street and would be better suited and more consistent with development along the Wilshire corridor to the immediate north.

E. Conditional Use Denial Finding. Pursuant to Section 12.24 W 15 of the Municipal Code, a Conditional use for a development combining residential and commercial uses in the R5 zone when located in a redevelopment project area.

a. *The location of the project will NOT be desirable to the public convenience and welfare.*

The development of the proposed mixed use in the R5-2 Zone is not desirable to the public convenience and welfare in that it is neither consistent nor compatible with the existing or proposed pattern of development in the subject area. The requested Zone and Height District change to R5-2 and General Plan Amendment to Regional Commercial is being recommended for denial as indicated above.

b. *The proposed project will NOT be proper in relation to adjacent uses or the development of the community.*

The proposed development of a 270 unit, 35 story mixed use development is not proper in relation to adjacent uses or the development of the community. The requested Zone and Height District Change and General Plan Amendment which would permit the development of the proposed use is being recommended for denial. While mixed use development is compatible with the Wilshire Community Plan, the proposed intensity and scale is not and would be better suited for Wilshire Boulevard where the requested density is permitted,

consistent and compatible.

- c. *The proposed project will be materially detrimental to the character of development in the immediate neighborhood.***

As stated above, the scale and level of intensity of the proposed project is not compatible with the existing level of development in the immediate area and is not consistent with the Wilshire Community Plan as state above.

- d. *The proposed project will NOT be in harmony with the various elements and objectives of the General Plan.***

The proposed project will not be in harmony with the Wilshire Community Plan in that the proposed intensity and scale is not compatible with the existing pattern of development and the requested Zone/Height District Change from C2-1 and R4-2 to R5-2 and General Plan Amendment from Neighborhood Commercial and High Medium Residential to Regional Commercial is not consistent with the Wilshire Community Plan.

- F. Adjustment Denial Findings.** Pursuant to Section 12.28 of the Municipal Code Adjustments to Section 12.12.C as follows: to permit an 11 foot setback along Catalina Street in lieu of the minimum 15 foot setback otherwise required; and to permit a 15 ½ foot setback along the northerly portion of the property parallel to 8th Street in lieu of the minimum 16 foot setback otherwise required.

- a. *The granting of an adjustment will NOT result in development compatible and consistent with the surrounding area.***

The granting of the requested adjustments will not result in development compatible and consistent with the surrounding area. The proposed mixed use project is much greater in scale and intensity (270 dwelling units/ 35 stories in height) than any existing development in the immediate area. The proposed density is better suited along Wilshire Boulevard, to the north, where the existing General Plan Land Use Designation is Regional Commercial and will permit the R5-2 zone. The proposed mixed use project is located immediately adjacent to low level residential uses to the south. The project frontage is proposed along Catalina Street, which contains multiple family residential structures which do not exceed 6 stories in height. The intent of the required setback of 15 feet is to provide some buffer between the sidewalk and the structures and to soften the street frontage. The intensity and scale of the proposed mixed use project further support the placement of the required setbacks.

- b. *The granting of an adjustment will NOT be in conformance with the intent and purpose of the General Plan of the City.***

The proposed project will not be harmony with the Wilshire Community Plan in that the proposed intensity and scale is not compatible with the existing pattern of development and the requested Zone/Height District Change from C2-1 and R4-2 to R5-2 and General Plan Amendment from Neighborhood Commercial and Medium High Residential to Regional Commercial is not consistent with the Wilshire Community Plan, therefore, the granting of the subject adjustments will not be in conformance with the intent and purpose of the Wilshire Community Plan.

- c. *The granting of an adjustment is NOT in conformance with the spirit and intent of***

the Planning and Zoning Code of the City.

The granting of the requested Adjustments is in conformance with the spirit and intent of the LAMC in that the requested Zone/Height District Change and General Plan Amendment are not consistent with the Wilshire Community Plan.

- d. ***There are no adverse impacts from the proposed adjustment or any adverse impacts have been mitigated.***

For the reasons set forth in Proposed Mitigated Negative Declaration No. ENV 2006-7211-MND, the project will not have a significant effect on the environment.

- e. ***The site and/or existing improvements DO NOT make strict adherence to zoning regulations impractical or infeasible.***

The proposed mixed use project is located immediately adjacent to low level residential uses to the south. The project frontage is proposed along Catalina Street, which contains multiple family residential structures which do not exceed 6 stories in height. The intent of the required setback of 15 feet is to provide some buffer between the sidewalk and the structures and to soften the street frontage. The intensity and scale of the proposed mixed use project further support the placement of the required setbacks.

- G. **Site Plan Review Denial Findings.** Pursuant to Section 16.05 F of the Municipal Code. The project Does NOT comply with all applicable provisions of the Los Angeles Municipal Code, Planning and Zoning Section and any applicable specific plan: The project is NOT consistent with the General Plan: The project is NOT consistent with any applicable adopted redevelopment plan: The project does NOT consist of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, load areas, lighting, landscaping, trash collections, and other such pertinent improvements, which is or will be compatible with existing and future developments, on the neighboring properties: Any project containing residential uses provides its residents with appropriate type and placement of recreational facilities and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties where appropriate. (For Residential Projects Only.).

The proposed mixed use project is much greater in scale and intensity (270 dwelling units/ 35 stories in height) than any existing development in the immediate area. The subject site does not meet any of the above criteria for designation as a Regional Center. It is not located on a Secondary Highway such as Wilshire Boulevard, is not sited on a large independent lot set back from the property frontages nor does it contain a retail commercial mall, such as the Beverly Center and is not identified as a Mixed Use Boulevard by General Plan Framework. The Wilshire Community Plan supports applicable commercially zoned portions of 8th Street (From Western Avenue to Vermont Avenue) as mixed use districts. However, the scale and intensity of the proposed project at the R5-2 and Regional Commercial density, is not compatible with the existing pattern of development along 8th Street. The requested density is better suited along Wilshire Boulevard, to the north, where the existing General Plan Land Use Designation is Regional Commercial and will permit the R5-2 zone. The proposed mixed use project is located immediately adjacent to low level residential uses to the south. The project frontage is proposed along Catalina Street, which contains multiple family residential structures which do not exceed 6 stories in height.

The proposed project will not be in harmony with the Wilshire Community Plan in that the

proposed intensity and scale is not compatible with the existing pattern of development and the requested Zone/Height District Change from C2-1 and R4-2 to R5-2 and General Plan Amendment from Neighborhood Commercial and High Medium Residential to Regional Commercial is not consistent with the Wilshire Community Plan.

DETERMINATION LEETER
CPC-2006-8689-GPA-ZC-HD-
CU-ZAA-SPR
MAILING DATE: 11/24/09

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DEPARTMENT OF CITY PLANNING
RECOMMENDATION REPORT



CITY PLANNING COMMISSION

Date: October 8, 2009
Time: After 8:30 a.m.
Place: Los Angeles City Hall
200 North Spring Street, 10th Floor
Los Angeles, CA 90012

Public Hearing: August 7, 2009
Appeal Status: Zone Change appealable to City Council by applicant if disapproved in whole or part.
Expiration Date: 01/06/10
Multiple Approval: Pursuant to LAMC Section 12.36 C

Case No.: CPC-2006-8689-GPA-ZC-HD-CU-ZAA-SPR
CEQA No.: ENV-2006-7211-MND
Council No.: 10 - Herb J. Wesson Jr.
Plan Area: Wilshire
Specific Plan: N/A
Certified NC: Wilshire Center - Koreatown
GPLU: Neighborhood Commercial, High Medium Residential
Zone(s): C2-1 and R4-2
Applicant: Mike Hakim, Colony Holdings LLC
Representative: Arman R. Ross, Grumpy Old Men Company

PROJECT LOCATION: 805-833 S. Catalina Street and 806-836 S. Kenmore Avenue And ADD AREA: 800 S. Kenmore Avenue and 3130 W. 8th Street (two parcels north of the proposed project site)

PROPOSED PROJECT: 805-833 S. Catalina Street and 806-836 S. Kenmore Avenue:

Demolition of existing residential buildings containing 68 residential units, existing commercial buildings and associated parking, and construction of a new 35-story mixed use building with 270 residential units and 3,600 square feet of commercial/retail space on an approximately 56,656 square foot site (see attached map). The project, as proposed, will contain a mixture of 1-, 2-, 3-, and 4-bedroom units, and will provide approximately 663 parking spaces in two subterranean and six above grade parking levels (a helipad to be located on the roof to allow for emergency only helicopter access).

ADD AREAS:

No project is proposed.

REQUESTED ACTION: 805-833 S. Catalina Street and 806-836 S. Kenmore Avenue and ADD AREA 800 S. Kenmore Avenue and 3130 W. 8th Street:

1. Pursuant to Section 11.5.6 of the Municipal Code, a **General Plan Amendment** (Periodic Plan Review for Window No. 162, Geographic Area 2) to the Wilshire Community Plan from Neighborhood Commercial and High Medium Residential to Regional Commercial.

805-833 S. Catalina Street and 806-836 S. Kenmore Avenue only:

2. Pursuant to Section 12.32 of the Municipal Code, a **Zone/Height District Change** from C2-1 (Commercial Zone) and R4-2 (Multiple Dwelling Zone, one unit for each 400 square feet of lot

- area) to R5-2 (Multiple Dwelling Zone, one unit for each 200 square feet of lot area).
3. Pursuant to Section 12.24 W 15 of the Municipal Code, a **Conditional use** for a development combining residential and commercial uses in the R5 zone when located in a redevelopment project area.
 4. Pursuant to Section 12.28 of the Municipal Code **Adjustments** to Section 12.12.C as follows:
 - a. to permit an 11 foot setback along Catalina Street in lieu of the minimum 15 foot setback otherwise required; and
 - b. to permit a 15 ½ foot setback along the northerly portion of the property parallel to 8th Street in lieu of the minimum 16 foot setback otherwise required.
 5. Pursuant to Section 16.05 of the Municipal Code, a **Site Plan Review** approval for a development project which will result in an increase of 50 or more dwelling units.
 6. Pursuant to Section 21082.1(c) of the California Public Resources Code, **Adopt** the Mitigated Negative Declaration (MND) and required Findings for the above referenced project.

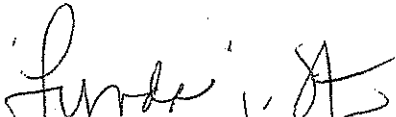
RECOMMENDED ACTIONS:

1. **Disapprove** the requested **General Plan Amendment** to the Wilshire Community Plan from Neighborhood Commercial and Medium Density Residential to Regional Commercial.
2. **Disapprove** a **Zone Change** from C2-1 and R4-2 to R5-2.
3. **Disapprove** an **Adjustment** to permit an 11 foot setback along Catalina Street in lieu of the minimum 15 foot setback otherwise required and an **Adjustment** to permit a 15 ½ foot setback along the northerly portion of the property parallel to 8th Street in lieu of the minimum 16 foot setback otherwise required.
4. **Disapprove** a **Conditional use** for a development combining residential and commercial uses in the R5 zone when located in a redevelopment project area.
5. **Disapprove** a **Site Plan Review** approval for a development project which will result in an increase of 50 or more dwelling units.
6. **Do not Adopt** Mitigated Negative Declaration No. ENV-2006-7211-MND.
7. **Adopt** the attached Findings.
8. **Advise** the applicant that, pursuant to State fish and Game Code Section 711.4, a Fish and Game Fee and / or Certificate of Fee Exemption is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination (NOD) filing.

S. GAIL GOLDBERG, AICP
Director of Planning



Kevin Keller, Senior City Planner



Lynda J. Smith, Hearing Officer
(213) 978-1170

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Exhibits:

A – Maps

A1 – Vicinity Map

A2 – Radius Map

A3 – Plan Map - Existing

A4 – Plan Map - Requested

A5 – Zone Change Map

B - Plans

B1-Plot/Site Plan

B2-Elevation Plan

C – Environmental Clearance – ENV-2006-7211-MND

D – Photos



PROJECT ANALYSIS

Project Summary

The subject request is a Zone and Height District Change from C2-1 and R4-2 to R5-2, a General Plan Amendment from Neighborhood Commercial and High Medium Residential to Regional Commercial, an Adjustment for reduced yard setbacks along Catalina Street (building frontage) and the north property line, a Conditional Use to permit mixed use development in the R5 zone when located in a Redevelopment Area and a Site Plan Review for projects having more than 50 dwelling units. A General Plan Amendment from Neighborhood Commercial to Regional Commercial is being requested for the above properties and the ADD AREA (800 S. Kenmore Ave and 3130 W. 8th Street). There is no project proposed and no Zone/Height District Change associated with these parcels.

The above entitlements are requested in conjunction with the proposed construction of a new 35-story mixed use building with 270 residential units and 3,600 square feet of commercial/retail space on an approximately 56,656 square foot site (see attached map). The project, as proposed, will contain a mixture of 1-, 2-, 3-, and 4-bedroom units, and will provide approximately 663 parking spaces in two subterranean and six above grade parking levels with a helipad to be located on the roof to allow for emergency only helicopter access.

Background

The subject site is located as a through lot with frontage along Catalina Street and Kenmore Avenue. The lots are immediately adjacent to commercially zoned properties which front 8th Street to the north. The site does not have direct access to 8th Street. Wilshire Boulevard, is located approximately two blocks north. The southern portion of the new LAUSD Central Learning Center #1 is located to the north, between 8th Street and Wilshire Boulevard. Catalina Street and Kenmore Avenue are designated Local Streets (70 and 60 feet in width, respectively) and are improved with gutter and sidewalks. 8th Street, to the north, is a designated Collector Street, 80 feet in width and is also improved with gutter and sidewalks.

The existing local pattern of development consists of low height 1 to 6 story multiple family residential and neighborhood serving commercial uses. These parcels are zoned R4-2 and C2-1 and are designated, like the subject property, as High Medium Residential and Neighborhood Commercial. Parcels located further to the north, which have their primary orientation on Wilshire Boulevard (a designated Major Class II Highway), are zoned R5-2 and have an existing General Plan Land Use Designation of Regional Commercial. These parcels are designated for high density residential (R5) and more regional serving commercial uses. These are the only parcels in the immediate area planned and zoned for Regional Commercial uses. They also contain historically designated (Normandie-Mariposa Apartment District) high density multiple family residential uses, the LAUSD Central Los Angeles Learning Center #1, and various regional serving office and commercial uses.

The subject site is located within the Koreatown Regional Commercial Center as identified by the Wilshire Community Plan. The Koreatown Regional Commercial Center runs along Olympic Boulevard, directly south of Wilshire Center. The intersection of Western Avenue and Olympic Boulevard is the core of this center. It is in the southwestern portion of the Plan Area, and is generally bounded by Eighth Street on the north, Twelfth Street on the south, Western Avenue on the west, and continues east towards Vermont Avenue. The Koreatown Regional Center includes low to mid-rise office and retail uses along Olympic Boulevard, with adjoining multiple

family apartment blocks. The area is a cultural meeting place and nucleus of Korean American businesses, restaurants, and shops in addition to a wide range of community serving commercial uses and large shopping centers. The proposed site is located along the northern border of the Koreatown Regional Commercial Center and the southern border of the Wilshire Center Regional Commercial Center. There are no R5-2 zoned properties currently located in the Koreatown Regional Commercial Center as this zone classification is permitted only on those parcels which are designated by the Wilshire Community Plan as Regional Commercial. The existing Wilshire Community Plan only contains this land use designation along Wilshire Boulevard between Hoover Street and Western Ave. (Wilshire Center), Wilshire Boulevard between La Brea and La Cienega (Miracle Mile Center) and Beverly Boulevard (Beverly Center-Cedars Sinai) between Robertson Boulevard and San Vicente Boulevard.

The Wilshire Community Plan does support commercially zoned portions of 8th Street (from Western Avenue to Vermont Avenue) as lower density mixed use districts. However, the scale and intensity of the proposed project at the R5-2 and Regional Commercial density, is not compatible with the existing pattern of development along 8th Street or with the planned density for this area. The project frontage is proposed along Catalina Street, which contains multiple family residential structures which do not exceed 6 stories in height. The requested density is better suited along Wilshire Boulevard, to the north, where the existing Wilshire Community Plan General Plan Land Use Designation is Regional Commercial and the General Plan Framework identifies the corridor as part of a Regional Center.

The proposed General Plan Amendment from Neighborhood Commercial and High Medium Residential to Regional Commercial and associated Zone/Height District change from C2-1 and R4-2 to R5-2, is not consistent with the Wilshire Community Plan. The proposed mixed use project is much greater in scale and intensity (270 dwelling units/ 35 stories in height) than any existing development in the immediate area and is located immediately adjacent to low level residential uses to the south.

Conclusion

Staff is recommending denial of all entitlement requests. While the development of the site as a mixed use project (at a lower density), is compatible with the intent of the Wilshire Community Plan, the requested Zone/Height District Change, General Plan Amendment, and the proposed scale and intensity of the proposed project are not consistent with the Wilshire Community plan and are not appropriate for the subject location.

FINDINGS

- A. **General Plan Finding.** The subject property is located within the Wilshire Community Plan, which was adopted by the City Council on September 19, 2001 (Case No. CPC 97-0051 CPU). The Plan map designates the subject property as Neighborhood Commercial with corresponding zones of: C1, C1.5, C2, C4, P, CR, RAS3 and RAS4 and High Medium Residential with corresponding zone(s) of R4 (with Height District 2).
- B. **General Plan Text.** The Wilshire Community Plan text includes the following relevant land use objectives, policies and programs:

GOAL 1 A SAFE, SECURE, AND HIGH QUALITY RESIDENTIAL ENVIRONMENT FOR ALL ECONOMIC, AGE, AND ETHNIC SEGMENTS OF THE COMMUNITY.

Policy 1-1.1. Protect existing stable single family and low density residential neighborhoods from encroachment by higher density residential uses and other uses that are incompatible as to scale and character, or would otherwise diminish quality of life.

Policy 1-1.2 Promote neighborhood preservation in all stable residential neighborhoods.

Program: With the implementation of the Wilshire Community Plan, all discretionary actions, Specific Plans, and any community and neighborhood residential projects must be consistent with Wilshire Community Plan recommendations.

Policy 1-1.4 Provide for housing along mixed-use boulevards where appropriate.

Program: Create Mixed Use Districts along targeted boulevards identified in the General Plan Framework to support the construction of mixed use development.

Program: Implement a Mixed Use District in the Wilshire Center Area, including the area generally bounded by Third Street, Hoover Street, Olympic Boulevard, and Western Avenue.

Objective 1-2. Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.

Policies 1-2.1. Encourage higher density residential uses near major public transportation centers.

Program: To accommodate the anticipated population increase to the Wilshire Community Plan Area by the year 2010, the Plan designates a number of increased residential density city blocks, in close proximity to the City's highest number of major public transit corridors, major bus route stops, and subway stations.

Policy 1-3.4. Monitor the impact of new development on residential streets. Locate access to major development projects so as not to encourage spillover traffic on local residential streets.

Program: Incorporate Neighborhood Traffic Mitigation Plans (NTMP) for major development and provide LADOT assistance to neighborhoods in design of NTMP's.

Policy 1.4-2. Ensure that new housing opportunities minimize displacement of residents.

Program: Decision-makers should adopt displacement findings in any decision relating to the construction of new housing.

Policy 1.4-3. Encourage multiple family residential and mixed use development in commercial zones.

Program: The community plan identifies areas for mixed use development in commercial zones, as illustrated on the General Plan Framework Map.

Program: Create and implement mixed-use districts along boulevards as designated in the General Plan Framework.

The proposed Zone Change from C2-1 and R4-2 to R5-2 and General Plan Amendment from Neighborhood Commercial and High Medium Residential to Regional Commercial, does not meet the above Goals, Policies and Objectives of the Wilshire Community Plan in that the proposed level of development is not consistent with the existing pattern of development, is not consistent with the Wilshire Community Plan and would better suited, and compatible with existing development along the Wilshire Corridor, to the north.

- C. City Charter Sections 556 and 558.** The recommended General Plan Amendment from Neighborhood Commercial and High Medium Density Residential **does not comply** with Charter Sections 556 and 558 in that the recommended amendment does not reflect the land use patterns, trends and uses in the immediate area and does not further the intent, purposes and objectives of the Wilshire Community Plan. The General Plan Amendment to Regional Commercial is not consistent with the Wilshire Community Plans Objectives and Policies to: Protect existing stable single family and low density residential neighborhoods from encroachment by higher density residential uses and other uses that are incompatible as to scale and character, or would otherwise diminish quality of life and Provide for housing along mixed-use boulevards where appropriate.

The subject site does not meet any of General Plan Framework criteria for designation as a Regional Center. It is not located on a Secondary Highway such as Wilshire Boulevard, is not sited on a large independent lot set back from the property frontages nor does it contain a retail commercial mall, such as the Beverly Center and is not identified as a Mixed Use Boulevard by General Plan Framework. The Wilshire Community Plan supports applicable commercially zoned portions of 8th Street (From Western Avenue to Vermont Avenue) as mixed use districts. However, the scale and intensity of the proposed project at the R5-2 and Regional Commercial density, is not compatible with the existing pattern of development along 8th Street and would better suited and consistent with development along the Wilshire corridor to the immediate north. In addition, the proposed project does not have direct access to, or frontage along, 8th Street.

Parcels located to the north, which have their primary orientation toward Wilshire Boulevard a designated Major Class II Highway, are zoned R5-2 and have a General Plan Land Use Designation of Regional Commercial. These parcels are designated for high density residential (R5) and regional serving commercial uses. These are the only parcels in the immediate area planned and zoned for Regional Commercial uses, and

they contain historically designated (Normandie-Mariposa Apartment District) high density multiple family residential uses, the LAUSD Central Los Angeles Learning Center #1, and various regional serving office and commercial uses.

D. Zone and Height District Change Findings. Pursuant to Section 12.32C7 of the Municipal Code, and based on these findings, the recommended action is deemed NOT consistent with public necessity, convenience, general welfare and good zoning practice.

- a. The requested Zone and Height District Change from C2-1 and R4-2 to R5-2 is not in keeping with the prevailing zoning of the immediate area, and is not consistent with the existing, or planned, pattern of development within the immediate area, which includes one to six story, Low Medium Density Residential uses zoned R4-2 and one to three story Neighborhood serving Commercial uses zoned C2-1.

The subject parcel is located south of 8th Street and abuts two commercial zoned properties (to the immediate north) which face 8th Street and constitute the ADD AREA portion of the subject General Plan Amendment from Neighborhood Commercial to Regional Commercial. These parcels are zoned C2-1 and contain surface parking and a one story commercial structure, and are not part of the proposed project.

Parcels located further to the north, which have their primary orientation toward Wilshire Boulevard a designated Major Class II Highway, are zoned R5-2 and have a General Plan Land Use Designation of Regional Commercial. These parcels are designated for high density residential (R5) and regional serving commercial uses. These are the only parcels in the immediate area planned and zoned for Regional Commercial uses, and they also contain historically designated (Normandie-Mariposa Apartment District) high density multiple family residential uses, the LAUSD Central Los Angeles Learning Center #1, and various regional serving office and commercial uses.

The requested Zone Change from C2-1 and R4-2 to R5-2 will allow a level of development that is not consistent in scale or character with the existing, low to mid-rise multiple family and neighborhood serving commercial uses. The proposed project is the construction of a 35 story, 270 unit mixed use structure with a helipad on the roof. Existing development in the immediate area is one to six stories in height and structures contain 1 to 40 dwelling units per site. The approval of the R5-2 Zone will permit a level of development that is not consistent in intensity, scale or density to existing residential development and would be more appropriate if placed along Wilshire Boulevard, a designated Major Class II Highway, where the existing General Plan Land Use designation is Regional Commercial.

The proposed Zone Change and General Plan Amendment would permit Regional Commercial uses along 8th Street (a designated Secondary Highway), Catalina Street and Kenmore Avenue (both designated Local Streets). The proposed project is located two blocks south of Wilshire Boulevard which is identified in the General Plan Framework as a Transit-Related Priority street (major public transit corridor) as it has both high level rapid bus service and fixed rail transit. 8th Street is not an identified transit priority street as it supports only local bus traffic as is therefore, not identified in the Wilshire Community Plan as a location for increased residential density at the level which would be permitted by the Regional Commercial land use designation. In addition, the proposed project will generate 1,935 daily vehicle trips (270 proposed dwelling

units), which will impact both Catalina Street and Kenmore Avenue (Local residential streets).

The subject site is located within the Koreatown Regional Commercial Center as identified by the Wilshire Community Plan. The Koreatown Regional Commercial Center runs along Olympic Boulevard, directly south of Wilshire Center. The intersection of Western Avenue and Olympic Boulevard is the core of this center. It is in the southwestern portion of the Plan Area, and is generally bounded by Eighth Street on the north, Twelfth Street on the south, Western Avenue on the west, and continues east towards Vermont Avenue. The Koreatown Regional Center includes low to mid-rise office and retail uses along Olympic Boulevard, with adjoining multiple family apartment blocks. The area is a cultural meeting place and nucleus of Korean American businesses, restaurants, and shops in addition to a wide range of community serving commercial uses and large shopping centers. The proposed site is located along the northern border of the Koreatown Regional Commercial Center and the southern border of the Wilshire Center Regional Commercial Center. There are no R5-2 zoned properties currently located in the Koreatown Regional Commercial Center as this zone classification is permitted only on those parcels which are designated by the Wilshire Community Plan as Regional Commercial. The existing Wilshire Community Plan only contains this land use designation along Wilshire Boulevard between Hoover Street and Western Ave (Wilshire Center), Wilshire Boulevard between La Brea and La Cienega (Miracle Mile Center) and Beverly Boulevard (Beverly Center-Cedars Sinai) between Robertson Boulevard and San Vicente Boulevard.

The Citywide General Plan Framework identifies the subject site as being located within a Regional Center. These Centers contain a diversity of uses such as corporate and professional offices, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services. Region-serving retail commercial malls and retail services should be integrated where they complement and support the other uses in the regional center. The development of sites and structures integrating housing with commercial uses is encouraged in concert with supporting services, recreational uses, open spaces, and amenities.

While the Wilshire Community Plan does support applicable commercially zoned portions of 8th Street (From Western Avenue to Vermont Avenue) as lower density mixed use districts, the scale and intensity of the proposed project at the R5-2 and Regional Commercial designation, is not compatible with the existing pattern of development along 8th Street and would be better suited and more consistent with development along the Wilshire corridor to the immediate north.

- E. Conditional Use Denial Finding.** Pursuant to Section 12.24 W 15 of the Municipal Code, a Conditional use for a development combining residential and commercial uses in the R5 zone when located in a redevelopment project area.
- a. *The location of the project will NOT be desirable to the public convenience and welfare.***

The development of the proposed mixed use in the R5-2 Zone is not desirable to the public convenience and welfare in that it is neither consistent nor compatible with the existing or proposed pattern of development in the subject area. The requested Zone

and Height District change to R5-2 and General Plan Amendment to Regional Commercial is being recommended for denial as indicated above.

- b. *The proposed project will NOT be proper in relation to adjacent uses or the development of the community.***

The proposed development of a 270 unit, 35 story mixed use development is not proper in relation to adjacent uses or the development of the community. The requested Zone and Height District Change and General Plan Amendment which would permit the development of the proposed use is being recommended for denial. While mixed use development is compatible with the Wilshire Community Plan, the proposed intensity and scale is not and would be better suited for Wilshire Boulevard where the requested density is permitted, consistent and compatible.

- c. *The proposed project will be materially detrimental to the character of development in the immediate neighborhood.***

As stated above, the scale and level of intensity of the proposed project is not compatible with the existing level of development in the immediate area and is not consistent with the Wilshire Community Plan as state above.

- d. *The proposed project will NOT be in harmony with the various elements and objectives of the General Plan.***

The proposed project will not be in harmony with the Wilshire Community Plan in that the proposed intensity and scale is not compatible with the existing pattern of development and the requested Zone/Height District Change from C2-1 and R4-2 to R5-2 and General Plan Amendment from Neighborhood Commercial and High Medium Residential to Regional Commercial is not consistent with the Wilshire Community Plan.

- F. Adjustment Denial Findings.** Pursuant to Section 12.28 of the Municipal Code Adjustments to Section 12.12.C as follows: to permit an 11 foot setback along Catalina Street in lieu of the minimum 15 foot setback otherwise required; and to permit a 15 ½ foot setback along the northerly portion of the property parallel to 8th Street in lieu of the minimum 16 foot setback otherwise required.

- a. *The granting of an adjustment will NOT result in development compatible and consistent with the surrounding area.***

The granting of the requested adjustments will not result in development compatible and consistent with the surrounding area. The proposed mixed use project is much greater in scale and intensity (270 dwelling units/ 35 stories in height) than any existing development in the immediate area. The proposed density is better suited along Wilshire Boulevard, to the north, where the existing General Plan Land Use Designation is Regional Commercial and will permit the R5-2 zone. The proposed mixed use project is located immediately adjacent to low level residential uses to the south. The project frontage is proposed along Catalina Street, which contains multiple family residential structures which do not exceed 6 stories in height. The intent of the required setback of 15 feet is to provide some buffer between the sidewalk and the structures and to soften the street frontage. The intensity and scale of the proposed mixed use project further support the placement of the required setbacks.

- b. ***The granting of an adjustment will NOT be in conformance with the intent and purpose of the General Plan of the City.***

The proposed project will not be harmony with the Wilshire Community Plan in that the proposed intensity and scale is not compatible with the existing pattern of development and the requested Zone/Height District Change from C2-1 and R4-2 to R5-2 and General Plan Amendment from Neighborhood Commercial and Medium High Residential to Regional Commercial is not consistent with the Wilshire Community Plan, therefore, the granting of the subject adjustments will not be in conformance with the intent and purpose of the Wilshire Community Plan.

- c. ***The granting of an adjustment is NOT in conformance with the spirit and intent of the Planning and Zoning Code of the City.***

The granting of the requested Adjustments is in conformance with the spirit and intent of the LAMC in that the requested Zone/Height District Change and General Plan Amendment are not consistent with the Wilshire Community Plan.

- d. ***There are no adverse impacts from the proposed adjustment or any adverse impacts have been mitigated.***

For the reasons set forth in Proposed Mitigated Negative Declaration No. ENV 2006-7211-MND, the project will not have a significant effect on the environment.

- e. ***The site and/or existing improvements DO NOT make strict adherence to zoning regulations impractical or infeasible.***

The proposed mixed use project is located immediately adjacent to low level residential uses to the south. The project frontage is proposed along Catalina Street, which contains multiple family residential structures which do not exceed 6 stories in height. The intent of the required setback of 15 feet is to provide some buffer between the sidewalk and the structures and to soften the street frontage. The intensity and scale of the proposed mixed use project further support the placement of the required setbacks.

- G. **Site Plan Review Denial Findings.** Pursuant to Section 16.05 F of the Municipal Code. The project Does NOT comply with all applicable provisions of the Los Angeles Municipal Code, Planning and Zoning Section and any applicable specific plan: The project is NOT consistent with the General Plan: The project is NOT consistent with any applicable adopted redevelopment plan: The project does NOT consist of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, load areas, lighting, landscaping, trash collections, and other such pertinent improvements, which is or will be compatible with existing and future developments, on the neighboring properties: Any project containing residential uses provides its residents with appropriate type and placement of recreational facilities and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties where appropriate. (For Residential Projects Only.).

The proposed mixed use project is much greater in scale and intensity (270 dwelling units/ 35 stories in height) than any existing development in the immediate area. The subject site does not meet any of the above criteria for designation as a Regional Center. It is not located on a Secondary Highway such as Wilshire Boulevard, is not

sited on a large independent lot set back from the property frontages nor does it contain a retail commercial mall, such as the Beverly Center and is not identified as a Mixed Use Boulevard by General Plan Framework. The Wilshire Community Plan supports applicable commercially zoned portions of 8th Street (From Western Avenue to Vermont Avenue) as mixed use districts. However, the scale and intensity of the proposed project at the R5-2 and Regional Commercial density, is not compatible with the existing pattern of development along 8th Street. The requested density is better suited along Wilshire Boulevard, to the north, where the existing General Plan Land Use Designation is Regional Commercial and will permit the R5-2 zone. The proposed mixed use project is located immediately adjacent to low level residential uses to the south. The project frontage is proposed along Catalina Street, which contains multiple family residential structures which do not exceed 6 stories in height.

The proposed project will not be in harmony with the Wilshire Community Plan in that the proposed intensity and scale is not compatible with the existing pattern of development and the requested Zone/Height District Change from C2-1 and R4-2 to R5-2 and General Plan Amendment from Neighborhood Commercial and High Medium Residential to Regional Commercial is not consistent with the Wilshire Community Plan.



PUBLIC HEARING AND COMMUNICATIONS

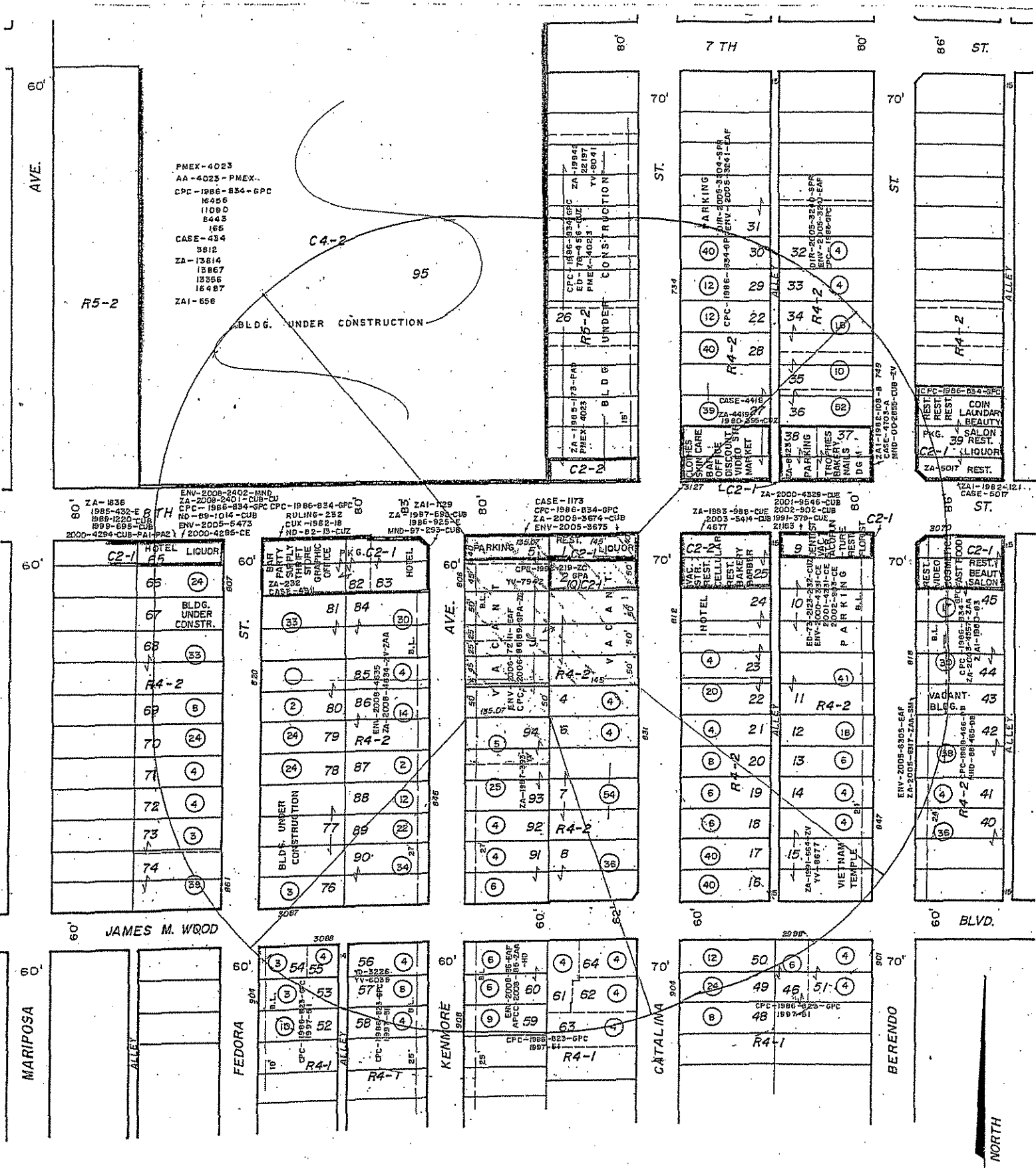
The public hearing on this matter was held August 7, 2009 at 200 N. Spring Street, Los Angeles California, 10th floor hearing room. There were approximately seven people in attendance. The project representative and architect spoke and indicated the following:

- The project phase has taken approximately two years;
- The applicant has held meetings with both the Community Redevelopment Agency and the LA Unified School District;
- The project is one of the first major privately funded in community;
- The commercial component will front Catalina Street;
- Developer feels that this type of project is wanted in the community;
- 36,000 square feet of open space is being provided;
- Project will provide 663 parking spaces (626 required).
- Student safety is a requirement of LAUSD;
- The building/structure will be set-back from the street;
- Project access (vehicle) will be reviewed by LAUSD;
- Provided parking is being done to condominium standard, not apartment;
- Approximately 108 spaces available for guests;
- Commercial is neighborhood serving;
- Project was financed on apartment rents, not condominium sales;
- Final project will be three to four years out
- Hazards related to circulation and traffic were addressed in the MND;
- The structure will meet all seismic requirements and building codes.

One member of the public spoke in opposition to the project. The speaker's comments were as follows:

- There will be student safety issues along the Catalina Street entrance;
- New school facility to the north will mean more traffic related to pick up and drop offs;
- Many students will walk to school and project is along direct path of student access;
- The project's potential affect upon the student population was not addressed in the MND;
- Parking for the project is not sufficient;
- Project vehicle access is not adequate;
- City of Los Angeles may be liable since environmental review was not adequate;
- 8th Street will also be affected by project;
- MND is old and does not analyze school and other development in the area;
- Existing off street parking is inadequate in the area;
- Project will diminish the quality of life of area;
- The impact of the retail/commercial component was not taken into account;
- Older apartments in the area are vacant, yet new development continues;
- Project will have negative impact on existing residential properties;
- Five to six stories is the average height of development in the area;
- 30 plus story developments are located on Wilshire, not in the immediate area;
- The sidewalk along the school frontage off Catalina Street has been increased to accommodate students, so set backs will not be consistent along the street;
- Fault lines were not identified in the MND;
- An Environmental Impact Report should have been done.

Two written correspondences have been received and are contained in the administrative file. One is dated 8/3/09 from a concerned neighbor indicating that the proposed project does not have adequate parking, local off street parking is being reduced and the traffic impact of the project on the neighborhood and the new school will be negative. A second correspondence was received dated 7/27/09 and also indicates that the proposed project will diminish the quality of life in the community by making street parking almost unavailable to residents and customers of existing businesses. This letter indicates that 1000 new cars a day will be generated by the project and that 663 parking spaces is not adequate. The correspondence also states that a new EIR should be completed since the environment has changed since it was issued in 2006.



ZONE CHANGE / PLAN AMENDMENT

EXHIBIT A-1
VICINITY MAP

CPC-2006-8689-GPA-ZC-HD-CU-
ZAA-SPR

LEGAL: LOTS 91 TO 96, TRACT NO. 2140 M.B. 21-185
LOTS 1 TO 5, BLK. I, WILSHIRE BLVD. TRACT
M.B. 6-47

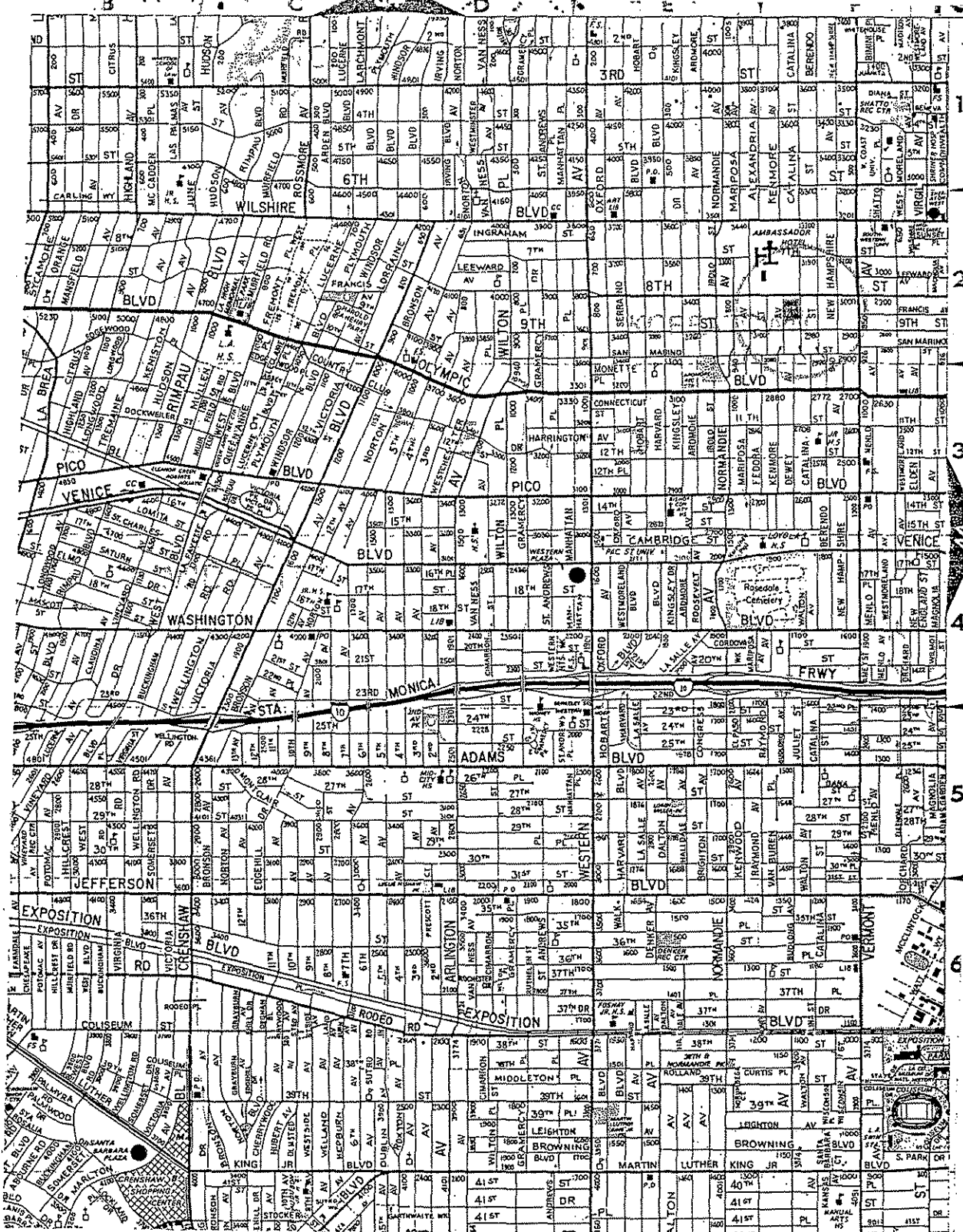
CASE NO.
DATE JUNE 9, 2009
D.M. 132 B 197
SCALE 1"=100'

T.B. PAGE 634 GRID A-3

1.70 AC



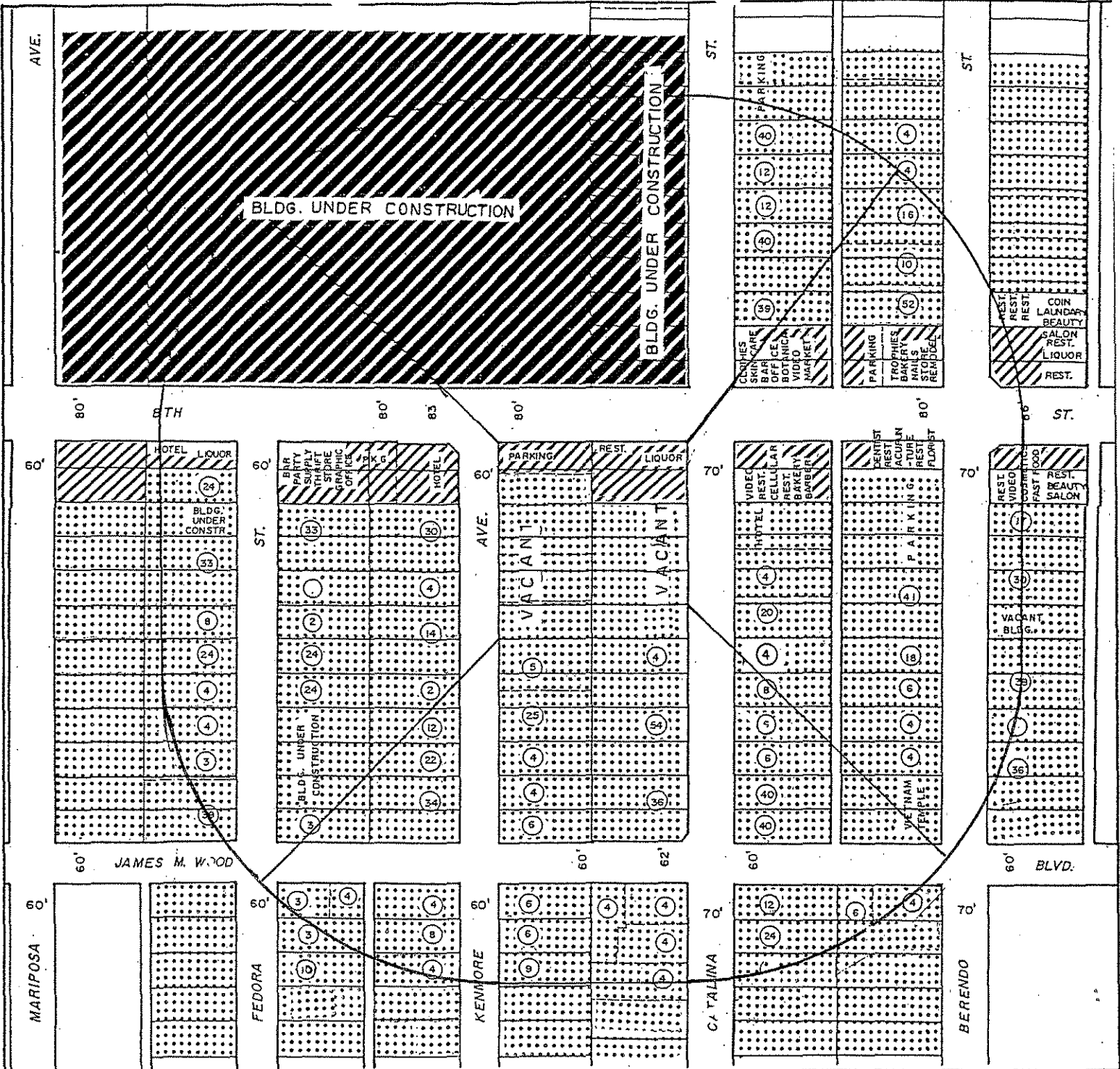
C 2006 8689



VICINITY MAP
SCALE 1"=2800'

EXHIBIT A-2
RADIUS MAP
CPC-2006-8689-GPA-ZC-HD-CU-
ZAA-SPR





EXISTING Wilshire Community Plan

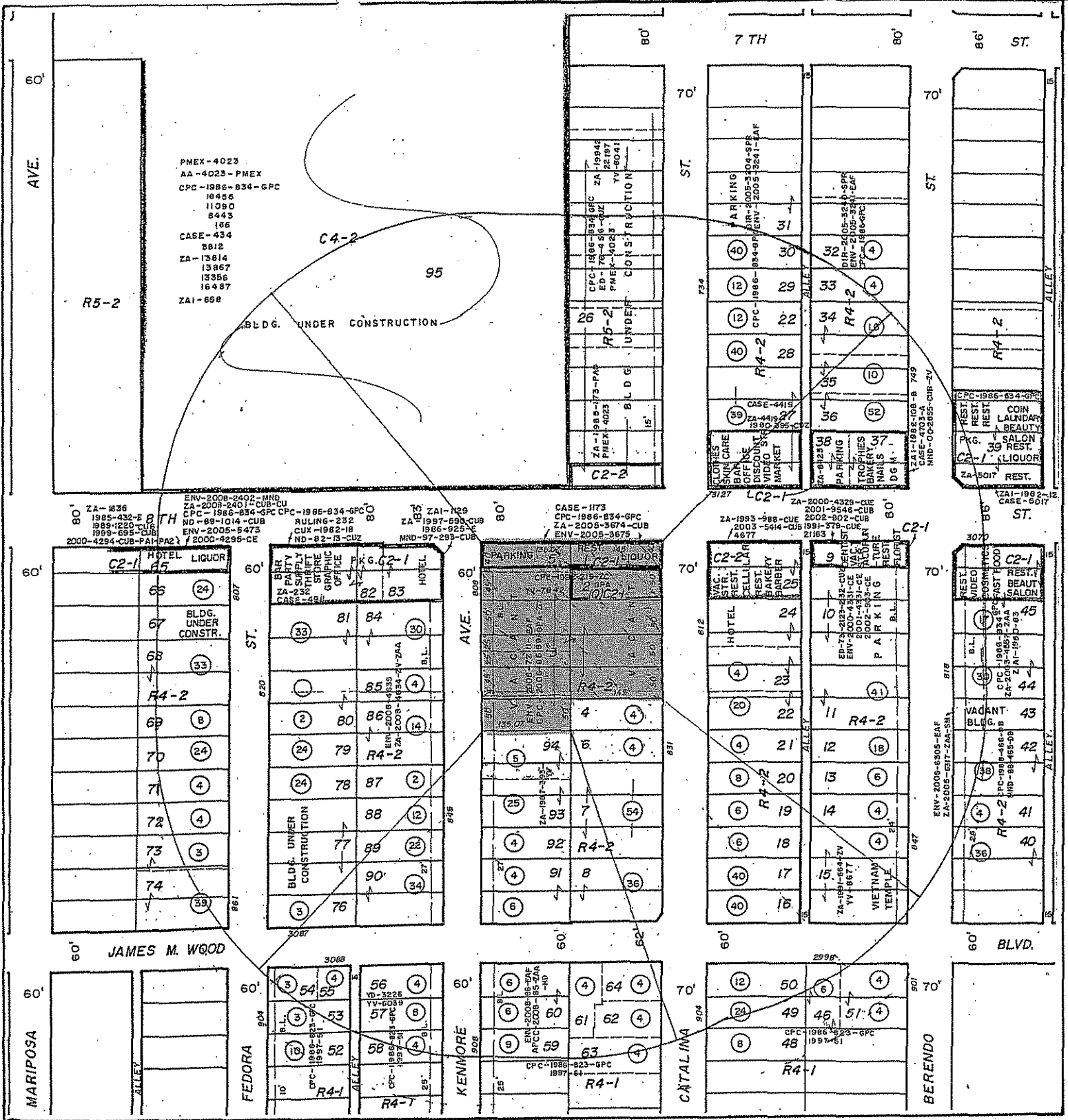
- ① Number of dwelling units
- ▲ Non residential structure
- R4 High Medium
- C1, C1.5, C2, C4, P, CR, RAS3, RAS4 Neighborhood
- CR, C1.5, C2, C4, P, PB, RAS3, RAS4, R3, R4, R5 Regional



THE KATHERMAN CO.
(310) 324-1999

Date: June 9, 2009

**EXHIBIT A-3
PLAN MAP-EXISTING
CPC-2006-8689-GPA-ZC-HD-CU-
ZAA-SPR**



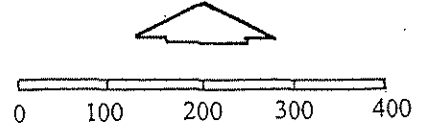
REQUESTED ZONING

Requested: R4-2 & (Q)C2-1 TO (T)(Q)R5-2



Subject Property

Tentative Zoning Boundary (T or Q)



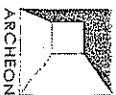
THE KATHERMAN CO.
 (310) 374-1000
 EXHIBIT A-5
 ZONE MAP-REQUESTED
 CPC-2006-8689-GPA-ZC-HD-CU-
 ZAA-SPR



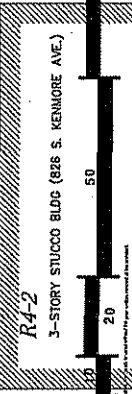
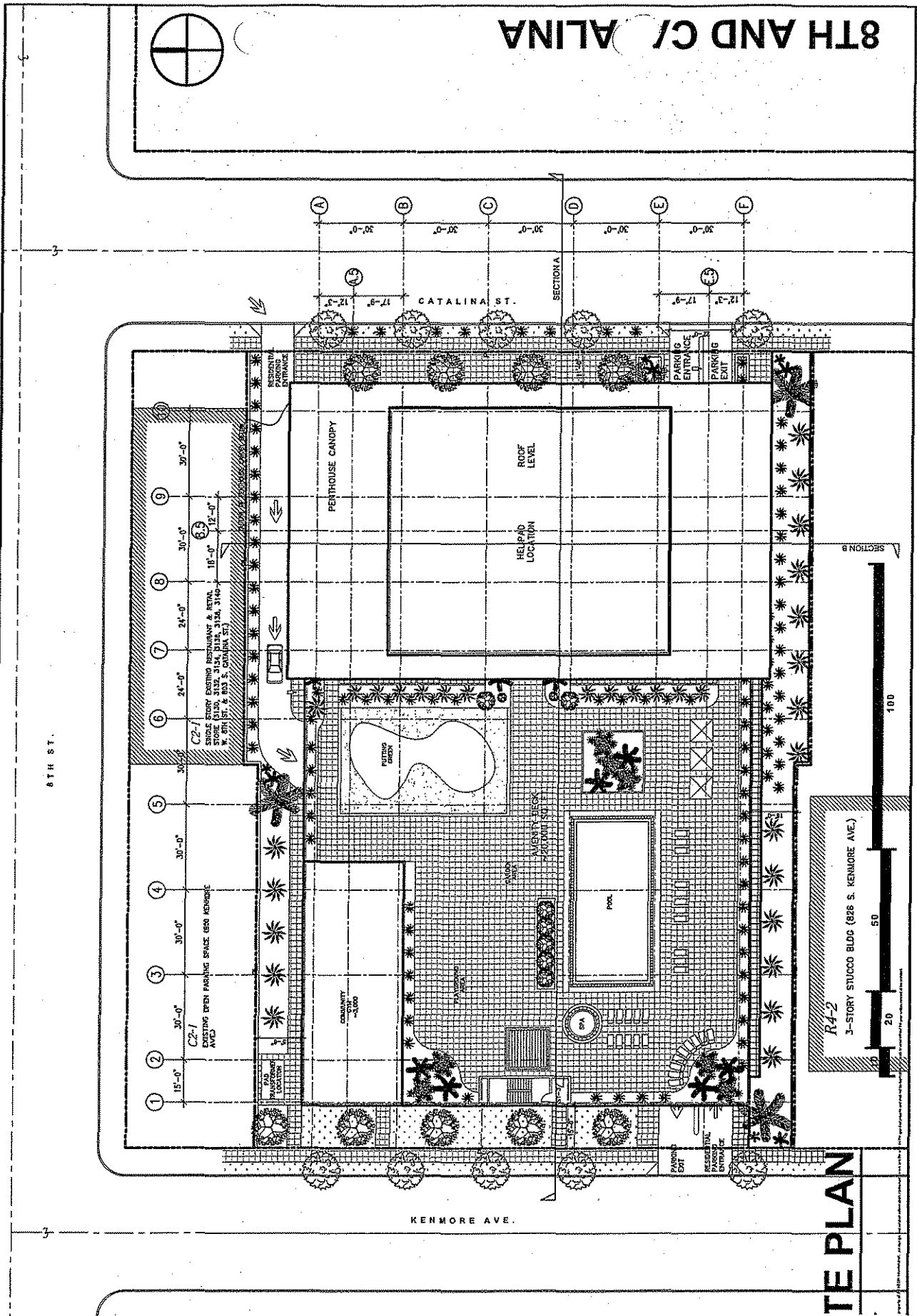
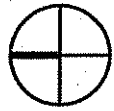
8th &
Catalina
Colony Holdings, LLC



Concept
Documents
04.20.07

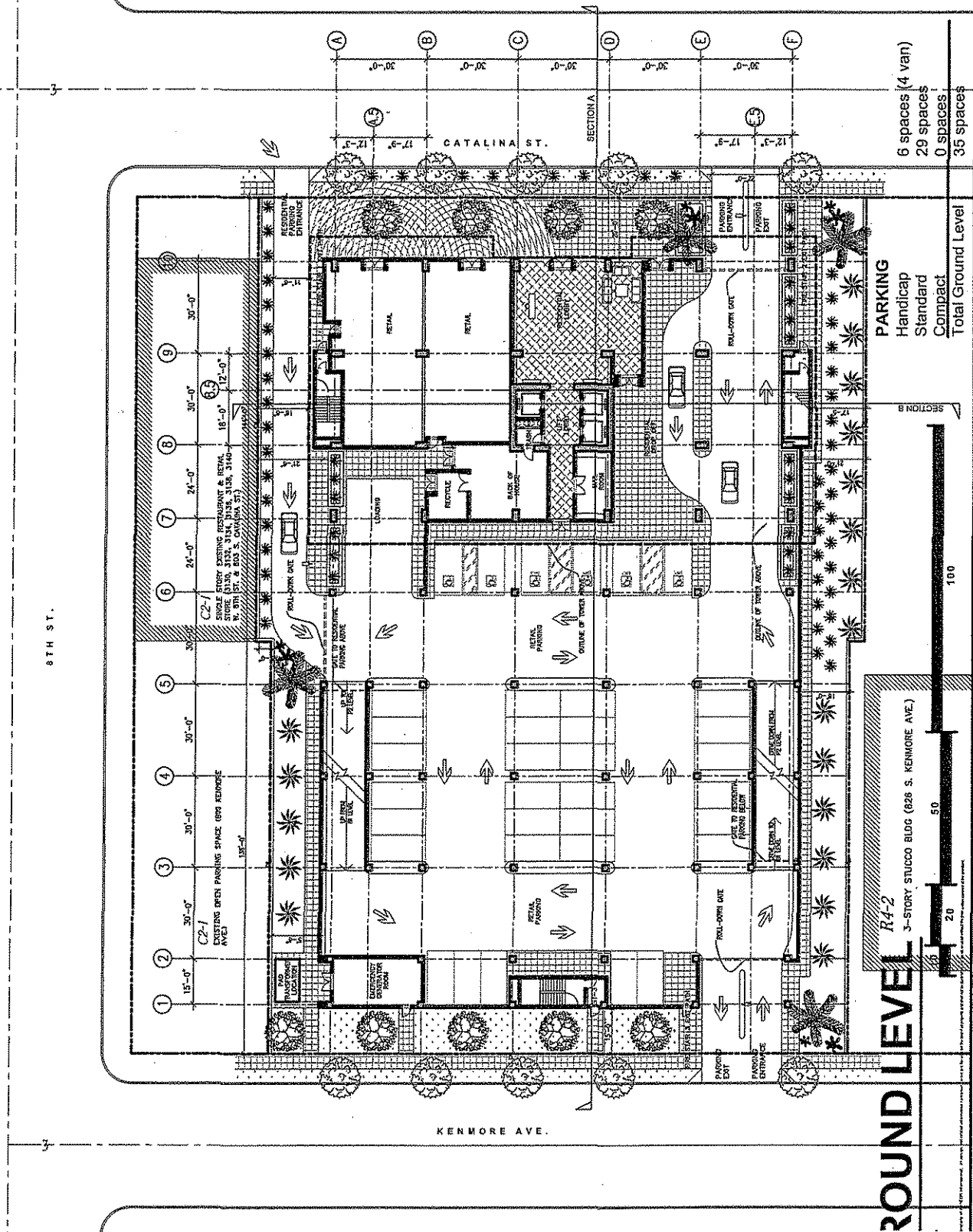
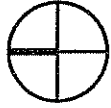


8TH AND CATALINA



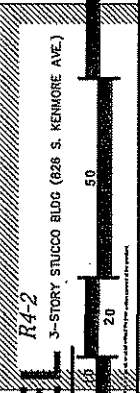
TE PLAN

EXHIBIT B-1
SITE PLAN
CPC-2006-8689-GPA-ZC-HD-CU-
ZAA-SPR



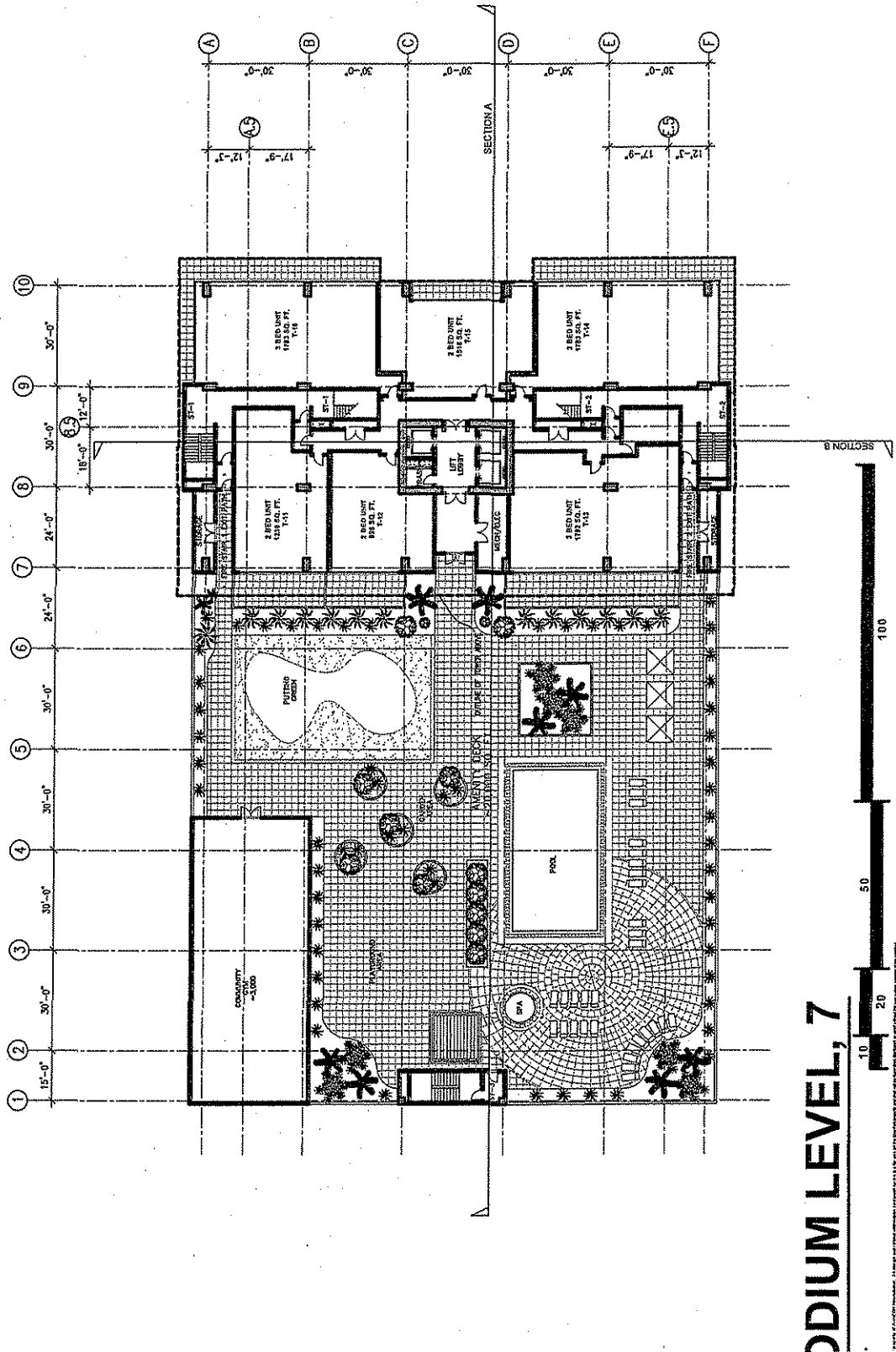
6 spaces (4 van)
29 spaces
0 spaces
35 spaces

PARKING
Handicap
Standard
Compact
Total Ground Level



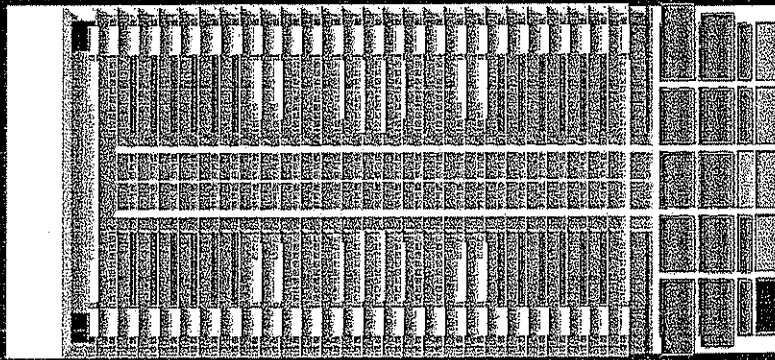
ROUND LEVEL
R4-2
3-STORY STUCCO BLDG (826 S. KENMORE AVE.)

EXHIBIT B-2
GROUND FLOOR
CPC-2006-8689-GPA-ZC-HD-CU-
ZAA-SPR

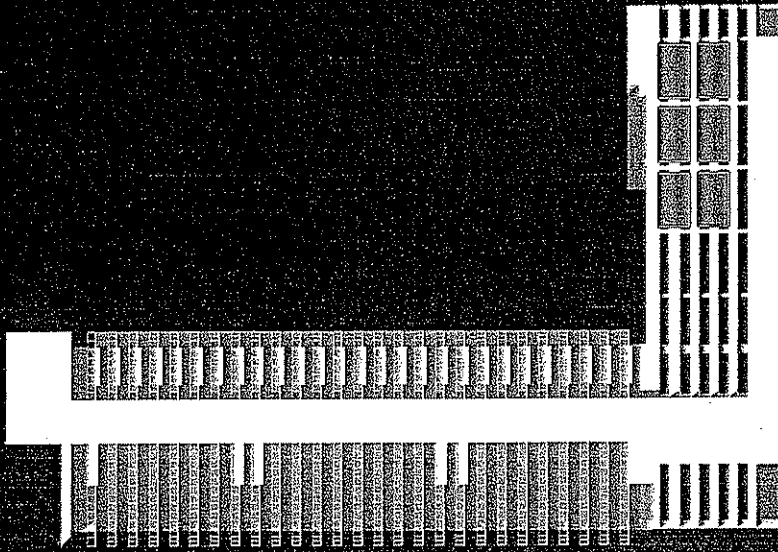


PODIUM LEVEL, 7

EXHIBIT B-3
 PODIUM LEVEL
 CPC-2006-8689-GPA-ZC-HD-CU-
 ZAA-SPR



EAST ELEVATION



NORTH ELEVATION

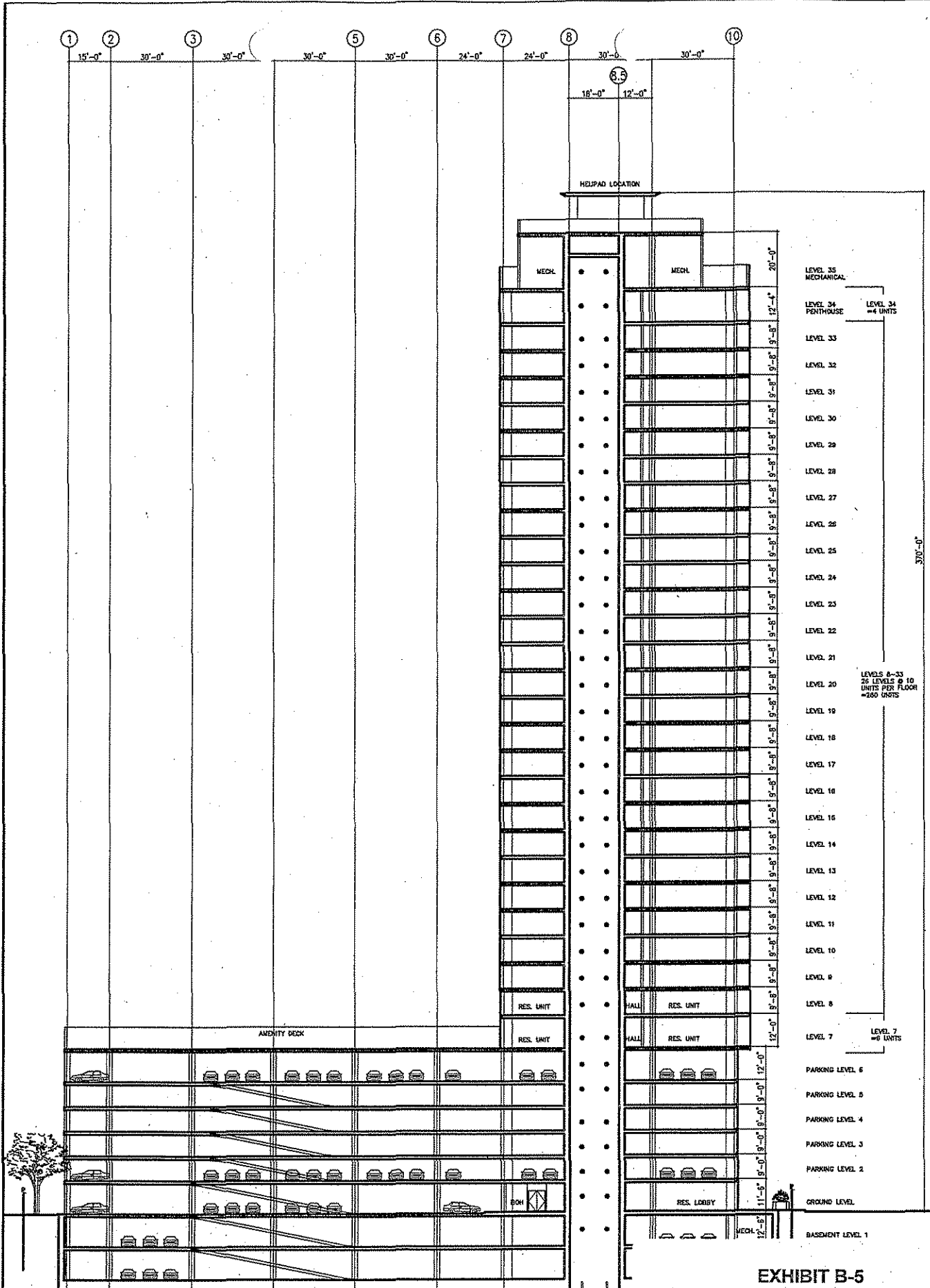
R. J. M. Engineers, LLC

ELEVATIONS
N.T.S.



Concept Documents
04.20.07

EXHIBIT B-4
ELEVATIONS
CPC-2006-8689-GPA-ZC-HD-CU-
ZAA-SPR



SECTION A

N.T.S

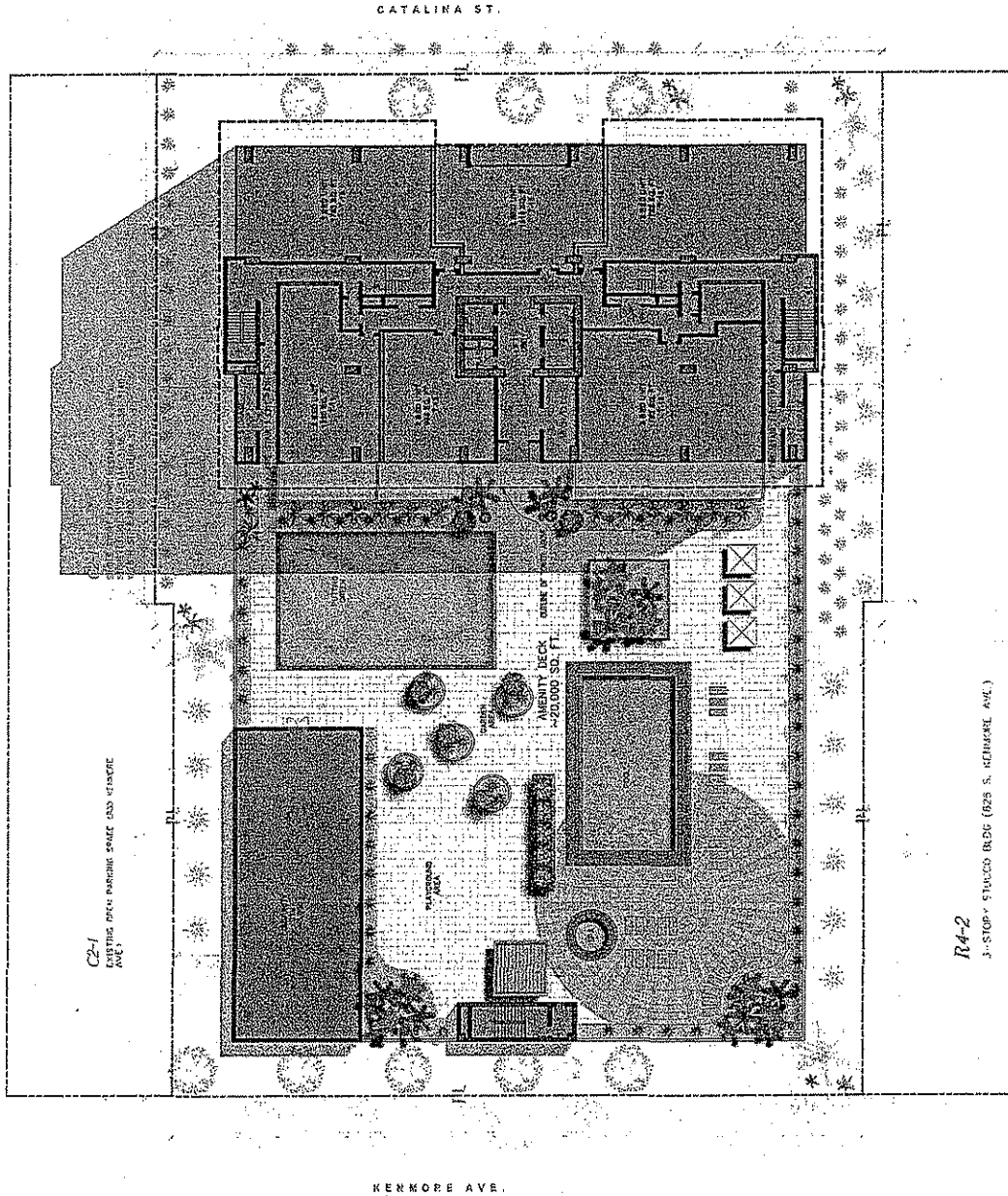
ArcheON
 INTERNATIONAL
 200 West 10th Street
 ENGLEWOOD
 CO 80110
 TEL: 303.733.0000
 FAX: 303.733.0000



EXHIBIT B-5
SECTION
 CPC-2006-8689-GPA-ZC-HD-CU-
 ZAA-SPR

8TH , ND CATALINA

3



R4-2
LANDSCAPE PLAN - PODIUM LEVEL 7
N.T.S.



3

PLANT LEGEND	SCIENTIFIC NAME	COMMON NAME	QUANTITIES	SIZE AT TIME OF PLANTING	ROOT THREAT	COMMENTS
✓	SP. TREE - 12' H. x 4" DBH	SP. TREE	1	12' H. x 4" DBH	✓	1 CAL. @ 12' DBH
✓	SP. TREE - 10' H. x 3" DBH	SP. TREE	1	10' H. x 3" DBH	✓	1 CAL. @ 10' DBH
✓	SP. TREE - 8' H. x 2" DBH	SP. TREE	1	8' H. x 2" DBH	✓	1 CAL. @ 8' DBH
✓	SP. TREE - 6' H. x 1.5" DBH	SP. TREE	1	6' H. x 1.5" DBH	✓	1 CAL. @ 6' DBH
✓	SP. TREE - 4' H. x 1" DBH	SP. TREE	1	4' H. x 1" DBH	✓	1 CAL. @ 4' DBH
✓	SP. TREE - 3' H. x 0.75" DBH	SP. TREE	1	3' H. x 0.75" DBH	✓	1 CAL. @ 3' DBH
✓	SP. TREE - 2' H. x 0.5" DBH	SP. TREE	1	2' H. x 0.5" DBH	✓	1 CAL. @ 2' DBH
✓	SP. TREE - 1.5' H. x 0.3" DBH	SP. TREE	1	1.5' H. x 0.3" DBH	✓	1 CAL. @ 1.5' DBH
✓	SP. TREE - 1.2' H. x 0.25" DBH	SP. TREE	1	1.2' H. x 0.25" DBH	✓	1 CAL. @ 1.2' DBH
✓	SP. TREE - 1' H. x 0.2" DBH	SP. TREE	1	1' H. x 0.2" DBH	✓	1 CAL. @ 1' DBH
✓	SP. TREE - 0.8' H. x 0.15" DBH	SP. TREE	1	0.8' H. x 0.15" DBH	✓	1 CAL. @ 0.8' DBH
✓	SP. TREE - 0.6' H. x 0.1" DBH	SP. TREE	1	0.6' H. x 0.1" DBH	✓	1 CAL. @ 0.6' DBH
✓	SP. TREE - 0.4' H. x 0.075" DBH	SP. TREE	1	0.4' H. x 0.075" DBH	✓	1 CAL. @ 0.4' DBH
✓	SP. TREE - 0.3' H. x 0.05" DBH	SP. TREE	1	0.3' H. x 0.05" DBH	✓	1 CAL. @ 0.3' DBH
✓	SP. TREE - 0.2' H. x 0.03" DBH	SP. TREE	1	0.2' H. x 0.03" DBH	✓	1 CAL. @ 0.2' DBH
✓	SP. TREE - 0.1' H. x 0.015" DBH	SP. TREE	1	0.1' H. x 0.015" DBH	✓	1 CAL. @ 0.1' DBH
✓	SP. TREE - 0.08' H. x 0.012" DBH	SP. TREE	1	0.08' H. x 0.012" DBH	✓	1 CAL. @ 0.08' DBH
✓	SP. TREE - 0.06' H. x 0.009" DBH	SP. TREE	1	0.06' H. x 0.009" DBH	✓	1 CAL. @ 0.06' DBH
✓	SP. TREE - 0.04' H. x 0.006" DBH	SP. TREE	1	0.04' H. x 0.006" DBH	✓	1 CAL. @ 0.04' DBH
✓	SP. TREE - 0.03' H. x 0.004" DBH	SP. TREE	1	0.03' H. x 0.004" DBH	✓	1 CAL. @ 0.03' DBH
✓	SP. TREE - 0.02' H. x 0.003" DBH	SP. TREE	1	0.02' H. x 0.003" DBH	✓	1 CAL. @ 0.02' DBH
✓	SP. TREE - 0.01' H. x 0.001" DBH	SP. TREE	1	0.01' H. x 0.001" DBH	✓	1 CAL. @ 0.01' DBH
✓	SP. TREE - 0.005' H. x 0.0005" DBH	SP. TREE	1	0.005' H. x 0.0005" DBH	✓	1 CAL. @ 0.005' DBH
✓	SP. TREE - 0.002' H. x 0.0002" DBH	SP. TREE	1	0.002' H. x 0.0002" DBH	✓	1 CAL. @ 0.002' DBH
✓	SP. TREE - 0.001' H. x 0.0001" DBH	SP. TREE	1	0.001' H. x 0.0001" DBH	✓	1 CAL. @ 0.001' DBH
✓	SP. TREE - 0.0005' H. x 0.00005" DBH	SP. TREE	1	0.0005' H. x 0.00005" DBH	✓	1 CAL. @ 0.0005' DBH
✓	SP. TREE - 0.0002' H. x 0.00002" DBH	SP. TREE	1	0.0002' H. x 0.00002" DBH	✓	1 CAL. @ 0.0002' DBH
✓	SP. TREE - 0.0001' H. x 0.00001" DBH	SP. TREE	1	0.0001' H. x 0.00001" DBH	✓	1 CAL. @ 0.0001' DBH
✓	SP. TREE - 0.00005' H. x 0.000005" DBH	SP. TREE	1	0.00005' H. x 0.000005" DBH	✓	1 CAL. @ 0.00005' DBH
✓	SP. TREE - 0.00002' H. x 0.000002" DBH	SP. TREE	1	0.00002' H. x 0.000002" DBH	✓	1 CAL. @ 0.00002' DBH
✓	SP. TREE - 0.00001' H. x 0.000001" DBH	SP. TREE	1	0.00001' H. x 0.000001" DBH	✓	1 CAL. @ 0.00001' DBH

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 10
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PROJECT TITLE ENV-2006-7211-MND	CASE NO. CPC-2006-8689-GPA-ZC-HD-SPR-ZAA-CU
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PROJECT LOCATION
805 S CATALINA ST.

PROJECT DESCRIPTION
 GENERAL PLAN AMENDMENT FROM NEIGHBORHOOD OFFICE COMMERCIAL AND HIGH MEDIUM RESIDENTIAL TO REGIONAL CENTER COMMERCIAL; ZONE CHANGE FROM (Q)C2-1 AND R4-2 TO R5-2; HEIGHT DISTRICT CHANGE FROM HEIGHT DISTRICT 1 TO HEIGHT DISTRICT 2; SITE PLAN REVIEW FOR 50 OR MORE UNITS; ZONING ADMINISTRATOR'S ADJUSTMENT FOR YARD REDUCTION; AND CONDITIONAL USE TO ALLOW A COMMERCIAL USE IN AN R5-2 ZONE TO PERMIT THE CONSTRUCTION OF A 35 STORY MIXED USE BUILDING CONTAINING 3,600 SQUARE FEET OF COMMERCIAL/RETAIL SPACE AND 270 RESIDENTIAL UNITS WITH 663 PARKING SPACES. THE PROJECT INVOLVES THE DEMOLITION OF NINE RESIDENTIAL BUILDINGS CONTAINING 68 RESIDENTIAL UNITS; 4,788 SQUARE FEET OF RETAIL COMMERCIAL SPACE; 5,304 SQUARE FEET OF OFFICE SPACE; AND A PARKING LOT AND ON-SITE GRADING AND EXPORT OF APPROXIMATELY 37,000 CUBIC YARDS OF DIRT.

ADDITIONALLY, THE CITY REQUESTS THE FOLLOWING ENTITLEMENT FOR 2 ADJACENT ADDED AREAS TO THE NORTH AT 800 S. KENMORE AVENUE AND 3130-3140 W. 8TH STREET/803 S. CATALINA STREET: A GENERAL PLAN AMENDMENT FROM THE CURRENT LAND USE DESIGNATION OF NEIGHBORHOOD OFFICE COMMERCIAL TO REGIONAL CENTER COMMERCIAL. NO CORRESPONDING ZONE CHANGE IS PROPOSED FOR THE 2 ADDITIONAL AREAS.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
 COLONY HOLDINGS LLC
 606 VENICE BLVD STE A
 VENICE, CA 90291

FINDING:
 The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance
 (CONTINUED ON PAGE 2)

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

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

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	TITLE	TELEPHONE NUMBER
TERESA BATSON	CITY PLANNING ASSISTANT	(213) 978-1209

ADDRESS	SIGNATURE (Official)	DATE
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012		06/17/2009

EXHIBIT C
ENV-2006-7211-MND
CPC-2006-8689-GPA-ZC-HD-CU-
ZAA-SPR



I b2. Aesthetics (Landscaping)

- Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a level of insignificance by the following measure:
- All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

I b4. Aesthetics (Graffiti)

- Environmental impacts may result from project implementation due to graffiti and accumulation of rubbish and debris along the wall(s) adjacent to public rights-of-way. However, this potential impact will be mitigated to a level of insignificance by the following measures:
- Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, 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 public street or alley, pursuant to Municipal Code Section 91,8104.15.

I b5. Aesthetics (Signage)

- Environmental impacts may result from project implementation due to on-site signage in excess of that allowed under the Los Angeles Municipal Code Section 91.6205. However, the potential impact will be mitigated to a level of insignificance by the following measures:
- On-site signs shall be limited to the maximum allowable under the Code.
- Multiple temporary signs in the store windows and along the building walls are not permitted.

I c1. Aesthetics (Light)

- Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a level of insignificance by the following measure:
- Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.

I c2. Aesthetics (Glare)

- Environmental impacts to adjacent residential properties may result from glare from the proposed project. However, the potential impacts will be mitigated to a level of insignificance by the following measure:
- The exterior of the proposed building shall be constructed of materials such as high-performance tinted non-reflective glass and pre-cast concrete or fabricated wall surfaces.

VI aii. Seismic

- Environmental impacts may result to the safety of future occupants due to the project's location in an area of potential seismic activity. However, this potential impact will be mitigated to a level of insignificance by the following measure:
- The design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.

VI b. Erosion/Grading/Short-Term Construction Impacts

- Environmental impacts may result from the visual alteration of natural landforms due to grading. However, this impact will be mitigated to a level of insignificance by designing the grading plan to 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.
- Short-term air quality, grading and noise impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a level of insignificance by the following measures:
- **Air Quality**
- 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 owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.

- All clearing, grading, 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.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- **Noise**
- The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Construction and demolition 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.
- The project shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.
- **Grading**
- Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:
 - Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
 - 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.
 - Stockpiles and excavated soil shall be covered with secured tarps or plastic sheeting.
- **General Construction**
- Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.
- All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete; wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal site.
- Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- Dumpsters shall be covered and maintained. Place uncovered dumpsters under a roof or cover with tarps or plastic sheeting.
- Where truck traffic is frequent, gravel approaches shall be used to reduce soil compaction and limit the tracking of sediment into streets.
- All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
- Prior to initiating construction, the construction contractor shall coordinate with the site administrator for the existing Central Los Angeles Area New Learning Center No. 1 to discuss construction activities that generate high noise and vibration levels. Coordination between the site administrator and the construction contractor shall continue on an as-needed basis throughout the construction phase of the project to mitigate potential disruption of classroom activities as feasible.
- To the extent feasible, the construction contractor will be required to implement the use of sound blankets on the perimeter of the proposed project's property line. The sound blankets shall be at least 15 feet high and places such that the line-of-sight between ground-level construction activity and sensitive land uses is blocked.

- All residential units located within 2,000 feet of the construction site shall be sent a notice regarding the construction schedule of the proposed project. A sign, legible at a distance of 50 feet shall be posted at the construction site. All notices and the signs shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints.
- A "noise disturbance coordinator" shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of the construction site and all signs posted at the construction site shall list the telephone number for the disturbance coordinator.
- Sonic pile driving equipment instead of impact pile equipment shall be utilized during construction activity.

VI b1. Haul Routes

- Environmental impacts on pedestrians and vehicles may result from project implementation due to haul routes. However, the potential impact will be mitigated to a level of insignificance by the following measures:
- Projects involving the import/export of 1,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety.
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

VI b2. Erosion/Grading/Short-Term Construction Impacts

- Short-term air quality and noise impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a level of insignificance by the following measures:
- **General Construction**
- Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.
- All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
- Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.
- Gravel approaches shall be used where truck traffic is frequent to reduce soil compaction and the tracking of sediment into streets shall be limited.
- All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
- All haul trucks hauling soil, sand, and other loose materials shall maintain at least six inches of freeboard in accordance with California Vehicle Code Section 23114.
- Traffic speeds on unpaved roads shall be limited to 15 miles per hour.
- Heavy-duty equipment operations shall be suspended during first and second stage smog alerts.
- Track-out shall not extend 25 feet or more from an active operation and track-out shall be removed at the conclusion of each workday.
- A wheel washing system shall be installed and used to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site.

II b2. Explosion/Release (Methane Gas)

- Environmental impacts may result from project implementation due to its location in an area of potential methane gas zone. However, this potential impact will be mitigated to a level of insignificance by the following measures:
- All multiple residential buildings shall have adequate ventilation as defined in Section 91.7102 of the Municipal Code of a gas-detection system installed in the basement or on the lowest floor level on grade, and within the underfloor space in buildings with raised foundations.

II b5. Explosion/Release (Asbestos Containing Materials)

- Due to the age of the building(s) being demolished, asbestos-containing materials (ACM) may be located in the structure(s). Exposure to ACM during demolition could be hazardous to the health of the demolition workers as well as area residents and employees. However, these impacts can be mitigated to a level of insignificance by the following measure:
- Prior to the issuance of any demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACM are present in the building. If ACM 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 State and Federal rules and regulations.
- Prior to issuance of any permit for 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.

VIII b. Groundwater Quantity

- Environmental impacts to groundwater quantity may result from implementation of the proposed project through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations, or through substantial loss of groundwater recharge capacity. The Department of Building and Safety requires, when feasible, that applicants modify the structural design of a building so as not to need a permanent dewatering system. When a permanent dewatering system is necessary, the Department of Building and Safety require the following measures to mitigate the impacts to a level of insignificance:
- Pumping water to a beneficial use on site such as:
 - 1. Landscape irrigation.
 - 2. Decorative Fountains or lakes.
 - 3. Toilet Flushing.
 - 4. Cooling Towers.
- Return water to the groundwater basin by an injection well.

VIII c2. Single Family Dwelling (10+ Home Subdivision/Multi Family)

- Environmental impacts may result from the development of this project. However, the potential impacts will be mitigated to a level of insignificance by incorporating stormwater pollution control measures. Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following: (A copy of the SUSMP can be downloaded at: <http://www.swrcb.ca.gov/rwqcb4/>).
- Project applicants are required to implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition.
- Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection.
- Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.
- Install Roof runoff systems where site is suitable for installation. Runoff from rooftops is relatively clean, can provide groundwater recharge and reduce excess runoff into storm drains.

- Guest parking lots constitute a significant portion of the impervious land coverage. To reduce the quantity of runoff, parking lots can be designed one of two ways:
 - *Hybrid Lot* - parking stalls utilize permeable materials, such as crushed aggregate, aisles are constructed of conventional materials such as asphalt.
 - *Parking Grove* - is a variation on the permeable stall design, a grid of trees and bollards are added to delineate parking stalls. This design presents an attractive open space when cars are absent, and shade when cars are present.
- Promote natural vegetation by using parking lot islands and other landscaped areas.
- Paint messages that prohibits the dumping of improper materials into the storm drain system adjacent to storm drain inlets. Prefabricated stencils can be obtained from the Dept. of Public Works, Stormwater Management Division.
- Promote natural vegetation by using parking islands and other landscaped areas.
- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
- Legibility of stencils and signs must be maintained.
- Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.
- The storage area must be paved and sufficiently impervious to contain leaks and spills.
- The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- Design an efficient irrigation system to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers.
- Incorporate appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing a rock outlet protection. Rock outlet protection is a physical device composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Install sediment traps below the pipe-outlet. Inspect, repair and maintain the outlet protection after each significant rain.
- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.
- In addition to the following provisions, applicant must meet the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board. including the following: (A copy of the SUSMP can be downloaded at: <http://www.swrcb.ca.gov/rwqcb4/>).
- Project applicants are required to implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- Protect slopes and channels and reduce run-off velocities by complying with Chapter IX, Division 70 of the Los Angeles Municipal Code and utilizing vegetation (grass, shrubs, vines, ground covers, and trees) to provide long-term stabilization of soil.
- Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing a rock outlet protection. Rock outlet protection is a physical device composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. A sediment trap below the pipe outlet is recommended if runoff is sediment laden. Inspect, repair, and maintain the outlet protection after each significant rain.
- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.

- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
- Legibility of stencils and signs must be maintained.
- Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.
- The storage area must be paved and sufficiently impervious to contain leaks and spills.
- The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.

IX a. General Plan Designation/Zoning

- The proposed project would permit intensities and or densities exceeding those permitted by the existing _____ District Plan. However, this potential impact will be mitigated to a level of insignificance by the following measure:
- The applicant shall comply with mitigation measures required by this mitigated negative declaration (MND).

IX c. Land Use

- The proposed project would permit a land use which is not compatible with that of the surrounding projects. However, the potential impacts would be mitigated to a level of insignificance by the following measure:
- The applicant shall comply with mitigation measures required by this MND.

XI a1. Increased Noise Levels (Parking Wall)

- Environmental impacts to the adjacent residential properties may result due to noise from parking on the site. However, this potential impact will be mitigated to a level of insignificance by the following measure:
- A 6-foot-high solid decorative masonry wall adjacent to residential use and/or zones shall be constructed if no such wall exists.

XI a2. Increased Noise Levels (Parking Structure Ramps)

- Environmental impacts may result from project implementation due to noise from cars using the parking ramp. However, the potential impacts will be mitigated to a level of insignificance by the following measures:
- Concrete, not metal, shall be used for construction of parking ramps.
- The interior ramps shall be textured to prevent tire squeal at turning areas.
- Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

XIII a. Public Services (Fire)

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal fire protection facilities. However, this potential impact will be mitigated to a level of insignificance by the following measure:
- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

XIII b1. Public Services (Police General)

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a level of insignificance by the following measure:
- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to Design Out Crime Guidelines: Crime Prevention Through Environmental Design published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213)485-3134. These measures shall be

approved by the Police Department prior to the issuance of building permits.

XIII c1. Public Services (Schools)

- Environmental impacts may result from project implementation due to the location of the project in an area with insufficient school capacity. However, the potential impact will be mitigated to a level of insignificance by the following measure:
- The applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.

XIII c2. Public Services (Schools)

- Environmental impacts may result from project implementation due to the close proximity of the project to a school. However, the potential impact will be mitigated to a level of insignificance by the following measures:
- The developer and contractors shall maintain ongoing contact with administrator of _____ school. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus.
- There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
- Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.
- Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

XIII e. Public Services (Street Improvements Not Required By DOT)

- Environmental impacts may result from project implementation due to the deterioration of street quality from increased traffic generation. However, the potential impact will be mitigated to a level of insignificance by the following measure:
- The project shall comply with the Bureau of Engineering's requirements for street dedications and improvements that will reduce traffic impacts in direct portion to those caused by the proposed project's implementation.

XIV a. Recreation (Increase Demand For Parks Or Recreational Facilities)

- Environmental impacts may result from project implementation due to insufficient parks and/or recreational facilities. However, the potential impact will be mitigated by the following measure:
- Per Section 17. 12-A of the LA Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of condominiums, or Recreation and Park fees for construction of apartment buildings.

XV a1. Increased Vehicle Trips/Congestion

- An adverse impact may result from the project's traffic generation. An investigation and analysis conducted by the Department of Transportation has identified significant project-related traffic impacts which can be mitigated to an acceptable level by the following measure:
- Implementing measure(s) detailed in said Department's communication to the Planning Department dated _____ and attached shall be complied with. Such report and mitigation measure(s) are incorporated herein by reference.

XVI a,b&e. Utilities (Water Treatment or Distribution)

- Environmental impacts may result from project implementation due to the creation of additional demand for local or regional water treatment or distribution facilities. However, the potential impacts can be mitigated to a level of insignificance by the following measures:
- A grey water system to reuse wastewater from the project.

XVI d. Utilities (Local or Regional Water Supplies)

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a level of insignificance by the following measures:

- 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).
- If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
- **(All New Construction, Commercial/Industrial Remodel, Condominium Conversions, and Adaptive Reuse)**
Unless otherwise required, and to the satisfaction of the Department of Building and Safety, the applicant shall install:
 - a. 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. Rebates may be offered through the Los Angeles Department of Water and Power to offset portions of the costs of these installations.
 - b. 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.)
- **(All New Residential, Condominium Conversions, and Adaptive Reuse)**
Unless otherwise required, and to the satisfaction of the Department of Building and Safety, the applicant shall:
 - a. Install a demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwelling(s).
 - b. Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
 - c. Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance. Rebates may be offered through the Los Angeles Department of Water and Power to offset portions of the costs of these installations.
 - d. Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.
- **(Landscaping)**
In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
 - a. Weather-based irrigation controller with rain shutoff;
 - b. Matched precipitation (flow) rates for sprinkler heads;
 - c. Drip/microspray/subsurface irrigation where appropriate;
 - d. Minimum irrigation system distribution uniformity of 75 percent;
 - e. Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials; and
 - f. Use of landscape contouring to minimize precipitation runoff.
 - g. A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for irrigated landscape areas totaling 5,000 sf. and greater, to the satisfaction of the Department of Building and Safety.

XVI e. Utilities (Power)

- Environmental impacts may result from project implementation due to the creation of additional demand on the City's power utilities. However, the potential impacts will be mitigated to a level of insignificance by the following measure:
- If conditions dictate, the Department of Water and Power may postpone new power connections for this project until power supply is adequate.

XVI f. Utilities (Solid Waste)

- Environmental impacts may result from project implementation due to the creation of additional solid waste. However, this potential impact will be mitigated to a level of insignificance by the following measure:
- 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 project's regular solid waste disposal program.

- Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.
- To facilitate onsite separation and recycling of demolition and construction-related wastes, the contractor(s) shall provide temporary waste separation bins onsite during demolition and construction. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.

XVII b. 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 level of insignificance by imposing the above mitigation measures.

XVII d. 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.

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 10 - HERB J. WESSON, JR.	DATE: 06/12/2009
RESPONSIBLE AGENCIES: Department of City Planning			
ENVIRONMENTAL CASE: ENV-2006-7211-MND		RELATED CASES: CPC-2006-8689-GPA-ZC-HD-SPR-ZAA-CU	
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: 270 APARTMENTS 35 STORIES 10,000			
ENV PROJECT DESCRIPTION: GENERAL PLAN AMENDMENT FROM NEIGHBORHOOD OFFICE COMMERCIAL AND HIGH MEDIUM RESIDENTIAL TO REGIONAL CENTER COMMERCIAL; ZONE CHANGE FROM (Q)C2-1 AND R4-2 TO R5-2; HEIGHT DISTRICT CHANGE FROM HEIGHT DISTRICT 1 TO HEIGHT DISTRICT 2; SITE PLAN REVIEW FOR 50 OR MORE UNITS; ZONING ADMINISTRATOR'S ADJUSTMENT FOR YARD REDUCTION; AND CONDITIONAL USE TO ALLOW A COMMERCIAL USE IN AN R5-2 ZONE TO PERMIT THE CONSTRUCTION OF A 35 STORY MIXED USE BUILDING CONTAINING 3,600 SQUARE FEET OF COMMERCIAL/RETAIL SPACE AND 270 RESIDENTIAL UNITS WITH 663 PARKING SPACES. THE PROJECT INVOLVES THE DEMOLITION OF NINE RESIDENTIAL BUILDINGS CONTAINING 68 RESIDENTIAL UNITS; 4,788 SQUARE FEET OF RETAIL COMMERCIAL SPACE; 5,304 SQUARE FEET OF OFFICE SPACE; AND A PARKING LOT AND ON-SITE GRADING AND EXPORT OF APPROXIMATELY 37,000 CUBIC YARDS OF DIRT. ADDITIONALLY, THE CITY REQUESTS THE FOLLOWING ENTITLEMENT FOR 2 ADJACENT ADDED AREAS TO THE NORTH AT 800 S. KENMORE AVENUE AND 3130-3140 W. 8TH STREET/803 S. CATALINA STREET: A GENERAL PLAN AMENDMENT FROM THE CURRENT LAND USE DESIGNATION OF NEIGHBORHOOD OFFICE COMMERCIAL TO REGIONAL CENTER COMMERCIAL. NO CORRESPONDING ZONE CHANGE IS PROPOSED FOR THE 2 ADDITIONAL AREAS.			
ENVIRONMENTAL SETTINGS: THE PROJECT IS LOCATED WITHIN THE WILSHIRE COMMUNITY PLAN AREA, GENERALLY BOUNDED BY 8TH STREET TO THE NORTH, CATALINA STREET TO THE EAST, JAMES M. WOOD BOULEVARD TO THE SOUTH, AND KENMORE AVENUE TO THE WEST.			
PROJECT LOCATION: 805 S CATALINA ST			
COMMUNITY PLAN AREA: WILSHIRE STATUS: <input type="checkbox"/> Does Conform to Plan <input checked="" type="checkbox"/> Does NOT Conform to Plan		AREA PLANNING COMMISSION: CENTRAL	CERTIFIED NEIGHBORHOOD COUNCIL: WILSHIRE CENTER - KOREATOWN
EXISTING ZONING: R4-2, C2-1, (Q)C2-1		MAX. DENSITY/INTENSITY ALLOWED BY ZONING: R4-2/ 137 UNITS	
GENERAL PLAN LAND USE: HIGH MEDIUM RESIDENTIAL; NEIGHBORHOOD OFFICE COMMERCIAL		MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: R4-2/ 137 UNITS	
		LA River Adjacent: NO	

PROPOSED PROJECT DENSITY:
R5-2/ 273 UNITS

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 PLANNING ASSISTANT

(213) 978-1209

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 Section XVII, "Earlier Analysis," cross referenced).
5. Earlier analysis must 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 whichever 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 checked="" type="checkbox"/> AESTHETICS	<input checked="" type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS	<input checked="" type="checkbox"/> PUBLIC SERVICES
<input type="checkbox"/> AGRICULTURAL RESOURCES	<input checked="" type="checkbox"/> HYDROLOGY AND WATER QUALITY	<input checked="" type="checkbox"/> RECREATION
<input checked="" type="checkbox"/> AIR QUALITY	<input checked="" type="checkbox"/> LAND USE AND PLANNING	<input checked="" type="checkbox"/> TRANSPORTATION/CIRCULATION
<input type="checkbox"/> BIOLOGICAL RESOURCES	<input type="checkbox"/> MINERAL RESOURCES	<input checked="" type="checkbox"/> UTILITIES
<input type="checkbox"/> CULTURAL RESOURCES	<input checked="" type="checkbox"/> NOISE	<input checked="" type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
<input checked="" type="checkbox"/> GEOLOGY AND SOILS	<input type="checkbox"/> POPULATION AND HOUSING	

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

Background

PROPONENT NAME:

COLONY HOLDINGS LLC

PHONE NUMBER:

(310) 618-1999

APPLICANT ADDRESS:606 VENICE BLVD STE A
VENICE, CA 90291**AGENCY REQUIRING CHECKLIST:**

Department of City Planning

DATE SUBMITTED:

08/15/2006

PROPOSAL NAME (if Applicable):

Potentially significant impact	Potentially significant unless 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, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED 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. AGRICULTURAL RESOURCES				
a.	CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?			✓
b.	CONFLICT THE EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?			✓
c.	INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE?			✓
III. AIR QUALITY				
a.	CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD OR CONGESTION MANAGEMENT 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 AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?			✓
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 MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?			✓
b.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME 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?			✓

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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e.	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)?		✓	
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

a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA 15064.5?			✓
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA 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.	EXPOSURE OF 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.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS; INJURY OR DEATH INVOLVING : STRONG SEISMIC GROUND SHAKING?		✓	
c.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?		✓	
d.	EXPOSURE OF 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 POTENTIAL 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. 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?		✓	

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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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 THE PEOPLE RESIDING OR WORKING IN THE AREA?				✓
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?				✓
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?				✓
VIII. HYDROLOGY AND WATER QUALITY					
a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?			✓	
b.	SUBSTANTIALLY DEplete GROUNDWATER SUPPLIES OR INTERFERE 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 LAND 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 AN 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 PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?				✓
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN 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?				✓
IX. LAND USE AND PLANNING					
a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?				✓

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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b.	CONFLICT WITH 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, 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?				✓

X. 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?			✓	

XI. NOISE

a.	EXPOSURE OF PERSONS TO OR GENERATION OF NOISE IN LEVEL IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?		✓		
b.	EXPOSURE OF PEOPLE 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?			✓	
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?				✓

XII. 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?			✓	

XIII. PUBLIC SERVICES

a.	FIRE PROTECTION?		✓		
b.	POLICE PROTECTION?		✓		
c.	SCHOOLS?		✓		
d.	PARKS?		✓		
e.	OTHER GOVERNMENTAL SERVICES (INCLUDING ROADS)?		✓		

XIV. RECREATION

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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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?		✓		

XV. TRANSPORTATION/CIRCULATION

a.	CAUSE AN INCREASE IN TRAFFIC WHICH IS SUBSTANTIAL IN RELATION TO THE EXISTING TRAFFIC LOAD AND CAPACITY OF THE STREET SYSTEM (I.E., RESULT IN A SUBSTANTIAL INCREASE IN EITHER THE NUMBER OF VEHICLE TRIPS, THE VOLUME TO RATIO CAPACITY ON ROADS, OR CONGESTION AT INTERSECTIONS)?		✓		
b.	EXCEED, EITHER INDIVIDUALLY OR CUMULATIVELY, A LEVEL OF SERVICE STANDARD 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 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.	RESULT IN INADEQUATE PARKING CAPACITY?			✓	
g.	CONFLICT WITH ADOPTED POLICIES, PLANS, OR PROGRAMS SUPPORTING ALTERNATIVE TRANSPORTATION (E.G., BUS TURNOUTS, BICYCLE RACKS)?			✓	

XVI. UTILITIES

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 STORMWATER 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 RESOURCE, 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 PROJECTS PROJECTED DEMAND IN ADDITION TO THE PROVIDERS		✓		
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECTS SOLID WASTE DISPOSAL NEEDS?		✓		
g.	COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?		✓		

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

a.	DOES THE PROJECT 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, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE				✓
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Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?					
b.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? (CUMULATIVELY CONSIDERABLE MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL 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 CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?			✓	

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-2006-7211-MND** and the associated case(s), **CPC-2006-8689-GPA-ZC-HD-S CPC-2006-8689-GPA-ZC-HD-SPR-ZAA-CU**. 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:
TERESA BATSON	CITY PLANNING ASSISTANT	(213) 978-1209	06/11/2009

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

I. AESTHETICS		
a.	LESS THAN SIGNIFICANT IMPACT	<p>THE PROJECT WOULD NOT HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA. THE PROJECT IS LOCATED IN A FULLY URBANIZED PART OF THE CITY AND THERE ARE NO PUBLIC SCENIC VISTAS WHICH WOULD BE IMPACTED. SCENIC VISTAS ARE GENERALLY DEFINED AS PANORAMIC PUBLIC VIEWS TO NATURAL FEATURES, INCLUDING VIEWS OF THE OCEAN, STRIKING OR UNUSUAL NATURAL TERRAIN, OR UNIQUE URBAN OR HISTORIC FEATURES.</p>
b.	NO IMPACT	<p>THE PROJECT SITE DOES NOT CONTAIN ANY HIGHWAY OR PARKWAY THAT HAS BEEN DESIGNATED AS "SCENIC," AND THEREFORE NO SCENIC RESOURCES WITHIN THIS CATEGORY CAN BE DAMAGED. ADDITIONALLY, NO UNIQUE OR IDENTIFIABLE AESTHETIC NATURAL FEATURES EXIST ON THE SITE WHICH COULD BE DAMAGED.</p>
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>GRAFFITI IS A CONTINUING PROBLEM ON STRUCTURES IN THE CITY AND AN AESTHETIC IMPACT WOULD BE CREATED IF ANY GRAFFITI WHICH APPEARS ON THE SITE DURING ITS OPERATIONAL PHASE IS NOT REMOVED. MITIGATION MEASURES REQUIRING REMOVAL OF GRAFFITI WITHIN 24 HOURS AND GRAFFITI-PROOF EXTERIOR COATINGS ON THE DEVELOPMENT HAVE BEEN INCORPORATED. THE PROJECT DOES NOT CONTAIN A DISTINCT PHYSICAL LANDFORM OR UNIQUE NATURAL LANDSCAPE FEATURES. THE PROPERTIES ABUTTING THE SUBJECT SITE ARE MULTI-FAMILY RESIDENTIALLY DESIGNATED AND DEVELOPED AND THE EXISTING VISUAL CHARACTER OF THE AREA WILL NOT BE CHANGED NEGATIVELY BY THIS PROJECT. THE PROJECT IS A MULTI-STORY APARTMENT BUILDING ON A SITE SURROUNDED IN ALL DIRECTIONS BY OTHER MULTI-STORY, MULTI-FAMILY</p>

l b2, l b4, l b5

Impact?	Explanation	Mitigation Measures
	BUILDINGS AND WOULD NOT INTRODUCE A VISUAL ELEMENT INCONSISTENT WITH THE SURROUNDING AREA. THE PROJECT IS LOCATED IN AN URBAN AREA AND MAY BE SUBJECT TO INCREASED VANDALISM; COMMERCIAL USES MAY RESULT IN EXCESSIVE SIGNAGE, BUT MITIGATION MEASURES WILL REDUCE IMPACT TO LESS THAN SIGNIFICANT LEVELS.	
d. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	EXTERIOR LIGHT MAY ADVERSELY AFFECT SURROUNDING USES; BUILDING MAY RESULT IN ADVERSE GLARE EFFECT, BUT MITIGATION MEASURES WILL REDUCE IMPACT TO LESS THAN SIGNIFICANT LEVELS.	I c1, I c2
II. AGRICULTURAL RESOURCES		
a. NO IMPACT	THE PROPOSED PROJECT IS LOCATED IN A FULLY URBANIZED AREA AND DOES NOT CONTAIN ANY FARMLAND OR AGRICULTURAL LAND.	
b. NO IMPACT	THE PROPOSED PROJECT IS LOCATED IN A FULLY URBANIZED PART OF THE CITY AND THERE IS NO EXISTING ZONING FOR AGRICULTURAL USES IN THE PROJECT AREA.	
c. NO IMPACT	THE PROPOSED PROJECT IS LOCATED IN A FULLY URBANIZED PART OF THE CITY, ON A SITE THAT DOES NOT CONTAIN FARMLAND OF ANY TYPE, AND WILL NOT RESULT IN THE CONVERSION OF FARMLAND TO NON-AGRICULTURAL USE.	
III. AIR QUALITY		
a. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT IS REQUIRED TO IMPLEMENT CONSTRUCTION MANAGEMENT MITIGATION MEASURES TO REDUCE SHORT-TERM AIR QUALITY IMPACTS TO A LESS THAN SIGNIFICANT LEVEL.	REFER TO MITIGATION MEASURES VI b. AND VI b.2.
b. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT IS REQUIRED TO IMPLEMENT CONSTRUCTION MANAGEMENT MITIGATION MEASURES TO REDUCE SHORT-TERM AIR QUALITY IMPACTS TO A LESS THAN SIGNIFICANT LEVEL.	REFER TO MITIGATION MEASURES VI b. AND VI b.2.

Impact?	Explanation	Mitigation Measures	
c.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT WILL NOT RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE AIR BASIN IS NON-ATTAINMENT UNDER ANY APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD.	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	AIR QUALITY IMPACTS COULD OCCUR TO NEW RESIDENTS OF THE PROJECT UNLESS AIR FILTRATION SYSTEMS ARE PROVIDED AS A PART OF THE PROJECT'S AIR CONDITIONING SYSTEM TO REDUCE IMPACTS TO LESS THAN SIGNIFICANT LEVELS DURING PROJECT OPERATION. SHORT TERM AIR QUALITY IMPACTS COULD AFFECT THE OCCUPANTS OF NEARBY RESIDENCES DURING THE CONSTRUCTION OF THE PROJECT. MITIGATION MEASURES TO COMPLY WITH THE SCAQMD REGULATIONS FOR GRADING AND CONSTRUCTION ARE REQUIRED FOR THE PROJECT WHICH WILL MITIGATE ANY IMPACT TO NEARBY SENSITIVE RECEPTORS DURING THE PROJECT CONSTRUCTION PHASES.	REFER TO MITIGATION MEASURES VI b. AND VI b.2.
e.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT WILL NOT CREATE OBJECTIONABLE ODORS THAT WOULD AFFECT SUBSTANTIAL NUMBER OF PEOPLE.	
IV. BIOLOGICAL RESOURCES			
a.	NO IMPACT	THE PROPOSED PROJECT IS LOCATED IN A FULLY URBANIZED AREA OF THE CITY ON A PREVIOUSLY DEVELOPED SITE. NO SENSITIVE SPECIES ARE EXPECTED TO BE LOCATED ON THE PROJECT SITE.	
b.	NO IMPACT	THE PROPOSED PROJECT IS LOCATED IN A FULLY URBANIZED AREA OF THE CITY. THERE ARE NO AREAS OF RIPARIAN HABITAT, WETLANDS OR IDENTIFIED NATURAL COMMUNITIES ON OR ADJACENT TO THE PROJECT SITE WHICH COULD BE IMPACTED BY THE PROJECT.	
c.	NO IMPACT	THE PROPOSED PROJECT IS LOCATED IN A FULLY URBANIZED AREA OF THE CITY ON A PREVIOUSLY DEVELOPED SITE. THERE ARE NO AREAS OF RIPARIAN HABITAT OR WETLANDS ON OR ADJACENT TO THE PROJECT SITE.	

Impact?	Explanation	Mitigation Measures
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d.	NO IMPACT	THE URBANIZED PROJECT SITE DOES NOT CONTAIN ANY IDENTIFIED WILDLIFE CORRIDORS OR LAND USED AS A NATIVE WILDLIFE NURSERY SITE.	
e.	LESS THAN SIGNIFICANT IMPACT	THERE ARE NO KNOWN LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES IN THE PROPOSED PROJECT AREA, AND NO KNOWN SENSITIVE BIOLOGICAL RESOURCES ON THE PROJECT SITE.	
f.	NO IMPACT	THE PROJECT WILL NOT CONFLICT WITH ANY HABITAT CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN.	

V. CULTURAL RESOURCES

a.	NO IMPACT	THE PROPOSED PROJECT WILL NOT CAUSE AN ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL OR ARCHITECTURAL RESOURCE.	
b.	NO IMPACT	THE PROPOSED PROJECT IS LOCATED IN A FULLY URBANIZED AREA OF THE CITY ON A PREVIOUSLY DEVELOPED SITE. NO ARCHEOLOGICAL OR PALEONTOLOGICAL RESOURCES, UNIQUE GEOLOGIC FEATURES, OR HUMAN REMAINS EXIST OR ARE ANTICIPATED TO BE FOUND ON THE PROJECT SITE.	
c.	NO IMPACT	THE PROPOSED PROJECT IS LOCATED IN A FULLY URBANIZED AREA OF THE CITY ON A PREVIOUSLY DEVELOPED SITE. NO ARCHEOLOGICAL OR PALEONTOLOGICAL RESOURCES, UNIQUE GEOLOGIC FEATURES, OR HUMAN REMAINS EXIST OR ARE ANTICIPATED TO BE FOUND ON THE PROJECT SITE.	
d.	NO IMPACT	THE PROPOSED PROJECT IS LOCATED IN A FULLY URBANIZED AREA OF THE CITY ON A PREVIOUSLY DEVELOPED SITE. NO ARCHEOLOGICAL OR PALEONTOLOGICAL RESOURCES, UNIQUE GEOLOGIC FEATURES, OR HUMAN REMAINS EXIST OR ARE ANTICIPATED TO BE FOUND ON THE PROJECT SITE.	

VI. GEOLOGY AND SOILS

Impact?	Explanation	Mitigation Measures
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a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT IS LOCATED IN AN AREA WITH POTENTIAL SEISMIC ACTIVITY. MITIGATION MEASURES ARE REQUIRED TO MITIGATE IMPACTS TO LESS THAN SIGNIFICANT LEVELS.	VI aii
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT IS LOCATED IN AN AREA WITH POTENTIAL SEISMIC ACTIVITY. MITIGATION MEASURES ARE REQUIRED TO MITIGATE IMPACTS TO LESS THAN SIGNIFICANT LEVELS.	VI aii
c.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT IS NOT IN A STATE DESIGNATED LIQUIFICATION AREA.	
d.	NO IMPACT	THE PROJECT IS IN AN URBANIZED AREA AND THE MAJORITY OF THE LAND IS DEVELOPED. THE PROJECT IS NOT LOCATED ON HILLSIDE OR UNSTABLE SOIL.	
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT PROPOSES ON-SITE GRADING AND EXPORT OF APPROXIMATELY 37,000 CUBIC YARDS OF DIRT.	VI b, VI b1, VI b2
f.	NO IMPACT	THE PROJECT IS NOT IN A STATE DESIGNATED LIQUIFICATION AREA. THE PROJECT IS NOT LOCATED ON A GEOLOGIC UNIT OR UNSTABLE SOIL.	
g.	NO IMPACT	THE PROJECT IS NOT LOCATED ON A EXPANSIVE SOIL.	
h.	NO IMPACT	THE PROJECT SITE HAS ACCESS TO SEWERS FOR WASTE WATER DISPOSAL.	

VII. HAZARDS AND HAZARDOUS MATERIALS

a.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT WILL NOT RESULT IN THE ROUTINE TRANSPORT, USE, PRODUCTION, OR DISPOSAL OF HAZARDOUS MATERIALS.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT WILL NOT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT. HOWEVER, MITIGATION MEASURES WILL BE PUT IN PLACE TO ADDRESS ANY UNFORESEEN ISSUES.	VII b2, VII b5
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT IS LOCATED WITHIN ONE-QUARTER MILE OF A PROPOSED SCHOOL.	VII b2, VII b5

Impact?	Explanation	Mitigation Measures
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d.	NO IMPACT	THE PROPOSED PROJECT IS NOT LOCATED IN AN AREA WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES.	
e.	NO IMPACT	THE PROPOSED PROJECT IS NOT WITHIN AN AIRPORT LAND USE PLAN, OR WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT.	
f.	NO IMPACT	THE PROPOSED PROJECT IS NOT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP.	
g.	NO IMPACT	THE PROPOSED PROJECT WILL NOT IMPAIR THE IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN.	
h.	NO IMPACT	THE PROPOSED PROJECT IS LOCATED IN A FULLY URBANIZED AREA AND WILL NOT EXPOSE PEOPLE OR STRUCTURES TO WILDLAND FIRES.	

VIII. HYDROLOGY AND WATER QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT IS SUBJECT TO WATER QUALITY STANDARDS FOR STORMWATER RUN-OFF AS REQUIRED BY THE LAMC AND AS REQUIRED BY POLICY INSTITUTED BY THE REGIONAL WATER QUALITY CONTROL BOARD. ADDITIONALLY, THE PROJECT WILL BE CONNECTED WITH THE SEWER AND STORMWATER SYSTEMS.	
b.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT WILL NOT SBUSTANTIALLY DEplete GROUNDWATER SUPPLIES OR INTEREFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT.	
c.	LESS THAN SIGNIFICANT IMPACT	ALTHOUGH THE PROJECT WILL INVOLVE EXTENSIVE GRADING INCLUDING THE EXPORT OF APPROXIMATELY 37,000 CUBIC YARDS OF DIRT, THE SITE IS IN A FULLY URBANIZED AREA AND THE PROJECT WILL NOT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN ON THE SITE. ADDITIONALLY, THE PROJECT WILL NOT ALTER THE COURSE OF ANY STREAM OR RIVER OR CAUSE SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE, AND THE PROJECT WILL BE SUBJECT TO COMPLIANCE WITH CITY	

Impact?	Explanation	Mitigation Measures
	REGULATIONS FOR STORMWATER RUNOFF MANAGEMENT.	
d. LESS THAN SIGNIFICANT IMPACT	SEE ABOVE. ADDITIONALLY, ALTHOUGH A MARGINAL INCREASE IN THE RATE AND AMOUNT OF SURFACE RUN-OFF MAY OCCUR DUE TO THE ADDITIONAL AREA OF NON-PERMEABLE SURFACES FROM THE BUILDING, THIS MINOR INCREASE WILL NOT RESULT IN FLOODING ON- OR OFF-SITE FROM THE PROJECT, AND THE PROJECT WILL BE SUBJECT TO COMPLIANCE WITH CITY REGULATIONS FOR STORMWATER RUNOFF MANAGEMENT.	
e. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT MAY CREATE OR CONTRIBUTE TO RUNOFF WATER WHICH, WHILE NOT EXCEEDING THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS, WILL PROVIDE AN ADDITIONAL SOURCE OF POLLUTED RUNOFF. STORMWATER RUNOFF IS A CONCERN CITY-WIDE AND THE PROJECT MAY HAVE AN IMPACT ON STORMWATER RUNOFF. MITIGATION MEASURES HAVE BEEN INCLUDED THAT MINIMIZE THE IMPACTS OF STORMWATER RUNOFF AND REQUIRES THE PROJECT TO PARTICIPATE IN THE CITY'S STORMWATER MANAGEMENT PROGRAM.	VIII b, VIII c2
f. LESS THAN SIGNIFICANT IMPACT	THE PROJECT MAY CREATE OR CONTRIBUTE TO RUNOFF WATER WHICH, WHILE NOT EXCEEDING THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS, WILL PROVIDE AN ADDITIONAL SOURCE OF POLLUTED RUNOFF. STORMWATER RUNOFF IS A CONCERN CITY-WIDE AND THE PROJECT MAY HAVE AN IMPACT ON STORMWATER RUNOFF. MITIGATION MEASURES HAVE BEEN INCLUDED THAT MINIMIZE THE IMPACTS OF STORMWATER RUNOFF AND REQUIRES THE PROJECT TO PARTICIPATE IN THE CITY'S STORMWATER MANAGEMENT PROGRAM.	
g. NO IMPACT	THE PROPOSED PROJECT SITE IS NOT LOCATED IN A 100-YEAR FLOOD PLAIN AREA.	

Impact?	Explanation	Mitigation Measures	
h.	NO IMPACT	THE PROPOSED PROJECT SITE IS NOT LOCATED IN A 100-YEAR FLOOD PLAIN AREA.	
i.	NO IMPACT	THE PROPOSED PROJECT IS NOT ON A HILLSIDE SITE, NOT LOCATED NEAR OR DOWNSTREAM FROM A LEVEE OR DAM.	
j.	NO IMPACT	THE PROPOSED PROJECT IS APPROXIMATELY 12 MILES FROM THE PACIFIC OCEAN. IMPACTS DUE TO SEISMIC-RELATED TIDAL PHENOMENA ARE NOT OF CONCERN AT SUCH A DISTANCE FROM THE COASTLINE AND AT SUCH ELEVATIONS ABOVE SEAL LEVEL. THE PROJECT IS LOCATED IN A FULLY URBANIZED AREA, SURROUNDED BY DEVELOPED PROPERTIES; NO POTENTIAL FOR IMPACTS FROM MUDFLOWS OR INUNDATION BY SEICHE, TSUNAMI HAVE BEEN IDENTIFIED.	
IX. LAND USE AND PLANNING			
a.	NO IMPACT	THE PROJECT WILL NOT DIVIDE AN ESTABLISHED COMMUNITY.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT WOULD NOT CONFLICT WITH ANY APPLICABLE LAND USE PLAN, POLICY OR REGULATION THOUGH IT INVOLVES A PLAN AMENDMENT AND ZONE CHANGE TO INCREASE THE PERMITTED DENSITY. THE REQUEST IS CONSISTENT WITH CITY POLICIES TO LOCATE NEW DEVELOPMENT IN THE URBAN CORE IN AREAS THAT ARE SERVED BY TRANSIT AND ARE NEAR TODS.	IX a, IX c
c.	NO IMPACT	THE PROJECT WILL NOT CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN.	
X. MINERAL RESOURCES			
a.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT SITE DOES NOT CONTAIN ANY KNOWN MINERAL RESOURCE AND THE PROJECT WILL NOT RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE.	
b.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT SITE IS NOT DELINEATED ON ANY LOCAL GENERAL PLAN, SPECIFIC PLAN OR OTHER LAND-USE PLAN AS A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE.	

Impact?	Explanation	Mitigation Measures
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XI. NOISE

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT MAY GENERATE AN INCREASE IN NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT BY LOCATING A 270-UNIT RESIDENTIAL BUILDING ON SITES CURRENTLY DEVELOPED WITH 9 LOW-SCALE RESIDENTIAL BUILDINGS CONTAINING 68 RESIDENTIAL UNITS; 4,788 SQUARE FEET OF RETAIL COMMERCIAL SPACE; 5,304 SQUARE FEET OF OFFICE SPACE; AND A PARKING LOT. HOWEVER, THE INCREASE IN NOISE DUE TO PROJECT IMPLEMENTATION WILL BE LESS THAN SIGNIFICANT AND WILL NOT EXCEED THE NOISE LEVELS ANTICIPATED BY THE COMMUNITY PLAN.	XI a1, XI a2
b.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT WOULD NOT PRODUCE ANY SUBSTANTIAL VIBRATION OR NOISE BEYOND THOSE SHORT-TERM EFFECTS ASSOCIATED WITH CONSTRUCTION. CONSTRUCTION ACTIVITIES ARE SUBJECT TO THE MITIGATION MEASURES LISTED IN THE GEOLOGY AND SOILS SECTION OF THIS DOCUMENT.	
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT MAY GENERATE AN INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT. MITIGATION MEASURES WILL REDUCE THE IMPACTS TO LESS THAN SIGNIFICANT LEVELS.	XI a1, XI a2
d.	LESS THAN SIGNIFICANT IMPACT	SHORT TERM NOISE IMPACTS WILL OCCUR TO THE OCCUPANTS OF THE SURROUNDING BUILDINGS IN THE VICINITY DURING THE CONSTRUCTION PHASE OF THE PROJECT. THE MITIGATION MEASURES LISTED IN THE GEOLOGY AND SOILS SECTION TO REDUCE NOISE DURING CONSTRUCTION SHOULD BE IMPLEMENTED TO MITIGATE CONSTRUCTION RELATED NOISE. IN ADDITION, THE PROJECT MAY GENERATE AN INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT.	

Impact?	Explanation	Mitigation Measures
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e.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR WITHIN TWO MILES OF A PUBLIC AIRPORT.	
f.	NO IMPACT	THE PROJECT IS NOT LOCATED IN THE VICINITY OF A PRIVATE AIRSTRIP.	

XII. POPULATION AND HOUSING

a.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT INVOLVES THE CONSTRUCTION OF 270 RESIDENTIAL DWELLING UNITS ON A SITE THAT WAS PREVIOUSLY DEVELOPED. THE GENERAL PLAN LAND USE PERMITS HIGH-MEDIUM DENSITY RESIDENTIAL DEVELOPMENT, AND REQUIRES A PLAN AMENDMENT TO THE GENERAL PLAN LAND USE TO THE REGIONAL CENTER COMMERCIAL DESIGNATION. THE PROJECT SITE HOWEVER IS LOCATED IN THE URBAN CORE AND WILL NOT INDUCE GROWTH OR REQUIRE THE EXTENTION OF ANY NEW ROADS OR OTHER PUBLIC UTILITIES INTO AN UNDEVELOPED AREA.	
b.	NO IMPACT	EXISTING UNITS WILL BE REMOVED AS A RESULT OF THE PROJECT. HOWEVER, THE PROPOSED PROJECT INVOLVES THE CONSTRUCTION OF NEW HOUSING UNITS RESULTING IN A NET NEW HOUSING UNIT COUNT OF 202 UNITS.	
c.	LESS THAN SIGNIFICANT IMPACT	EXISTING UNITS WILL BE REMOVED AS A RESULT OF THE PROJECT. HOWEVER, THE PROPOSED PROJECT INVOLVES THE CONSTRUCTION OF NEW HOUSING UNITS.	

XIII. PUBLIC SERVICES

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT MAY NOT BE IN AN AREA WITH ADEQUATE EMERGENCY FIRE SERVICE. MITIGATION MEARSURES WILL REDUCE ANY POTENTIAL IMPACT TO LESS THAN SIGNIFICANT.	XIII a
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	DUE TO THE CONTINUING SHORTAGE IN POLICE STAFFING, THE PROJECT IS BEING REQUIRED TO IMPLEMENT THE POLICE DEPARTMENT'S REQUIREMENTS.	XIII b1

Impact?	Explanation	Mitigation Measures	
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT MAY RESULT IN AN INCREASE IN THE POPULATION OF CHILDREN AND COULD IMPACT THE REQUIREMENT FOR SCHOOLS. THEREFORE, IT IS REQUIRED TO PAY SCHOOL FEES WHICH WILL PROVIDE FUNDS FOR THE DEVELOPMENT OF NEW EDUCATIONAL FACILITIES. MITIGATION MEASURES WILL REDUCE THE IMPACTS TO LESS THAN SIGNIFICANT.	XIII c1, XIII c2
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT OF 270 RESIDENTIAL DWELLING UNITS MAY RESULT IN A MARGINAL INCREASE IN DEMAND FOR PARK SERVICES ABOVE LEVELS EXISTING WITHOUT THE PROJECT. THE PROJECT WILL BE REQUIRED TO PAY FEES AS APPROPRIATE TO CONTRIBUTE TO THE DEVELOPMENT OF RECREATION FACILITIES AND OPEN SPACE.	REFER TO MITIGATION MEASURE XIVa
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROPERTY MAY BE REQUIRED TO MAKE A DEDICATION OR IMPROVEMENTS TO THE ADJACENT PUBLIC RIGHT- OF- WAYS. THE PROJECT WILL BE SUBJECT TO DEDICATIONS AND IMPROVEMENTS AS REQUIRED BY DOT AND BOE.	XIII e
XIV. RECREATION			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT OF 270 RESIDENTIAL DWELLING UNITS MAY RESULT IN A MARGINAL INCREASE IN DEMAND FOR PARK SERVICES ABOVE LEVELS EXISTING WITHOUT THE PROJECT. THE PROJECT WILL BE SUBJECT TO DEDICATIONS AND IMPROVEMENTS AS REQUIRED BY DOT AND BOE.	XIV a
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT OF 270 RESIDENTIAL DWELLING UNITS MAY PROVIDE A MARGINAL INCREASE IN DEMAND FOR PARK SERVICES ABOVE LEVELS EXISTING WITHOUT THE PROJECT. THE PROJECT IS NOT BEING REQUIRED TO CONSTRUCT RECREATIONAL FACILITIES THAT MIGHT HAVE AN ADVERSE EFFECT ON THE ENVIRONMENT.	XIV a
XV. TRANSPORTATION/CIRCULATION			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT) DETERMINED THAT PROJECT WILL GENERATE 1,935 NET DAILY TRIPS, INCLUDING 137 A.M. PEAK HOUR NET TRIPS AND 57 P.M. PEAK HOUR NET	XV a1

Impact?	Explanation	Mitigation Measures
	<p>TRIPS. LADOT RECOMMENDS THAT A CONSTRUCTION WORK SITE TRAFFIC CONTROL PLAN BE SUBMITTED TO LADOT FOR REVIEW AND APPROVAL PRIOR TO THE START OF ANY CONSTRUCTION WORK AND RECOMMENDS THAT ALL CONSTRUCTION BE RESTRICTED TO OFF-PEAK HOURS. LADOT RECOMMENDS THE DEVELOPER CONTRIBUTE TOWARDS A NEIGHBORHOOD TRAFFIC MANAGMENT PLAN (NTMP). LADOT WILL DETERMINE THE COST TO COVER THE NTMP. LADOT REQUIRES A SEPARATE REVIEW AND APPROVAL FOR THE DRIVEWAY ACCESS AND CIRCULATION SCHEME. ALSO, IT APPEARS THAT HIGHWAY DEDICATION AND WIDENING MAY BE REQUIRED FOR THE STREETS FRONTING THE PROPOSED PROJECT. THE APPLICANT WILL NEED TO CHECK WITH THE BUREAU OF ENGINEERING FOR STREET WIDENING/HIGHWAY DEDICATION REQUIREMENTS.THE APPLICANT SHALL CONTACT LADOT 'S CITYWIDE PLANNING COORDINATION SECTION FOR SEPARATE REVIEW AND APPROVAL.</p>	
<p>b. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p>	<p>THE PROPOSED PROJECT WILL NOT CAUSE AN INCREASE IN TRAFFIC WHICH IS SUBSTANTIAL IN RELATION TO THE EXISTING TRAFFIC LOAD AND CAPACITY OF CATALINA STREET NORTH OF 8TH STREET AND OF JAMES WOOD BLVD EAST OF CATALINA STREET. HOWEVER THERE WILL BE A SIGNIFICANT IMPACT TO KENMORE STREET SOUTH OF 8TH STREET. THE PROPOSED PROJECT AREA WAS EVALUATED AS PART OF A TRAFFIC STUDY COMPLETED BY KATZ, OKITSU AND ASSOCIATES IN MAY 2007("TRAFFIC ANALYSIS"). THE TRAFFIC ANALYSIS SHOWS FUTURE TRAFFIC CONDITIONS ON THE STREETS ADJACENT TO THE PROJECT AND AT FOUR NEARBY INTERSECTIONS WILL CONTINUE TO OPERATE AT THE SAME LOS WITH THE ADDITION OF THE PROPOSED PROJECT.</p>	<p>XV a1</p>

Impact?	Explanation	Mitigation Measures
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c.	NO IMPACT	THE PROPOSED PROJECT WILL NOT RESULT IN ANY CHANGE IN AIR TRAFFIC PATTERNS.	
d.	NO IMPACT	THE PROPOSED PROJECT WILL NOT SUBSTANTIALLY INCREASE HAZARDS TO A DESIGN FEATURE OR INCOMPATIBLE USES. THE PROPOSED PROJECT WILL WIDEN THE EXISTING STREET WIDTH, CREATE NEW SIDEWALKS, AND DECREASE PEDESTRIAN AND VEHICLE HAZARDS BY PROVIDING A NEW SIDEWALK IN FRONT OF THE PROJECT SITE.	
e.	LESS THAN SIGNIFICANT IMPACT	EMERGENCY ACCESS REQUIREMENTS ARE SUBJECT TO THE PROVISIONS OF THE LOS ANGELES MUNICIPAL CODE; NO ISSUES EXIST WHICH WOULD PROHIBIT THE PROJECT FROM COMPLYING WITH THOSE PROVISIONS.	
f.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT WILL NOT RESULT IN INADEQUATE PARKING CAPACITY, AS ALL INDIVIDUAL PROJECTS WILL BE SUBJECT TO LOS ANGELES MUNICIPAL CODE PARKING REQUIREMENTS. THE PROJECT WILL PROVIDE 663 ON-SITE SPACES IN AN ABOVE GRADE PARKING GARAGE ADJACENT TO AND BELOW THE RESIDENTIAL UNITS.	
g.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT WILL NOT CONFLICT WITH ADOPTED POLICIES, PLANS OR PROGRAMS SUPPORTING ALTERNATIVE TRANSPORTATION. THE PROJECT SITE IS LOCATED IN THE URBAN CORE OF THE CITY, IS ACCESSIBLE TO VARIOUS TRANSPORTATION OPTIONS, AND IS LOCATED IN PROXIMITY TO NECESSARY RETAIL, SERVICE AND EMPLOYMENT CENTERS.	

XVI. UTILITIES

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT MAY CREATE OR CONTRIBUTE ADDITIONAL STORMWATER RUNOFF WHICH WILL PROVIDE AN ADDITIONAL SOURCE OF POLLUTED RUNOFF.	XVI a,b&e
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Impact?	Explanation	Mitigation Measures	
b.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT WILL NOT REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES. THE PROPOSED PROJECT WILL CREATE AN INCREMENTAL DEMAND ON WATER FACILITIES, AND WILL CONTRIBUTE ADDITIONAL WASTEWATER TO THE EXISTING WASTEWATER FACILITIES.	
c.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT MAY REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR THE EXPANSION OF EXISTING FACILITIES. HOWEVER, STORMWATER RUNOFF IS A CONCERN CITY-WIDE AND THE PROJECT MAY HAVE AN IMPACT ON STORMWATER RUNOFF. MITIGATION HAS BEEN INCLUDED TO REQUIRE THE PROJECT TO PARTICIPATE IN THE CITY'S STORMWATER MANAGEMENT PROGRAM.	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT WILL CREATE A MINOR INCREMENTAL DEMAND ON THE WATER SUPPLY AND MAY REQUIRE NEW OR EXPANDED WATER ENTITLEMENTS. IN ADDITION, MAINTENANCE OF LANDSCAPING MAY INCREASE DEMAND ON LIMITED WATER RESOURCES.	XVI d
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT WILL CREATE A MINOR INCREMENTAL IMPACT ON THE WASTEWATER TREATMENT SYSTEM AND MAY REQUIRE NEW OR EXPANDED CAPACITY.	XVI e
f.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT WILL RESULT IN INCREASED WASTE GENERATION.	XVI f
g.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT IS REQUIRED TO IMPLEMENT A RECYCLING PROGRAM. (REFER TO MITIGATION MEASURE XVI F.)	XVI f
XVII. MANDATORY FINDINGS OF SIGNIFICANCE			
a.	NO IMPACT	THE PROPOSED PROJECT WILL NOT SUBSTANTIALLY DEGRADE ENVIRONMENTAL QUALITY, SUBSTANTIALLY REDUCE FISH OR WILDLIFE HABITAT, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE	

Impact?	Explanation	Mitigation Measures
	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. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	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 LEVEL OF INSIGNIFICANCE BY IMPOSING THE ABOVE MITIGATION MEASURES.	XVII b
c. LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT DOES NOT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY.	

INITIAL STUDY ASSESSMENT FORM (ISAF) FOR TRAFFIC IMPACTS

EAF Case No. ENV-2006-7211-EAF

Project Address: 805 - 833 Catalina St; 806 - 836 Kenmore St; 3130 - 3140 West 8th St

Existing Zone: C2-1 and R4-2

Requested Zone: R5-2

Project Description: A General Plan Amendment from High Medium Housing and Neighborhood & Office Commercial to Regional Center Commercial and a zone change from C2-1 and R4-2 to R5-2 to permit the construction of a 35 story mixed use building containing 3,600 square feet of commercial/retail space and 270 residential units. The applicant is proposing to provide 663 parking spaces. The site is currently occupied by nine residential buildings containing 68 residential units and 4,788 square feet of retail commercial space and 5,304 square feet of office space and a parking lot. All existing buildings will be demolished

Applicant/Agent: Colony Holdings, LLC/ Armen D Ross

Tel. #: (310)618-1999

Prepared by City Planning: Teresa L. Batson Date: 07/11/07

Tel. #: (213)-978-1209

Preliminary Trip Generation

<i>Land Use</i>	<i>Size</i>	<i>Trip Generation</i>		
		Daily	AM Peak Hour	PM Peak Hour
<i>Proposed Use</i>				
<i>Condominium*</i>	<i>300 Units</i>	<i>1758</i>	<i>132</i>	<i>156</i>
<i>Retail*</i>	<i>5,000 SF</i>	<i>222</i>	<i>7</i>	<i>14</i>
<i>Previous Use</i>				
<i>None</i>	<i>-</i>	<i>0</i>	<i>0</i>	<i>0</i>
<i>NET TRIPS</i>		<i>1980</i>	<i>139</i>	<i>170</i>

POTENTIAL TRANSPORTATION & CIRCULATION IMPACTS

Traffic Study

Not Required

Is Required

Transportation Ordinance Area

Yes

No

Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity on roads, or congestion at intersections)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. Result in inadequate parking capacity? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

COMMENTS: * A traffic study for the subject project has been submitted to DOT using these numbers.

Submit a parking and driveway plan to LADOT's Construction Services Center at 201 N. Figueroa St, Room 400 (#3), for review and approval.

Check with Bureau of Engineering for any street widening and/or highway dedication requirements.

ISAF Prepared by: LADOT: Wes Pringle

Date: 7/19/07

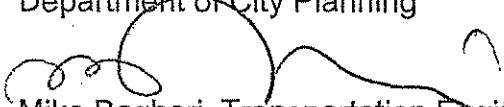
Tel. #: 213-972-8482

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

8th & Catalina
DOT Case No. CEN 06-3710

Date: April 25, 2008

To: Hadar Plafkin, City Planner
Department of City Planning

From: 
Mike Bagheri, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC IMPACT STUDY FOR THE PROPOSED RESIDENTIAL
CONDOMINIUM DEVELOPMENT LOCATED ON THE SOUTHWEST
CORNER OF CATALINA STREET AND 8TH STREET (ENV-2006-7211-
EAF)**

The Department of Transportation (DOT) has reviewed the traffic study, prepared by traffic consultant Katz, Okitsu & Associates, dated May 9, 2007, and the supplemental analysis dated April 2, 2008 for the proposed residential condominium development located on the southwest corner of Catalina Street and 8th Street (Attachment 1). The study analyzed nine (9) intersections and three (3) residential street segments and determined that none of the study intersections and one street segment would be significantly impacted by the project related traffic (Attachment 2). Except as noted, the study adequately evaluated the project related traffic impacts on the surrounding community.

DISCUSSION AND FINDINGS

Project Description

The project proposes to construct 300 residential condominiums and 5,000 square feet of retail space along the frontage of the project at 805 South Catalina Street near the Central Los Angeles New Learning Center #1 (former Ambassador Hotel). The proposed access to the project will be via two driveways: one on Kenmore Avenue and one on Catalina Street. The build out year for the project is expected to be in 2009.

Trip Generation

The project will generate approximately 1,935 daily trips with 137 trips in the AM peak hour and 57 trips in the PM peak hour (Attachment 3).

Significant Traffic Impact Location

The proposed project will significantly impact the residential street of Kenmore Street south of 8th Street.

PROJECT REQUIREMENTS

A. Neighborhood Traffic Management Plan (NTMP)

The study indicated that the Kenmore Street south of 8th Street residential street segment surrounding the project may experience adverse impacts from the related trips and it recommended that the developer contribute towards a NTMP. DOT supports the concept of a NTMP. The exact amount of funding will be determined by DOT to cover the cost to plan, develop and implement traffic calming measures. The plan should include a separate amount of monies for implementation of a preferential parking district if requested by the neighborhood and found warranted by DOT. The actual amount of funding for the NTMP and preferential parking program are still to be determined.

B. Construction Impacts

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

C. Highway dedication and street widening requirements

8th Street is classified as a Secondary Highway, which requires 35-foot half-width roadway on a 45-foot half-width right-of-way.

Catalina Street is classified as a Local Street, which requires 20-foot half-width roadway on a 30-foot half-width right-of-way.

Kenmore Street is also classified as a Local Street.

It appears that highway dedication and widening may be required for streets fronting the proposed project. The developer must check with the Bureau of Engineering's (BOE) Land Development Group to determine the highway dedication, street widening and sidewalk requirements for the project.

D. Parking Analysis

The traffic study did not include a parking analysis. The developer should check with the Department of Building and Safety on the number of Code required parking spaces needed for the project.

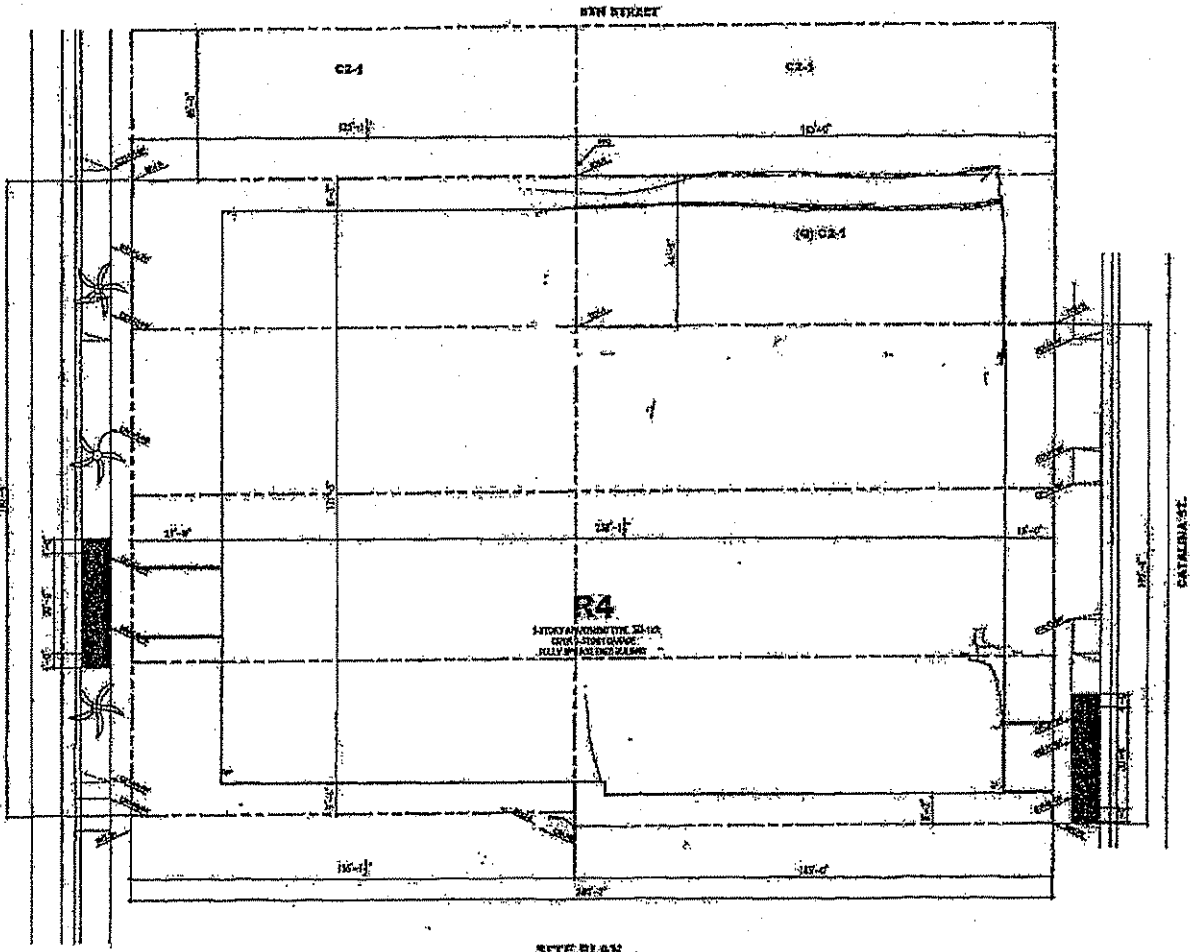
E. Driveway Access

The review of this study does not constitute approval of the driveway access and circulation scheme. Those require separate review and approval and should be coordinated as soon as possible with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024) to avoid delays in the building permit approval process. In order to minimize and prevent last minute building design changes, it is imperative that the applicant, prior to the commencement of building or parking layout design efforts, contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes. All driveways should be Case 2 driveways and 16 feet and 30 feet for one-way and two-way operations, respectively. Any proposed gates should have 40' minimum reservoir space from the property line. All delivery truck loading and unloading shall take place on-site with no trucks backing into or out of the project site from any adjacent street.

If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

Attachments

cc: Wendy Fraticelli, Council District No. 10
Jeannie Shen, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Carl Mills, Central District, BOE
Jasper Domingo, KOA Corporation



SITE PLAN
SCALE 1/8" = 1'-0"



Katz, Okitsu & Associates
 Planning and Engineering

8th and Catalina Residential Project

Figure 2
 Project Site Plan

LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTION¹

<u>Level of Service</u>	<u>Volume/Capacity Ratio</u>	<u>Definition</u>
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.000	FAILURE. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

¹Source: Transportation Research Board, Interim Materials on Highway Capacity, Transportation Research Circular No. 212, January 1980.

SIGNIFICANT TRANSPORTATION IMPACT CRITERIA

1. A transportation impact on an intersection shall be deemed "significant" in accordance with the following table except as otherwise specified in a TSP, ICO or CMP:

SIGNIFICANT TRANSPORTATION IMPACT

<u>Level of Service</u>	<u>Final V/C Ratio</u>	<u>Project-Related Increase In V/C</u>
C	> 0.700 - 0.800	equal to or greater than 0.040
D	> 0.800 - 0.900	equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010

2. A local residential street shall be deemed significantly impacted² based on an increase in the projected average daily traffic (ADT) volumes:

<u>Projected Average Daily Traffic with Project (Final ADT)</u>	<u>Project-Related Increase in ADT</u>
0 to 999	16% or more of final ADT*
1,000 or more	12% or more of final ADT
2,000 or more	10% or more of final ADT
3,000 or more	8% or more of final ADT

*For projects in West Los Angeles Transportation Improvement and Mitigation Specific Plan area, use 120 or more trips.

²Source: Traffic Infusion on Residential Environment (TIRE) Index developed by D.K. Goodrich and modified by LADOT for Los Angeles City conditions.

Preliminary Levels of Service Analysis
8th Street Condominium

Weekday AM Peak Hour										
	Intersection	Existing Conditions (Year 2007)		Future Base Conditions (Year 2009)		Future Base with Project Conditions (Year 2009)		Diff.	Signif?	
		V/C	LOS	V/C	LOS	V/C	LOS			
		1.	Normandie Avenue & Wilshire Boulevard	0.596	A	0.710	C			0.713
2.	Catalina Avenue & Wilshire Boulevard	0.514	A	0.605	B	0.638	B	0.033	No	
3.	Vermont Avenue & Wilshire Boulevard	0.740	C	0.876	D	0.880	D	0.004	No	
4.	Irolo Avenue & 8th Street	0.801	D	0.866	D	0.868	D	0.002	No	
5.	Catalina Avenue & 8th Street	0.566	A	0.498	A	0.537	A	0.039	No	
6.	Vermont Avenue & 8th Street	0.718	C	0.757	C	0.760	C	0.003	No	
7.	Irolo Avenue & James Wood Boulevard	0.696	B	0.765	C	0.778	C	0.013	No	
8.	Vermont Avenue & James Wood Boulevard	0.612	B	0.669	B	0.685	B	0.016	No	
9.	Irolo Avenue & San Marino Avenue	0.651	B	0.719	C	0.731	C	0.012	No	

Preliminary Levels of Service Analysis
8th Street Condominium

Weekday PM Peak Hour										
Intersection	Existing Conditions (Year 2007)		Future Base Conditions (Year 2009)		Future Base with Project Conditions (Year 2009)		Diff.	Signif?		
	V/C	LOS	V/C	LOS	V/C	LOS				
	1. Normandie Avenue & Wilshire Boulevard	0.673	B	0.865	D	0.872			D	0.007
2. Catalina Avenue & Wilshire Boulevard	0.644	B	0.760	C	0.781	C	0.021	No		
3. Vermont Avenue & Wilshire Boulevard	0.791	C	0.973	E	0.975	E	0.002	No		
4. Irolo Avenue & 8th Street	0.903	E	0.998	E	1.007	F	0.009	No		
5. Catalina Avenue & 8th Street	0.772	C	0.720	C	0.755	C	0.035	No		
6. Vermont Avenue & 8th Street	0.733	C	0.779	C	0.780	C	0.001	No		
7. Irolo Avenue & James Wood Boulevard	0.901	E	0.989	E	0.997	E	0.008	No		
8. Vermont Avenue & James Wood Boulevard	0.714	C	0.780	C	0.785	C	0.005	No		
9. Irolo Avenue & San Marino Avenue	0.967	E	1.057	F	1.063	F	0.006	No		

Project Traffic Impacts

Table 12 provides a comparison of weekday study scenarios within the existing and future periods. Traffic impacts created by the project are calculated by comparing the increase in percentage of project traffic against the future base traffic volumes with the threshold mentioned above. The overall traffic impacts created by the proposed Project, and the determination of a significant impact, are provided in the right three columns of the table.

Table 12 – Determination of Project Impacts on Residential Streets

Street Segments	Time Period	Base Volumes				Proposed Project				
		Existing	Ambient Growth	Related Projects	Future Base	Project Only	Future with Project	Increase (%)	Significant Impact Criteria	Significant Impact
1 Catalina Street north of 8th Street	ADT	10,259	2.0%	775	11,239	716	11,955	6.4%	8.0%	No
2 Kenmore Street south of 8th Street	ADT	1,333	2.0%	0	1,360	387	1,747	28.5%	12.0%	Yes
3 James Wood Boulevard east of Catalina Street	ADT	7,625	2.0%	535	8,313	387	8,700	4.7%	8.0%	No

As indicated in Table 12, the project would impact Kenmore Street in this study effort.

4. Project Traffic

This section defines the traffic that would be generated by the proposed Project in a three-step process including trip generation, trip distribution, and trip assignment.

A. Project Trip Generation

As indicated in Section 1, the proposed project includes 300 dwelling units of condominiums with 5,000 square feet of retail along the frontage of the project. Table 7 summarizes the project trip generation rates that were utilized, and the trip generation calculated from these rates. Trip generation for the proposed project land use was calculated by utilizing rates published in ITE's *Trip Generation*, 7th Edition. Based on the proposed 300 dwelling units of condominiums and 5,000 square feet floor area of retail, and the rates found in *Trip Generation*, the proposed project would generate approximately 1,935 daily trips of which 137 and 167 trips would occur during the morning and afternoon peak hours, respectively.

Table 7 – Project Trip Generation Estimates

Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Trip Rates [1]									
Condominium (ITE Code 230)	-	DU	5.86	0.44	17%	83%	0.52	67%	33%
Specialty Retail (ITE Code 814) [2]	-	KSF	44.32	1.33	60%	40%	2.71	44%	56%
Pass-By Trip Reduction			10%		10%		10%		10%
Internal Trip Reduction			10%		10%		10%		10%
Estimated Trips									
Condominium (ITE Code 230)	300	DU	1,758	132	22	110	156	105	51
Specialty Retail (ITE Code 814)	5,000	KSF	222	7	4	8	14	6	8
Pass-By Trip Reduction			(22)	(1)	(1)	0	(1)	(1)	(1)
Internal Trip Reduction			(22)	(1)	(1)	0	(1)	(1)	(1)
TOTAL TRIPS			1,935	137	24	119	167	110	57

[1] Trip generation rates were from ITE Trip Generation Manual, 7th Edition, unless otherwise noted.

[2] Morning trip generation rates were derived from San Diego Association of Governments (SANDAG).

B. Project Trip Distribution

Trip distribution is the process of assigning the direction of travel to and from a project site. Trip distribution is dependent upon the land use characteristics of the project and the general locations of land uses to which project trips would originate or terminate. Project trip distribution was based on the geographic distribution of population from which the residents, patrons and employees of the proposed development would originate or terminate as well as knowledge of development trends in the area, local and sub-regional traffic routes, and regional traffic flows.

Figure 17 illustrates the intersection trip distribution percentages that were utilized to assign project traffic volumes.

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CITY PLANNING COMMISSION

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CITY OF LOS ANGELES
CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

August 21, 2008

Armen D. Ross
1218 El Prado St., Ste 128
Torrance, CA. 90501

Subject: ENV-2006-7211-EAF

At its meeting of August 20, 2008, the Department of City Planning's Environmental Staff Advisory Committee (ESAC) met to consider the aforementioned Environmental Assessment Form. It was the determination at that meeting that the Initial Study for the project which includes the demolition of eleven residential buildings, containing 68 units, the grading and export of an estimated 37,000 cubic yards of soil and the construction of a 22 story, mixed use building containing 224 residential units, 7,000 square feet of retail commercial space and five levels of parking (two subterranean) containing 500 parking spaces required additional environmental review. Such additional environmental review would fully analyze the project's impacts by the production of a full air quality analysis for both short term construction impacts and operational impacts, a similar full noise analysis, a full shade/shadow impact study and a full Department of Water and Power water consumption analysis in addition to the applicant's traffic study. The document should also include an analysis of the effects of the project's plan amendment to the Wilshire Community Plan's land use element. An analysis of cumulative impacts should also be included in the document. Until such an analysis has been written and approved, a hold will be placed on all entitlement applications pending approval of the environmental document. This will result in the need for the project applicant to contract with an environmental consultant to develop a draft initial study for the approval of the Department of City Planning. Please contact me 213-978-1167 or e-mail me at charlie.rausch@lacity.org, and we will supply a list of consultants that you may contact.

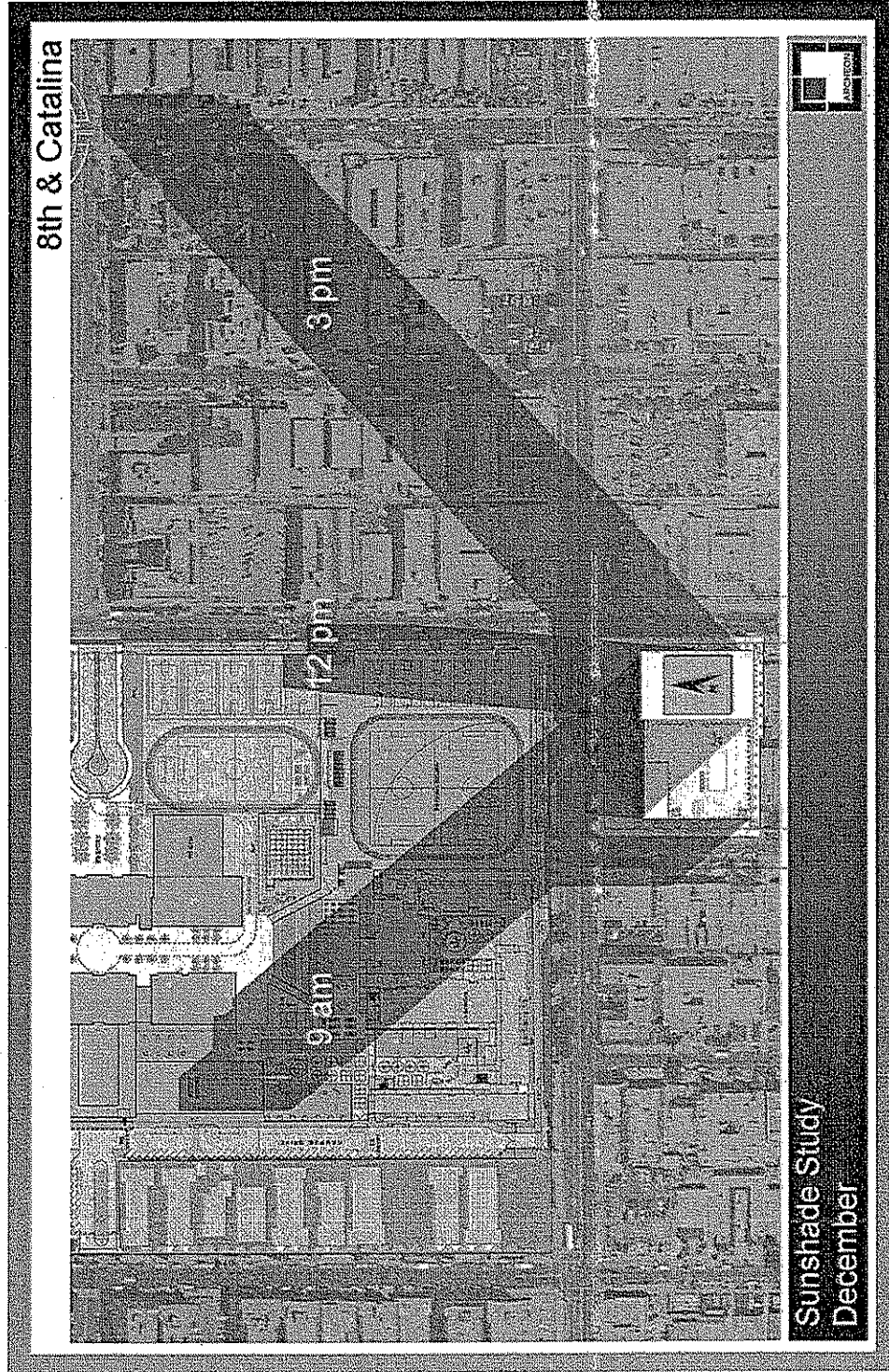
Sincerely,

S. GAIL GOLDBERG, AICP

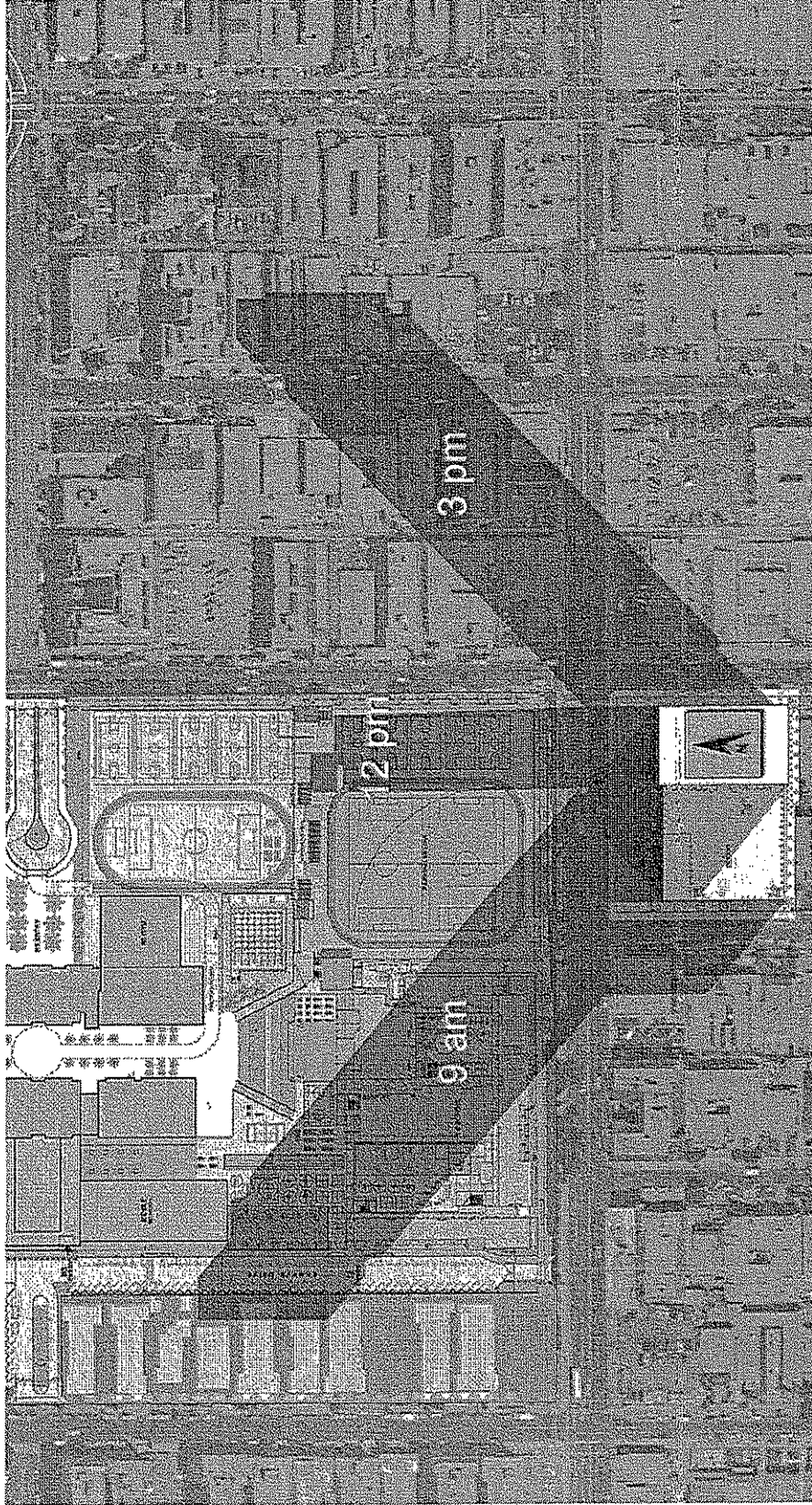

Charles J. Rausch, Jr.
Senior City Planner



Shade and Shadow Study
ENV-2006-7211-EAF
805-833 Catalina St. & 806-836 Kenmore Ave.
Los Angeles, CA



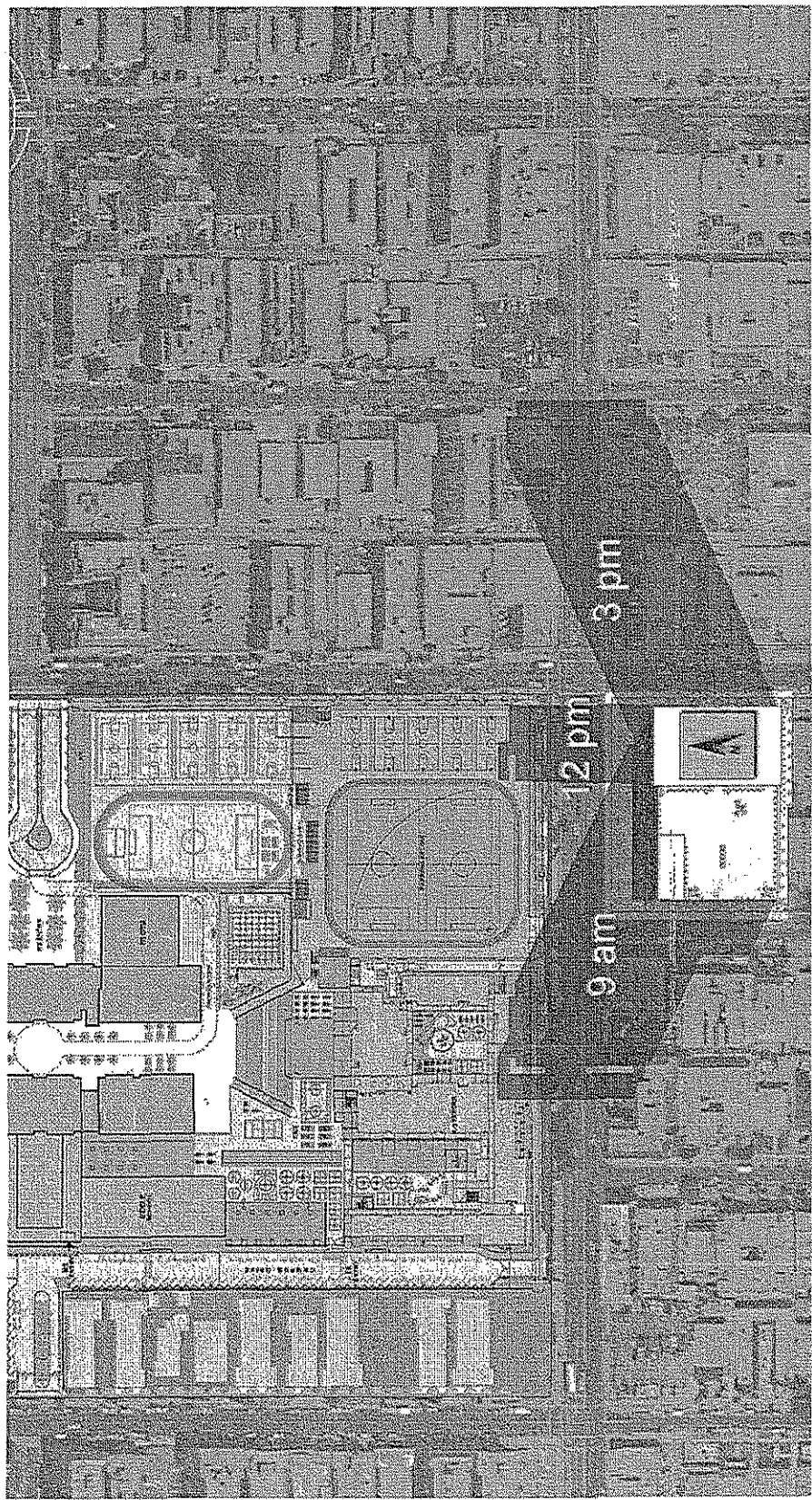
8th & Catalina



Sunshade Study
February

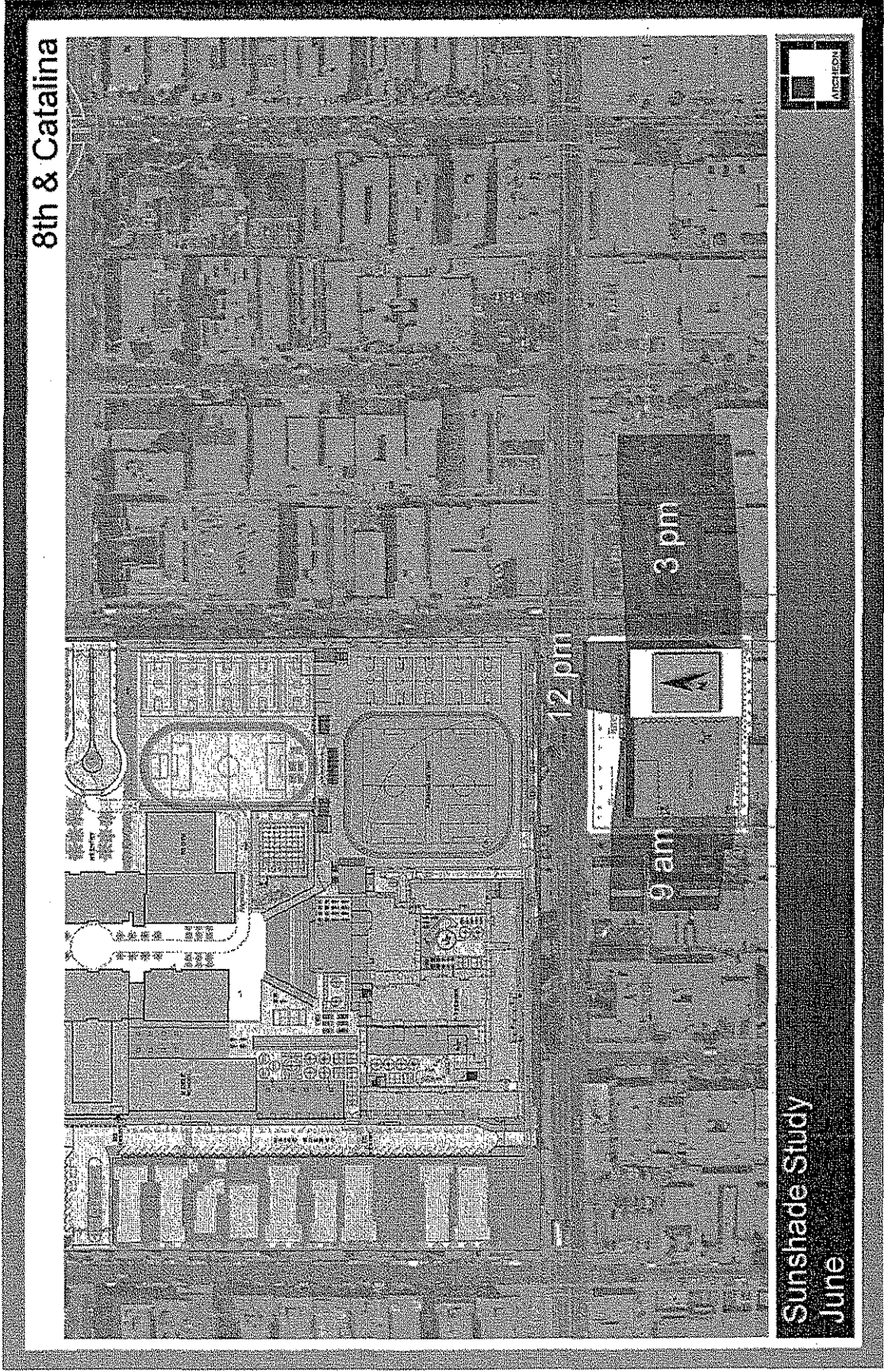


8th & Catalina

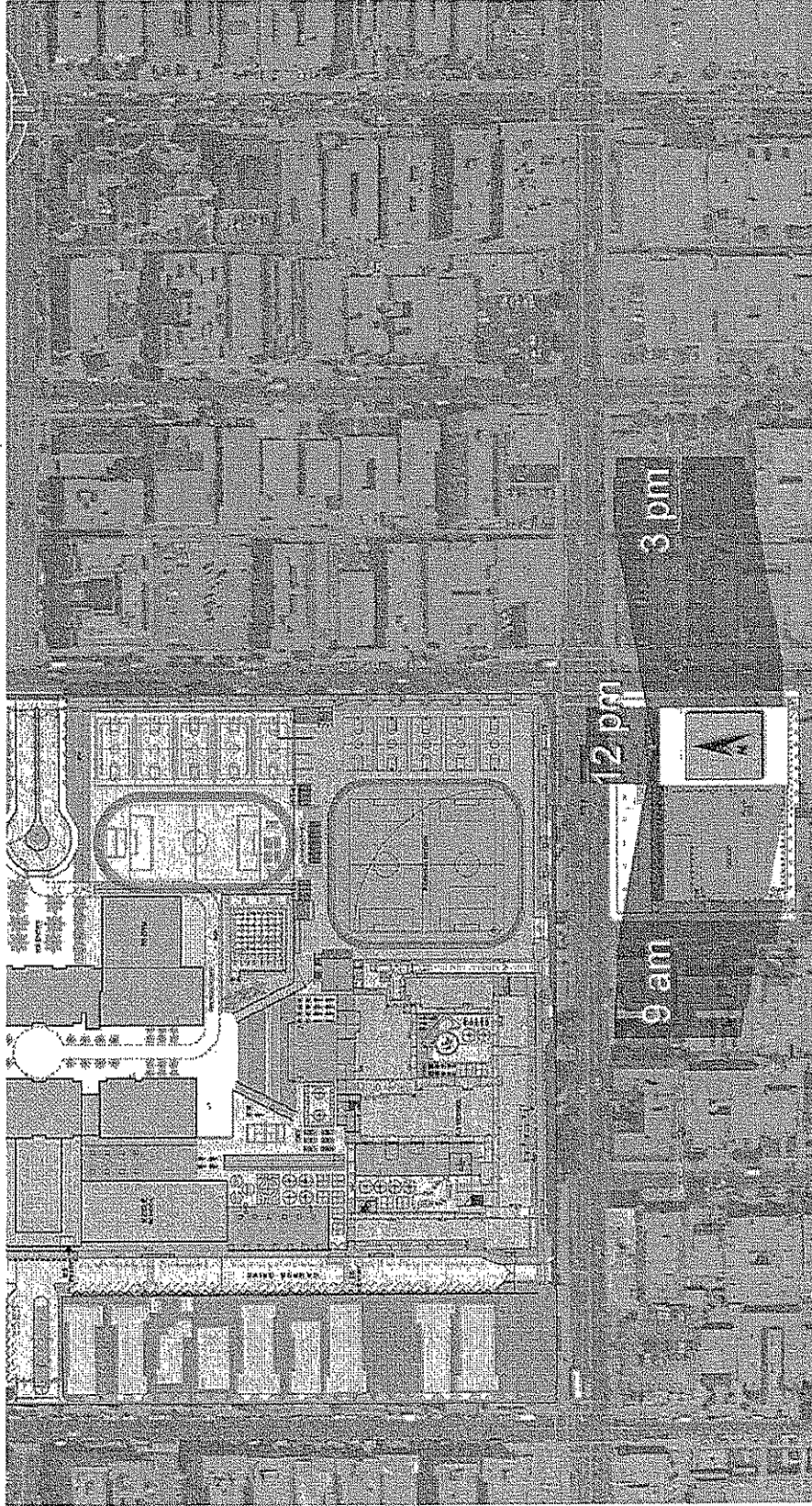


Sunshade Study
April





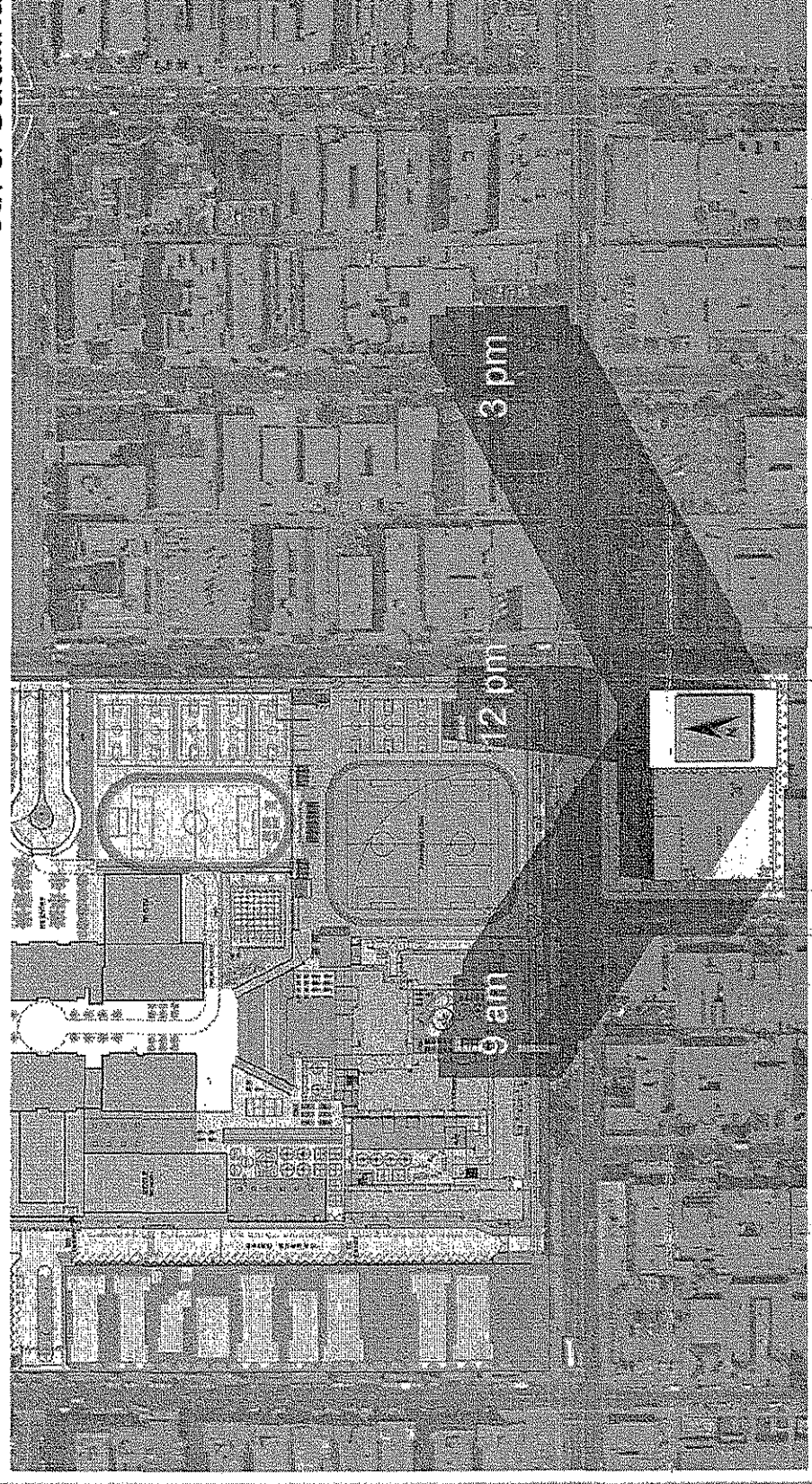
8th & Catalina



Sunshade Study
August



8th & Catalina

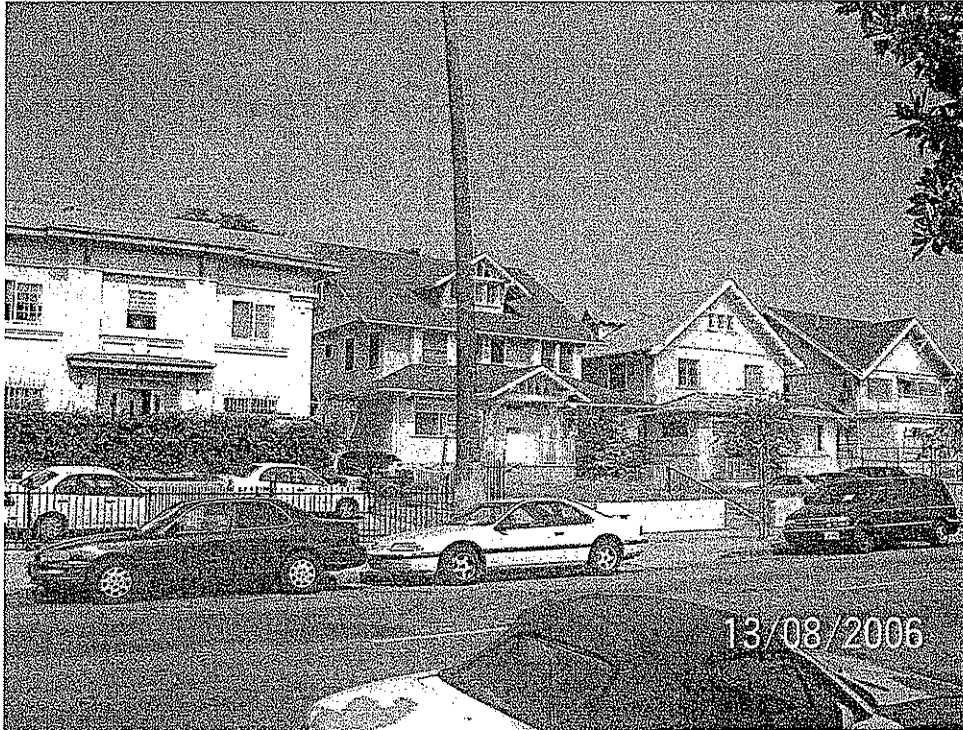


Sunshade Study
October



Site Photographs
805-833 Catalina Street, Z806-836 Kenmore Avenue, and 3130-3120 W. 8th Street
Los Angeles, CA 90005

1.



Standing on eastside of Catalina and looking west at 827 Catalina

2.



Standing in front of 827 Catalina and looking east

6.



Standing in front of 823 Catalina and looking south

7.



Standing in front of 823 Catalina and looking north

5.



Standing in front of 827 Catalina and looking northeast

6.



Standing in front of 823 Catalina and looking southeast

36.



Standing in front of 832 Kenmore and looking west

37.



Standing in front of 832 Kenmore and looking southwest

30.



Southwest corner of 8th and Catalina and looking north

31.



Standing on the west side of Kenmore and looking east at 806 Kenmore

26.



Northwest corner of 8th and Catalina and looking north

27.



Southwest corner of 8th and Catalina

18.



Standing in front of 805 Catalina and looking south

19.



Standing in front of 805 Catalina and looking north

16.



Standing in front of 811 Catalina and looking north

17.



Standing in front of 805 Catalina and looking east

22.



Southwest corner of 8th and Catalina

23.



Standing on southwest corner of 8th and Catalina and looking east

MASTER APPEAL FORM

City of Los Angeles – Department of City Planning

APPEAL TO THE: City Council
(DIRECTOR, AREA PLANNING COMMISSION, CITY PLANNING COMMISSION, CITY COUNCIL)

REGARDING CASE #: CPC-2006-8689

PROJECT ADDRESS: 805-833 S. Catalina St. & 806-836 S. Kenmore Ave.

FINAL DATE TO APPEAL: December 14, 2009

- TYPE OF APPEAL:
1. Appeal by Applicant
 2. Appeal by a person, other than the applicant, claiming to be aggrieved
 3. Appeal by applicant or aggrieved person from a determination made by the Department of Building and Safety

APPELLANT INFORMATION – Please print clearly

ORIGINAL

Name: Mike Hakim of Colony Holdings

- Are you filing for yourself or on behalf of another party, organization or company?
- Self Other: _____

Address: Colony Holdings, LLC, 140 S. Beverly Drive

Beverly Hills, CA Zip: 90212

Telephone: (310) 888-2858 E-mail: mike@mikehakim.com

- Are you filing to support the original applicant's position?
- Yes No

REPRESENTATIVE INFORMATION

Name: Nichole Smith - The Katherman Co.

Address: 1218 El Prado Ave., suite 128

Torrance, CA Zip: 90501

Telephone: (310) 618-1999 E-mail: nichole.smith@katherco.com

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

JUSTIFICATION/REASON FOR APPEALING – Please provide on separate sheet.

Are you appealing the entire decision or parts of it?

Entire

Part

Your justification/reason must state:

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

ADDITIONAL INFORMATION/REQUIREMENTS

- Eight (8) copies of the following documents are required (1 original and 7 duplicates):
 - Master Appeal Form
 - Justification/Reason for Appealing document
 - Original Determination Letter
- Original applicants must provide the original receipt required to calculate 85% filing fee.
- Original applicants must pay mailing fees to BTC and submit copy of receipt.
- Applicants filing per 12.26 K "Appeals from Building Department Determinations" are considered original applicants and must provide notice per 12.26 K 7.
- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the City (Area) Planning Commission must be filed within 10 days of the written determination of the Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (i.e. ZA, APC, CPC, etc...) makes a determination for a project that is not further appealable.

"If a nonelected decision-making body of a local lead agency certifies an environmental impact report, approves a negative declaration or mitigated negative declaration, or determines that a project is not subject to this division, that certification, approval, or determination may be appealed to the agency's elected decision-making body, if any."

--CA Public Resources Code § 21151 (c)

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

Appellant Signature: 

Date: 12/11/09

Planning Staff Use Only

Amount # <u>13163.10</u>	Reviewed and Accepted by <u>Amal Hudson</u>	Date <u>12/11/09</u>
Receipt No. <u>282505</u>	Deemed Complete by <u>Ralph Avila</u>	Date <u>12-14-09</u>

Determination Authority Notified

Original Receipt and BTC Receipt (if original applicant)

Additional Justification
Appeal of Case No. CPC-2006-8689

Reason for the Appeal:

The applicant is appealing the decision for Case No. CPC-2006-8689 because the applicant believes the proposed development and entitlements requested would result in a development that is consistent with the emerging land use pattern in the Wilshire corridor area and believes that the development would provide much needed new housing in an area of Los Angeles where the housing stock is deteriorating and many housing units are overcrowded.

Specifically the points at issue:

An appeal is filed to request the following entitlements:

1. Adopt the originally requested General Plan Amendment to the Wilshire Community Plan from Neighborhood Commercial and High Medium Residential to Regional Commercial.
2. Adopt the originally requested Zone Change and Height District Change from C2-1 and R4-2 to R5-2.
3. Grant the originally requested Conditional Use for a development combining residential and commercial uses in the R5 zone when located in a redevelopment project area.
4. Approve the originally requested adjustments to Section 12.12C of the Los Angeles Municipal Code as follows: To permit an 6 foot setback along Catalina Street in lieu of the minimum 15 feet foot setback otherwise required; and to permit a 7.5 foot setback along the northerly portion of the property parallel to 8th Street in lieu of the minimum 16 foot setback otherwise required.
5. Approve a Site Plan Review for a development project which will result in an increase of 50 or more dwelling units.
6. Adopt the Mitigated Negative Declaration No. ENV-2006-7211-MND.

How you are aggrieved by the decision:

The applicant has been aggrieved in that the decision has denied the applicant the ability to develop the proposed development as described in the attached Supplemental Information General Plan Amendment/ Zone Change/ Height District Change Justification.

Why you believe the decision-maker erred or abused their discretion:

1. The development proposed development is consistent with an emerging pattern of development that includes high rise developments and higher density along Wilshire Blvd. and corridors to the north and south.

2. The site is in the existing R4-1 zone and C2-1 zone, there is no height limit in place. The requested zone change is not to relax height limitations, as there are none currently in place at the subject property.

The height of the development is the result of a shade and shadow study that identified a taller, more narrow design as the best means of reducing the shade and shadow impact on adjacent uses. The design also provides greater separation between the residential units and adjacent uses.

3. A General Plan Amendment and Zone Change to R5-2 is requested to allow increased density and floor area at the site. The requested floor area and density are proper for the proposed location because:
- a. There are a number of high rise commercial and office buildings within walking distance along the Wilshire corridor.
 - b. The location of the development at the subject site will allow people to live closer to their job sites, which will reduce the commutes of these individuals, thereby reducing the number of vehicles traveling long distances from other areas into the vicinity.
 - c. The density proposed is consistent with other new residential developments in the vicinity and the plan for the Koreatown area. (See SCAG study that presents a case for higher intensity development in the Wilshire area.)

Section from Koreatown study:

“Reinvestment [from the 1992 LA riots led to the establishment of] the Wilshire Center/Koreatown Redevelopment Project area in 1995.

Simultaneously, the City completed an extensive General Plan Framework element which designated Koreatown as a portion of a “Regional Center” that extended along Wilshire Boulevard, from Western Avenue to the western edge of Downtown Los Angeles. The plan described this Regional Center as “A focal point of regional commerce, identity, and activity and containing a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services... characterized by 6- to 20- stories (or higher).” The City further encouraged high-density, mixed-use development in 2001 with the adoption of the Wilshire Community Plan and Vermont/Western Transit Oriented District Station Neighborhood Area Plan (SNAP).

- d. The site provides adequate parking with an average parking ratio of 2 1/3 parking spaces per unit. A total of 628 parking spaces is provided for the 270 residential units, with an additional 35 retail parking spaces, which exceeds the 18 parking spaces required.

- e. The site is located in close proximity to public transportation that will reduce the vehicular traffic generated by the development.
- f. The site is located close to schools and is within walking distance to the new elementary, middle, and high schools that are at the site of the former Ambassador Hotel.
- g. The design of the development and extensive landscaping will contribute to the emerging modern architecture that is typical of new developments. This is consistent with the goal of the Council Office to reinvigorate the style and development in the Wilshire area.

Supplemental Information
General Plan Amendment/ Zone Change/ Height District Change
Justification

805-833 Catalina Street and 806-836 Kenmore Avenue
Los Angeles, CA 90005

Project Overview

The proposed mixed use development shall consist of a 270 unit, 35-story building with 3,600 sq. ft. of commercial/retail space, and a total of 663 parking spaces. The development shall consist of 4 4-bedroom units, 56 3-bedroom units, 158 2-bedroom units, and 52 1-bedroom units. The 34th floor shall consist of 4 penthouse units with 12 foot four inch vaulted ceilings. All of the 34 residential stories shall boast sweeping views of Los Angeles. Mechanical equipment will be located on the 35th floor. A helipad shall be located on the roof to allow for helicopter access.

Residents will have use of a 20,000 sq. ft. amenity deck on the 7th floor with a 3,000 sq. ft. community room with a gymnasium, a putting green, a playground area, a pool and spa, a conference/community room, and a garden with panoramic views. The development will also be served by a leasing office on the ground floor, two residential elevators, a third service elevator, and commercial/retail uses that will utilize the proposed 3,600 sq. ft. of space on the ground level. 2 subterranean parking levels and 6 above grade parking levels will provide 663 parking stalls. A ground floor lobby and a ground floor pick-up zone will help accommodate traffic flow.

The facility will provide 36,500 sq. ft. of open space which is above the required 35,450 sq. ft. of open space. The open space areas will have an attractive landscape and hardscape to provide a luxurious park-like atmosphere for residents.

Public Necessity, Convenience, and General Welfare

There is a public necessity for additional apartments in this area of Los Angeles. The area surrounding the subject site is designated for high density. That there is a low vacancy rate demonstrates a need for housing in the area. Further, that there is a predominance of market rate and above-market rate housing shows that the area is a suitable location for market rate rental housing. The subject area is experiencing a renaissance and has experienced a steady increase in population. There is also an increase in local services to accommodate the influx of residents. The proposed 270 apartments units will provide necessary workforce housing for those families who want to live in this area of Los Angeles, but are unable to find adequate housing.

The project's architectural design and height district change are requested to provide a 370- foot, 35 story development that will allow the project to mitigate prolonged shade and shadow impacts on the adjacent residential and commercial developments and the Los Angeles Unified School District Central Los Angeles Learning Center #1 that is 200 feet north of the subject site. The height of the residential stories allows all of the units to have panoramic views while the elevation of the residential units add to the security of the residents.

The subject site is within 200 feet of the Los Angeles Unified School District Central Los Angeles Learning Center #1 that is scheduled to begin construction by the end of 2006 and will be located at the site of the former Ambassador Hotel. This site will be the home of a new elementary, middle, and high school with a total of over 4,000 students. The development of this apartment project will offer housing to teachers and other professionals who will work at the school, as well as families who want to live within walking distance of a state of the art public educational facility. This development is in keeping with the goals of livable communities because it offers families and professionals an opportunity to live within walking distance of their school and work.

Residents of the proposed development will be able to utilize the public bus routes along 8th Street to access local amenities in the neighborhood and use of the bus as a means of transportation will help alleviate ingress/egress traffic at the site.

Good Zoning Practice

Among the goals of the Wilshire Community Plan, this project meets the following goal and objectives:

GOAL 1

PROVIDE A SAFE, SECURE, AND HIGH QUALITY RESIDENTIAL ENVIRONMENT FOR ALL ECONOMIC, AGE, AND ETHNIC SEGMENTS OF THE WILSHIRE COMMUNITY.

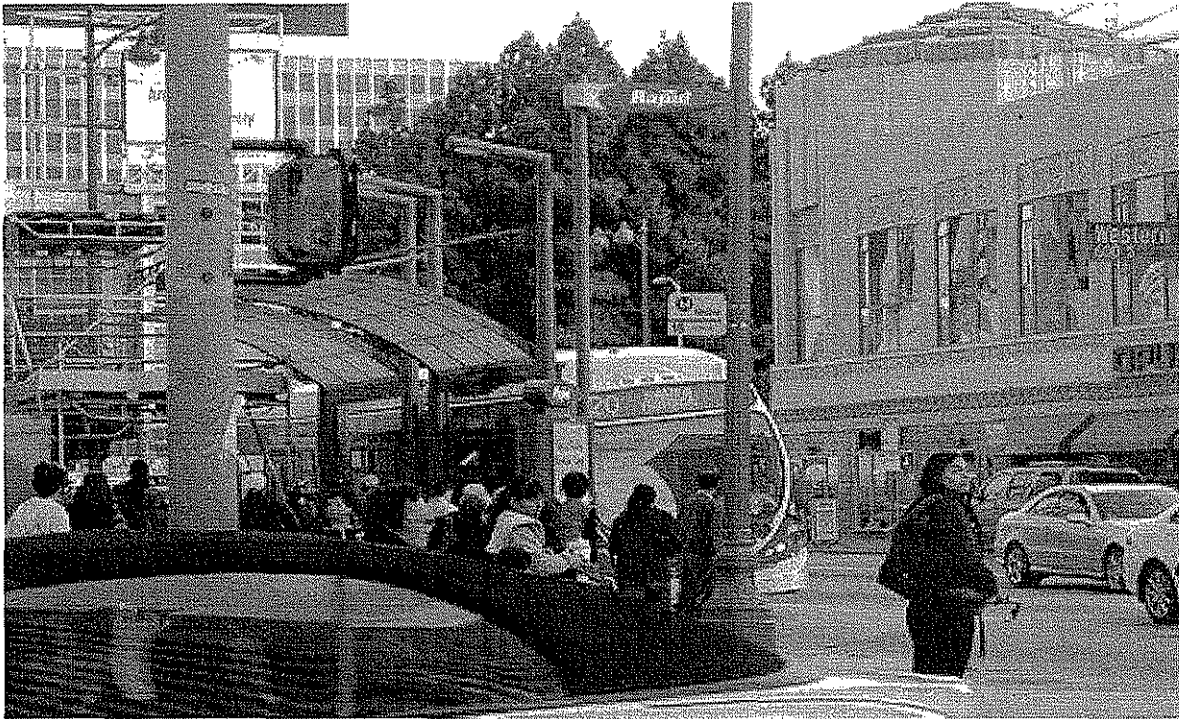
Objective 1-1

Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area to the year 2010.

Objective 1-2

Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.

SCAG Region: Compass Blueprint Case Study
Koreatown



*Pedestrians boarding Bus Rapid Transit at the Western and Wilshire Metro stop.
Photo by Strategic Economics, 2008*

March 2008

Center for Transit-Oriented Development



STRATEGICECONOMICS

A Project of



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**



Figure 1. Ethnic Mix, 2000

KOREATOWN

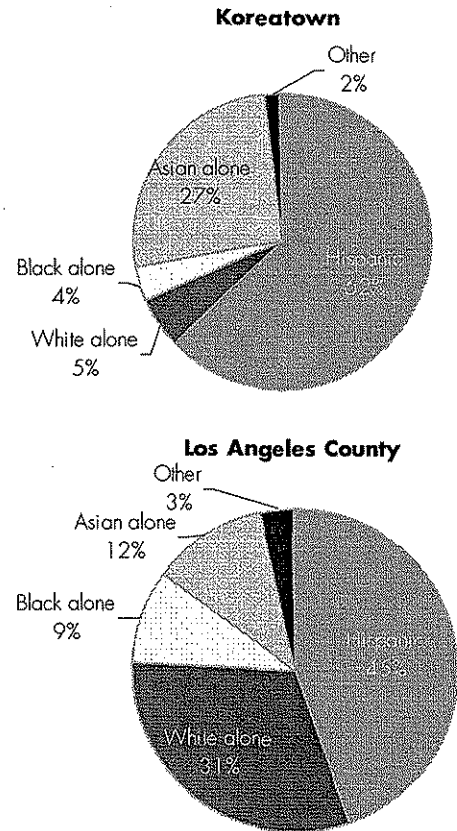
Koreatown is a culturally vibrant neighborhood in the Wilshire area of the City of Los Angeles, bookended by Downtown Los Angeles on the east and Hollywood on the north. This case study examines how the neighborhood is both intensifying and expanding, fueled by a building boom and large-scale public investment.

LOCAL CONTEXT

Koreatown is one of the most diverse and densely populated neighborhoods in Los Angeles. Although the neighborhood is still primarily associated with Koreans and Korean Americans, Koreatown is home to concentrations of other ethnicities as well, including Hispanics, Chinese, Japanese, Filipino, and other Asian Americans (Figure 1). The neighborhood's population density is said to be second only to Manhattan¹⁵ and the employment density is one of the highest in the SCAG region (Figure 3). Koreatown's diverse population and density support not only Korean restaurants, stores and cultural facilities, but also everything from taquerias to karaoke bars with songs in English, Korean, Chinese, Japanese, Tagalog and Spanish. The neighborhood serves as a cultural center for Koreans, Korean-Americans, and Hispanics in particular, and attracts diners and tourists from all over the region.

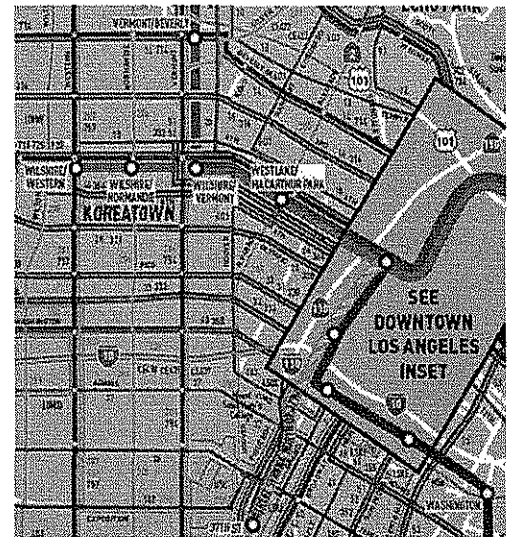
The neighborhood's prime location and excellent transit connectivity also contribute to its vibrancy. Koreatown's central location in Los Angeles is reinforced by its major thoroughways and centrality within the Metro rail and rapid bus systems (Figure 2). Wilshire Boulevard, which runs through the northern part of the neighborhood, is one of the most heavily traveled east-west arterials in Los Angeles. In Koreatown, Wilshire is densely developed with high-rise office buildings and, increasingly, luxury condominiums. Olympic Boulevard, another of the region's principal arterials, forms the backbone of the Korean community in the southern part of the neighborhood. Rapid bus routes and three subway stops also connect Koreatown to regional destinations.

Koreatown's residents have historically had lower incomes compared with the rest of Los Angeles – in 2000, the neighborhood's median income was approximately \$16,200, compared with \$42,000 in Los Angeles County as a whole – but low housing and transportation costs have sustained low income populations. Recently, however, Koreatown has begun to change, fueled by a massive influx of both private and public investment. New development in the neighborhood is attracting wealthier residents and increasing population densities, while the area's cultural influence is spreading east to west from the historic core. As Koreatown evolves, its residents are both welcoming the new development and creating new mechanisms to strengthen their unique community.



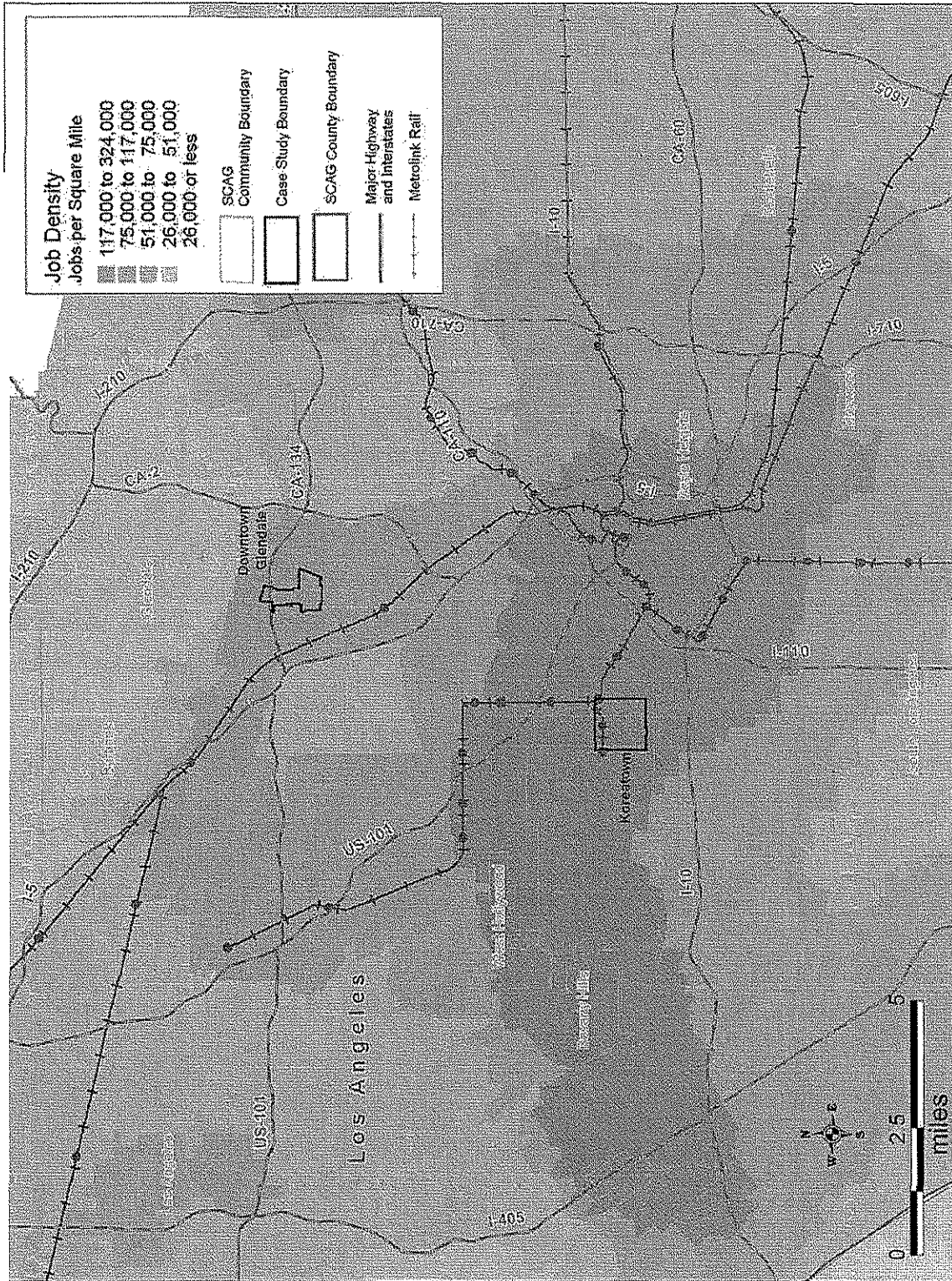
Source: U.S. Census 2000

Figure 2. Koreatown's Bus and Subway Service



Source: LA County Metropolitan Transportation Authority, "Metro Bus and Metro Rail System Map"

¹⁵ Lee, Booyeon, "LA's Seoul Takes Flight," *LA Business Journal*, March 30, 2007



INTENSIFYING KOREATOWN

Since the late 1990's, Koreatown has experienced an unprecedented building boom. The neighborhood's prominent location and excellent accessibility have started to attract new luxury condominiums, high-end retail and entertainment centers, and trendy restaurants and nightlife. This rapid private development has also spurred public investment. Tax increment revenue from the Wilshire Center/Koreatown Redevelopment Project Area has increased 900 percent over the past five years, allowing the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) and its community partners to invest unprecedented sums in affordable housing and community services.

While Koreatown is spreading east and west, the historic core of the neighborhood spans approximately one square mile, from approximately 6th Street on the north to 12th Street on the south, and from Western Avenue on the west to Vermont Avenue on the east (Figure 5).

NEIGHBORHOOD HISTORY

The boom of the last decade represents a turnaround from the neighborhood's history over the last half-century. Beginning in the 1970's, when Koreatown's first Korean grocery opened, Koreatown was dominated by a mix of Korean restaurants and retail centered on Olympic Boulevard, and high-rise office buildings along Wilshire Boulevard. The neighborhood was deeply affected by the 1992 riots, which damaged thousands of Korean-owned businesses in South Central Los Angeles and Koreatown and drove away many Korean American residents.

The decade following the riots brought transformation throughout the City of Los Angeles in the form of new land use policies and infrastructure investments. The riots brought a sense of urgency to stimulating reinvestment in the most damaged areas, so the City created the Wilshire Center/Koreatown Redevelopment Project area in 1995. Simultaneously, the City completed an extensive General Plan Framework element which designated Koreatown as a portion of a "Regional Center" that extended along Wilshire Boulevard, from Western Avenue to the western edge of Downtown Los Angeles. The plan described this Regional Center as "A focal point of regional commerce, identity, and activity and containing a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities

² Lee, Booyeon, "L.A.'s Seoul Takes Flight," *Los Angeles Business Journal*, April 30, 2007.

Figure 4. Dedication Ceremony for the Koreatown Pavilion



Source: Los Angeles Neighborhood Initiative

Under the management of the Los Angeles Neighborhood Initiative, the Korean Chamber of Commerce, the CRA/LA, and a number of City departments constructed a new gateway into Koreatown, the Koreatown Pavilion. The Pavilion opened in 2005.

Planning Timeline:

1992 – Riots damage thousands of Korean-American businesses

1995 – Wilshire Center/Koreatown Redevelopment Project Area created. General Plan Framework designates Koreatown as a “Regional Center”

1996 – Three Red Line subway stops open in Koreatown

1998 – City Council adopts Mixed-Use Overlay District Ordinance, creating height, density, and parking incentives for developers to build affordable housing and mixed-use residential near transit.

2000 – MTA begins operating rapid buses on Wilshire Boulevard.

2001 – City adopts Wilshire Community Plan and the Vermont/Western Transit Oriented District Station Neighborhood Area Plan (SNAP)

2007 – CRA/LA’s budget for Koreatown reaches \$46 million, an increase of 900 percent from 2002

and supporting services... characterized by 6- to 20- stories (or higher).” The City further encouraged high-density, mixed-use development in 2001 with the adoption of the Wilshire Community Plan and Vermont/Western Transit Oriented District Station Neighborhood Area Plan (SNAP).

At the time that the General Plan Framework and Redevelopment Project Area were created, the City was on the brink of a new era in transit as well, enabling planners to envision land use intensities that Los Angeles had not experienced in decades. The L.A. County Metropolitan Transportation Authority (MTA) opened the Red Line subway system³ in 1996, and launched a rapid bus program in 2000. The new transit service supported the City’s land use policies by allowing land use intensification without corresponding increases in congestion.

The new subway and rapid bus lines also reinforced Koreatown’s proximity to Downtown Los Angeles, sparking a building boom. Taking advantage of the neighborhood’s central location, transit access, and high-density zoning, developers began proposing high-end residential, mixed-use, and commercial projects in the late 1990’s. Between 2000 and 2006, 5,335 housing units were constructed in the Wilshire Center/Koreatown Redevelopment Project Area,⁴ and another 2,000 luxury condominiums and several shopping and entertainment complexes are slated to be built over the next three years.⁵ The wide variety of uses planned in the area will sustain investment over the next several years, even in light of recent downturns in the ownership housing market.

While transit construction and land use policies were key to Koreatown’s renaissance, local demographic factors also played an important role. Koreatown has benefited from its position as the traditional center of Korean life in L.A. New development has drawn wealthy Korean American residents and professionals from other areas of the region, and South Korean real estate investment dollars have flowed into the neighborhood since the country’s foreign investment restrictions were eased in 2006.

³ Koreatown’s three subway stations – Wilshire/Western, Wilshire/Normandie, and Wilshire/Vermont – were originally part of the Red Line, L.A.’s first subway line, when they opened in 1996. In 2006, the branch of the subway that ran from Koreatown to downtown was named the Purple Line. The other branch of the line, which runs from North Hollywood to downtown, is still known as the Red Line. Koreatown’s Wilshire/Western and Wilshire/Normandie Lines are served only by the Purple Line, but riders can transfer to the Red Line at Wilshire/Vermont.

⁴ Figures provided by CRA/LA, March 2008.

⁵ Lee, Booyeon, “L.A.’s Seoul Takes Flight,” *Los Angeles Business Journal*, April 30, 2007.

Koreatown's population density also enhanced business attraction: the neighborhood's high cumulative buying power helped retailers and commercial developers overcome their initial concerns about residents' low incomes.⁶

The community has largely welcomed the new development and the wealthier demographic attracted by the new luxury condos and high-end shopping centers. Most of the new projects are adaptive reuses of old office buildings, thus few if any community members have been displaced. And while the upper-end projects may eventually cause rents and housing costs to rise throughout Koreatown, gentrification has not been a problem to date.⁷ Indeed, the new development has impacted the community in some very positive ways. Because of the City's incentives, requirements and direct subsidies for building affordable housing, nearly 40 percent of the total multi-family units built between 2000 and 2006 were affordable.⁸ And as a result of the ongoing building boom, the Community Redevelopment Agency of the City of Los Angeles (CRA/LA)'s tax-increment revenues from the Wilshire Center/Koreatown Redevelopment Project area have increased 900 percent over the past five years. The Agency is investing that money in affordable housing projects and business improvement initiatives, and partnering with a number of community organizations to provide community services and resource centers.

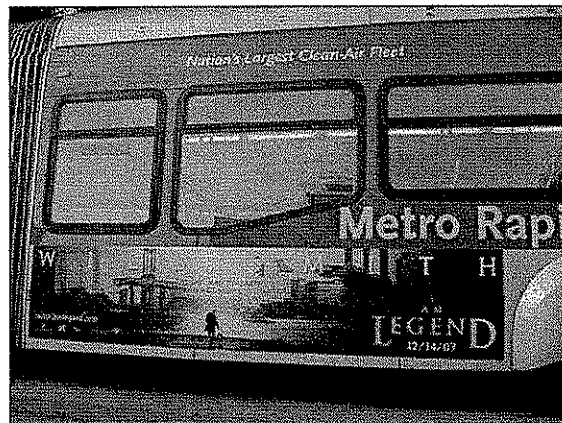
[Over] the past five years, the tax revenue from Koreatown in L.A. increased 900 percent as the redevelopment of commercial-residential buildings has been activated. . . . CRA/LA [is supporting] the redevelopment . . . [by] returning the revenue to the community.

- Cecilia Estolano, CEO of CRA/LA (from Korea Daily, January 18, 2008)

Figure 5. Bus Rapid Transit on Wilshire Boulevard

MTA began operating rapid buses on Wilshire in 2000 as part of a demonstration project. The trial was highly successful – on the Wilshire corridor, operating speeds increased by 29 percent and ridership increased by 42 percent – and the transit agency expanded the program. By 2008, MTA will run 26 rapid bus lines.

Source: Strategic Economics, 2008



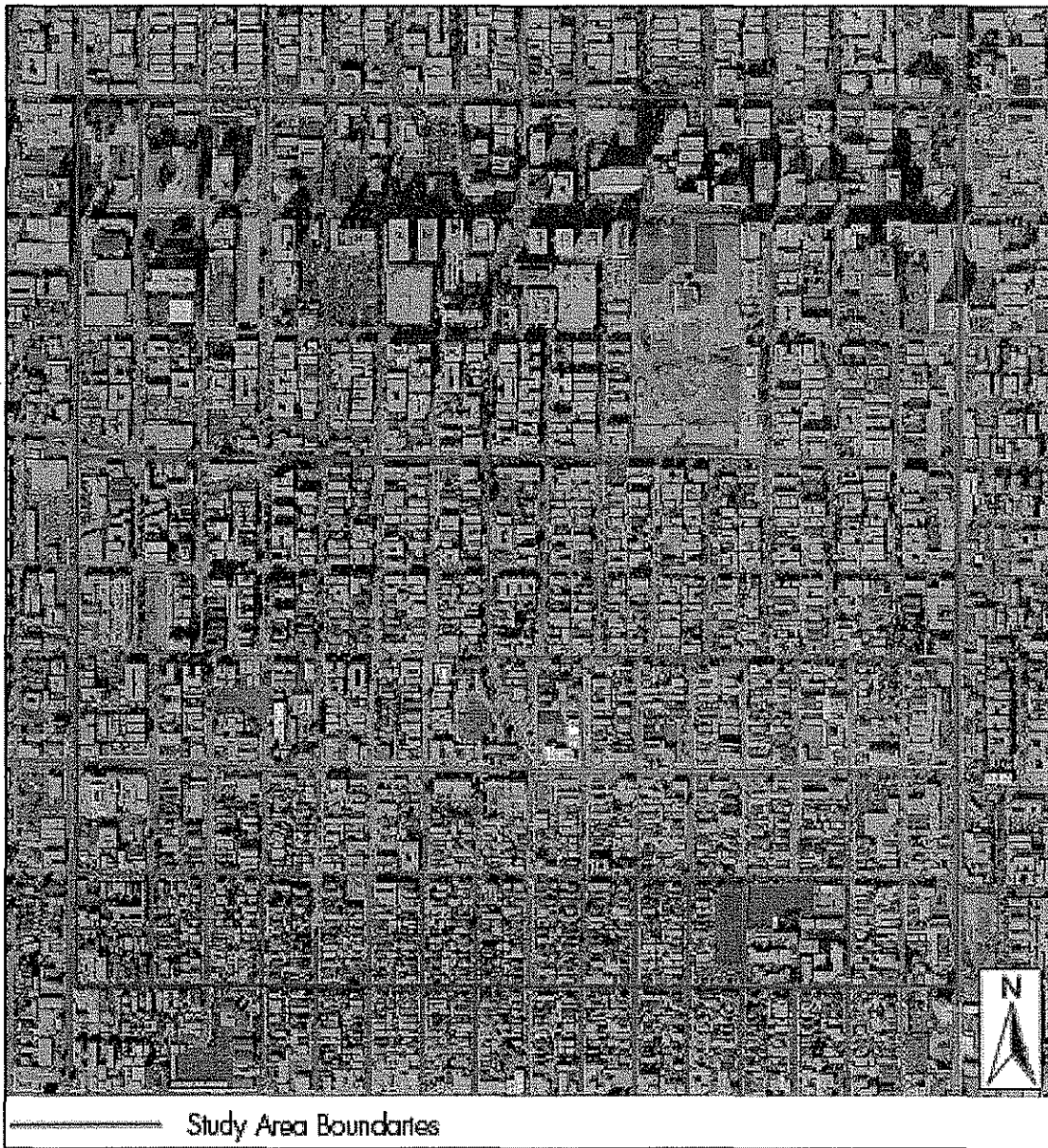
⁶ Interview with Christopher Pak, Principal of Archeon and Koar Wilshire Western, LLC, Strategic Economics, January 9, 2008.

⁷ Interview with Michelle Banks-Ordone, Redevelopment Agency Project Manager, Strategic Economics, January 18, 2008.

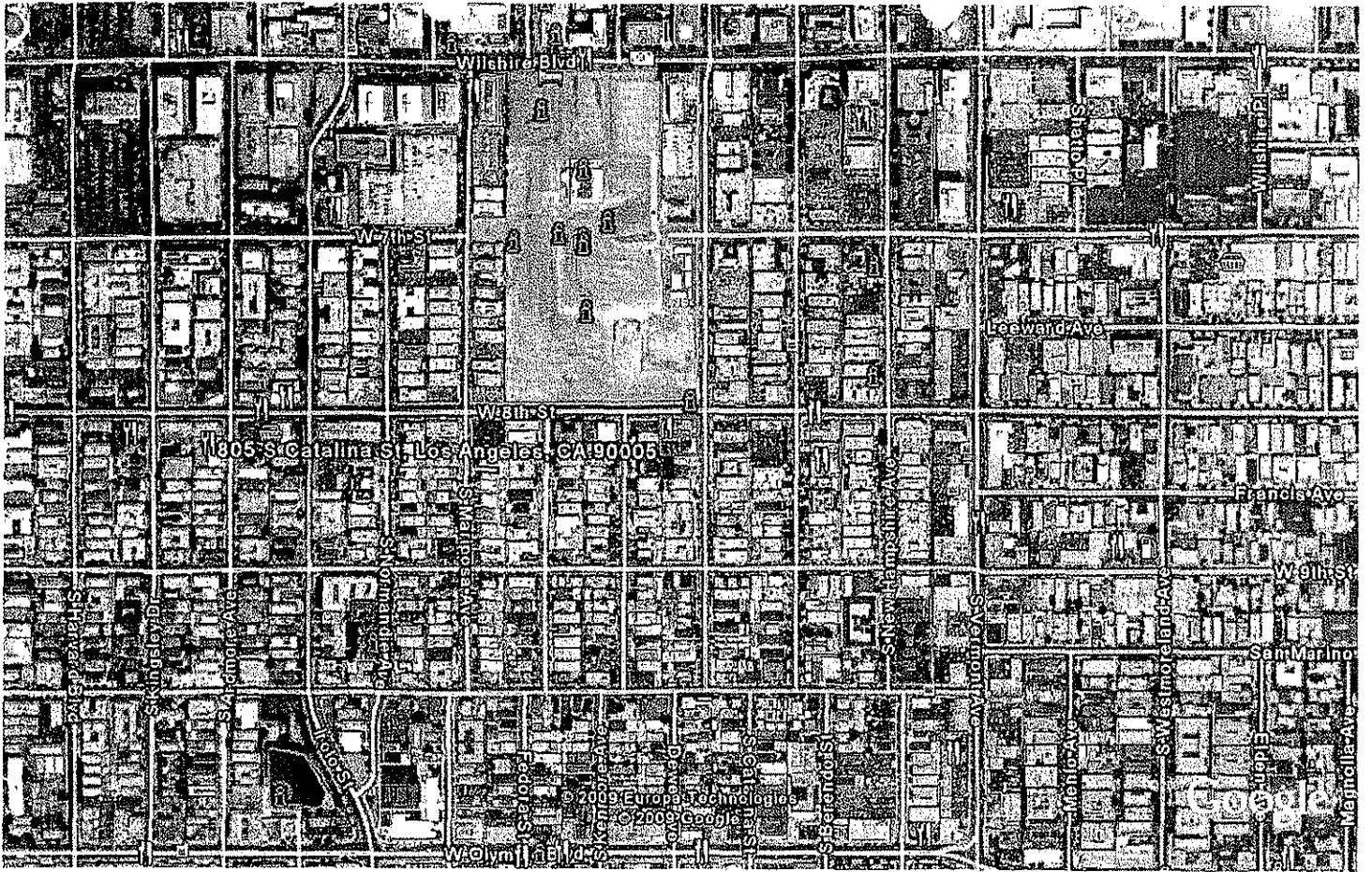
⁸ Figures provided by CRA/LA, March 2008.

⁹ Lee, Booyeon, "L.A.'s Seoul Takes Flight," *Los Angeles Business Journal*, April 30, 2007.

Figure 5. Koreatown Study Area



Source: Southern California Association of Governments; study area delineated by Strategic Economics, 2008



HOW DID THEY DO IT?

The City, CRA/LA, the MTA, and local community groups have all contributed to Koreatown's revitalization. Strategies include:

- **Planning for land-use intensification**
- **Investing in bus and rail transit**
- **Reinvesting redevelopment dollars in affordable housing and community services**
- **Reinforcing a unique identity**
- **Partnering with private developers to build catalytic projects**

Planning for land-use intensification: The City of Los Angeles set the stage for rapid development in Koreatown with the 1995 General Plan Framework. The Framework established citywide categories to guide the local community plans which, in L.A., serve as the land use element of the General Plan. The Framework designated Koreatown as part of a "Regional Center," a "focal point of regional commerce, identity and activity" characterized by high-density and a major transportation hub. Although the document left decisions about specific height and parking restrictions to community plans, the Framework established a vision that would guide future planning efforts and development projects. In 1998, the City Council provided further guidance for communities near transit, adopting a Mixed-Use Overlay District Ordinance that rewarded developers building affordable housing and mixed-use residential near transit with height and density bonuses and parking reductions.

In 2001, the City followed up on the Framework with two local plans for the Koreatown area. The Wilshire Community Plan, adopted in September 2001, serves as the General Plan Land Use Element for Koreatown and several adjacent neighborhoods. The Plan designated most of Koreatown (between Olympic and 3rd, Hoover and Western) as a mixed-use district, meaning that developers would have access to the incentives provided in the Mixed-Use Overlay District Ordinance.

The Vermont/Western Transit Oriented District Station Neighborhood Area Plan (SNAP), adopted at the beginning of 2001, is a specific plan that resulted from a coordinated effort between the City Planning Department and CRA/LA. The plan covers the Red Line corridor stretching north and west from the Wilshire/Vermont station area to Hollywood and Western. SNAP permits greater heights and densities for mixed-use and residential projects, and reduces parking requirements by 15 percent for projects built within 1,500 feet of a Red Line station. The specific plan further reduces the cost of building transit-oriented, mixed-use development by eliminating the requirement that developers provide additional parking when they change the

Figure 6: The Mercury



Source: Strategic Economics, 2008

The 22-story Mercury was one of Koreatown's first luxury condominium projects. The building was originally built in 1963 as the headquarters of the Getty Oil Company, and represents the apex of modern architectural design. The building now includes approximately 240 condos, 23,000 square feet of retail, and a rooftop pool and fitness center.

"One of the things that makes this community unique is that it's a mixture of everything Los Angeles is trying to accomplish, a mixture of luxury, workforce and affordable housing, retail and office. Residents can live, work, and play within close proximity."

-- Christopher Pak, architect and managing partner of Solair Wilshire condo project

use of a building. This policy has facilitated the adaptive reuse of old office buildings as condos, a strategy that has played an important role in Koreatown's revitalization (**Figure 6**).

Investing in bus and rail transit: The Los Angeles County Metropolitan Transportation Authority (MTA) opened three Red Line subway stops in Koreatown in 1996 (two of which became part of the Purple Line in 2006). A few years later, in 2000, MTA implemented a demonstration bus rapid transit program on Wilshire Boulevard and one other trial corridor, increasing frequency of service and giving buses traffic signal priority. The demonstration project was highly successful. On the Wilshire corridor, operating speed increased by 29 percent and ridership increased by 42 percent, with one-third of the ridership increase coming from passengers who had never previously taken transit.¹⁰ Over the following years, MTA expanded the rapid bus program. By December 2007, rapid buses were operating on Wilshire, Olympic, Vermont, Western, and dozens of other major thoroughways.¹¹

“The community has been mostly happy to see the new development. The traffic is quite manageable compared to the rest of west Los Angeles, because of Koreatown’s proximity to jobs.”

- Kee Whan Ha, President of Koreatown Neighborhood Council

This infusion of transit has been a crucial component of Koreatown's successful revitalization. The Red and Purple Lines and the rapid bus lines have linked the neighborhood with downtown L.A. and Hollywood, helped reduce congestion along Wilshire, and attracted investors who saw a demand for residential units with convenient access to major employment centers. Developers are constructing numerous transit-oriented condominium and apartment projects with ground floor retail. The Mercury (**Figure 6**) was one of the first such projects to be completed. Other projects range from the Gardens at Wilshire, a 6-story, 158-unit apartment building with 7,500 square feet of retail that will open in spring 2008, to the 3670 Wilshire, a 40-story, 378-unit luxury condominium complex proposed by the South Korean developer ShinYoung.

Reinvesting redevelopment dollars in affordable housing and community services: Koreatown's development boom has fueled a rapid increase in the CRA/LA's tax-increment revenues for the Wilshire Center/Koreatown Redevelopment Project Area. As a result of this rapid revenue growth, CRA/LA budgeted \$46 million for the project area in the 2007-08 fiscal year, almost 7 percent of the Agency's overall budget. Community members, particularly low-income residents and small businesses, are seeing the benefits. Among other initiatives, CRA/LA is currently building or rehabilitating over 200 affordable and senior housing units, supporting local businesses, funding open space improvements and community services, and conducting studies of traffic conditions and other local issues.

¹⁰ Los Angeles County Metropolitan Transportation Authority, "Final Report: Los Angeles Metro Rapid Demonstration Program," 2002.

¹¹ http://www.metro.net/projects_programs/rapid/rapid.htm

The Agency is partnering with private businesses and community organizations on several of these projects.¹² For example, CRA/LA is partially funding the Korean Resource Center's senior apartment project, which will create 100 units of affordable housing just to the west of the case study area, on Crenshaw. The Korean American Chamber of Commerce is spearheading an effort to establish a business improvement district (BID) along Olympic Boulevard that will provide funding for streetscape improvements; the Agency contributed \$4 million towards the streetscape improvements, as well as \$25,000 to help set up the BID. The Agency has also provided funding to the Korean Federation to build and operate the Koreatown Senior Center, and to the Koreatown Youth and Community Center to plant and maintain street trees.

In addition providing much-needed services, these programs are helping the City address Koreatown's crime rate, one of the community's major concerns. For example, the streetscape improvements will improve safety by providing additional lighting, and the KYCC runs a graffiti removal program and provides mentoring and intervention services for youth at-risk of delinquency.

Reinforcing Koreatown's unique identity: Much of Koreatown's success in attracting new development and business activity rests on its unique cultural identity. The neighborhood supports numerous Korean restaurants and retailers selling everything from ethnic groceries to music, clothes and stationary, as well as a number of social service and cultural organizations like the Korean American Museum and Korean Cultural Center. Yet while Koreatown is primarily known as the cultural hub for the region's Korean American community, the neighborhood is extremely diverse and is now home to more Hispanics than Koreans. Many Korean businesses employ mostly Latino workforces, and Korean grocery stores and restaurants are beginning to cater to Latino customers.¹³ At the same time, the neighborhood is becoming known for its Mexican, Chinese, Japanese, Vietnamese, and Filipino restaurants and entertainment.

Community members, civic organizations and the City are working hard to maintain and reinforce the neighborhood's cultural identity in the face of the building boom. So far, most of this effort seems to be concentrated on preserving the traditional

¹² Interview with Michelle Banks-Ordone, Redevelopment Agency Project Manager, Strategic Economics, January 18, 2008; CRA/LA Wilshire Center/Koreatown Redevelopment Project Area, 4th Quarter Report, 2007.

¹³ Yi, Daniel, "The Immigration Debate: Koreatown Immigrants Blending In," *Los Angeles Times*, May 6, 2006.

KOREATOWN YOUTH AND COMMUNITY CENTER

The Koreatown Youth and Community Center (KYCC) is one of the many community organizations that support the neighborhood's families and small businesses. KYCC offers childcare, youth tutoring and mentoring, and technical assistance for small businesses. The organization also provides several environmental services, such as planting trees, removing graffiti, and installing free water conservation devices.

KYCC's history reflects Koreatown's changing demographics. The organization was founded in 1975 as the Korean Youth Center. Following the 1992 riots, the Center changed its name twice – first to Korean Youth and Community Center and then to the Koreatown Youth and Community Center – in order to recognize both the organization's expanding mission and Koreatown's increasing ethnic diversity. By 2007, 65 percent of the 80-member staff was non-Korean, and a majority of the families served by the KYCC were Latino.

Sources: K. Connie Kang, "Koreatown after-school center serves a diverse clientele," *Los Angeles Times*, December 20, 2007; <http://www.kycccla.org/>.

INTERNATIONAL INVESTMENT

Much of Koreatown's new growth is credited to South Korean investment, which has flowed into the community since the country lifted its foreign investment cap in May 2006. Together with the strength of the won against other currencies, the increased investment cap was expected to drive nearly \$4 billion worth of overseas home sales worldwide in 2007, much of it in LA because of the city's large Korean population. Developers are also attracting Korean investment by building high-density condominiums and shopping and entertainment complexes, in the style of major South Korean cities. Korean developers are planning at least one condominium project, the 3670 Wilshire, and sales offices of current projects have reported selling dozens of units to Korean investors. International investment may also help the neighborhood withstand the current decline in the U.S. housing market.

Sources: Adelman, Jacob, "Los Angeles drawing real estate investors from Korea after lifting of overseas cap," *International Herald Tribune*, January 8, 2007; Lee, Booyeon, "L.A.'s Seoul Takes Flight," *Los Angeles Business Journal*, April 22, 2007.

Korean aspect of the neighborhood. For example, in 2005, the Los Angeles Neighborhood Initiative, the Korean Chamber of Commerce, the CRA/LA and the City of Los Angeles opened the Koreatown Pavilion, a landmark on Olympic Boulevard designed to serve as a gateway into Koreatown. The Pavilion will soon be linked to the Korean Resource Center's Senior Apartments by a ma'dong, a Korean term for front yard or courtyard, that will create a new focal point for the community.¹⁴

Meanwhile, Koreatown's businesses and developers are importing South Korean trends and business models, hoping to continue attracting the Korean American professionals and the South Korean immigrants and investors (see text box) who have driven so much of the neighborhood's growth. The Wilshire Aroma Center, for instance, is one of several new, high-end health and entertainment centers modeled after South Korean "well-being centers." Built in 2001, the Aroma Center includes an indoor golf course, restaurants, shopping, a spa, and a bank.¹⁵ Several entrepreneurs have recently opened themed coffee shops in the neighborhood, another South Korean trend. Café Jack, a coffee house shaped and decorated like the Titanic, and Coffee House Heyri, modeled after a Buddhist temple, are fast becoming meeting places for business people and friends.¹⁶ The City is supporting businesses' efforts to reinforce the neighborhood's South Korean influences; for example, the Planning Department is reexamining its approach to signs and billboards, which are a very prominent feature of South Korean urban environments.¹⁷

Partnering with private developers to develop key opportunity sites: The CRA/LA and MTA have each invested millions of dollars in joint development projects that will anchor new centers of activity. The Redevelopment Agency invested \$10 million in the recently opened Wilshire/Vermont Station apartment complex (**Figure 7**), which includes 90 affordable units and a public middle school. The apartment complex occupies the northeastern corner of the Wilshire and Vermont intersection, and the Agency is working with the Korean Consulate to build a Korean Trade and Cultural Center on the northwestern corner. These projects will create a base of activity around the Wilshire/Vermont subway station.

¹⁴ Interview with Michelle Banks-Ordone, Redevelopment Agency Project Manager, Strategic Economics, January 18, 2008.

¹⁵ Del Barco, Mandelit, "Koreatown a Bustling Part of L.A.," *Morning Edition*, National Public Radio, August 13, 2004.

¹⁶ Song, Jason, "Java perks up Koreatown," *Los Angeles Times*, February 14, 2008.

¹⁷ Interview with Michelle Banks-Ordone, Redevelopment Agency Project Manager, Strategic Economics, January 18, 2008.

Meanwhile, the MTA recently granted a ground lease to Koar Wilshire Western to build the Solair Wilshire, a 22-story housing and retail building on the Wilshire/Western subway station, across the street from the Mercury. Together with the Ma'Dong Courtyard, a new shopping and entertainment complex, and the Wilten Theater, a newly rehabilitated performing arts center that dates back to 1929, the Solair Wilshire and Mercury projects will remake the Wilshire and Western intersection into a local and regional attraction.

Figure 7: Wilshire/Vermont Station

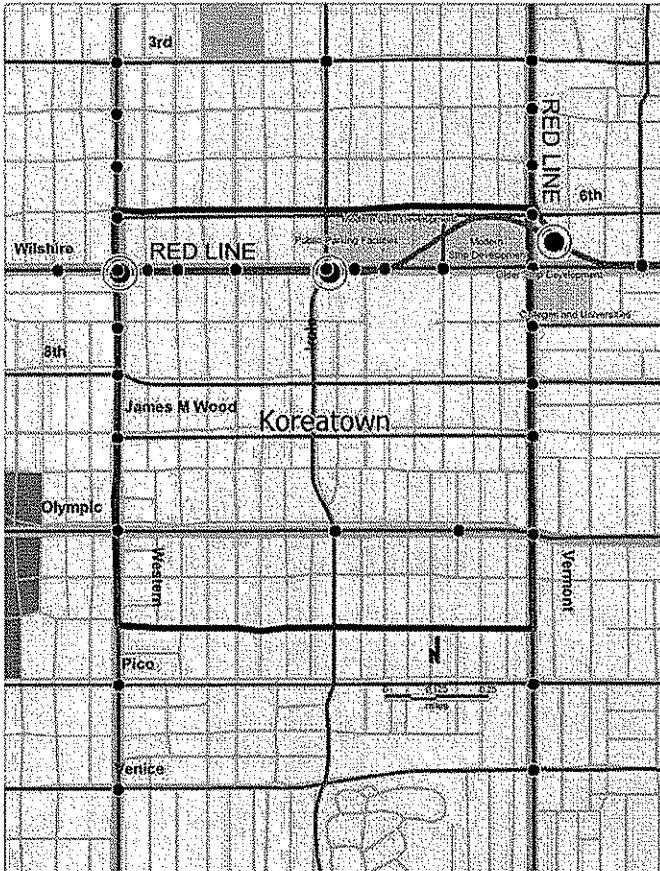


Source: Strategic Economics, 2008

The Wilshire/Vermont Station, a joint endeavor between LA's Redevelopment Agency and Urban Partners, LLC, includes 450 apartments (20% affordable), 30,000 square feet of commercial space, and an 800-student public middle school.

MEASURING SMART GROWTH: HOW DOES KOREATOWN COMPARE?

Figure 8. Housing Costs as a Percent of Income

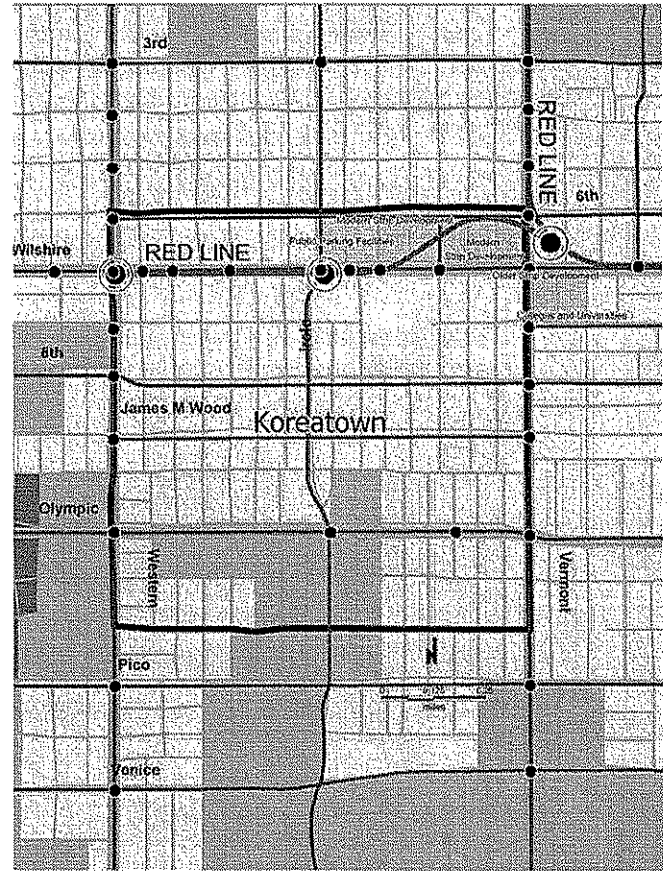


Housing Costs as Percent of Income

- 0 to 20%
- 20 to 30%
- 30 to 40%
- Greater than or equal to 40%

- Transit Hub
- MetroLink Station
- Bus Route
- Arterial Street
- Local Street
- Compass Blueprint Strategy Area

Figure 9. Housing and Transportation Costs as a Percent of Income



Housing and Transportation Costs as Percent of Income

- 0 to 35%
- 35 to 50%
- 50 to 65%
- Greater than or equal to 65%

Koreatown has some of the lowest housing and transportation costs in the SCAG region. The neighborhood's transit connectivity is superior, benefitting from high density, excellent land use mix, and a wide range of transit options. Housing costs are also significantly lower than average, although these costs will probably increase with the rapid new construction that Koreatown is now experiencing.

MEASURING SMART GROWTH: HOW DOES KOREATOWN COMPARE?

Comparison of Current and Future Housing, Transportation, and Combined Costs

The Red Line subway and bus rapid transit provide savings throughout the Wilshire area, and as a result the district has the 9th lowest transportation costs in the region. Koreatown's housing and transportation costs, however, are even lower than the rest of the Wilshire neighborhood because of the area's extremely high density.

	Koreatown	Wilshire Neighborhood	Los Angeles County
% Income Spent on Housing	14%	23%	28%
% Income Spent on Transportation	17%	19%	23%
<i>Combined</i>	<i>31%</i>	<i>41%</i>	<i>52%</i>
Wilshire Neighborhood Housing and Transportation Rank Relative to Other Communities: Housing Cost: 96 th of 338 (near Paramount, Loma Linda, Van Nuys) Transportation Cost: 9 th of 338 (near West Hollywood, Vernon) H+T: 21 st of 338 (near Vernon, East Los Angeles, Needles)			

Smart Growth Scores

Smart Growth Factors Affecting Transportation Affordability

The table to the right shows some of the smart growth factors that affect the affordability of transportation, as reported above.

Koreatown's transportation costs are so much lower than average because the neighborhood is highly walkable and extremely dense, both in terms of employment and households per acre. These factors allow households to own just one car on average. The average journey to work is longer in Koreatown than the rest of the region, probably because west Los Angeles is fairly congested, although less so than it would be without excellent transit connectivity.

	Average in the SCAG Region	Koreatown	How to Read:
Block Size	27.5 Acres	5.8 Acres	A smaller block size provides a more walkable environment
Transit Connectivity Index	1,804	20,300	The greater the transit connectivity, the more likely it is residents will take transit, developers will build near transit, etc.
Land Use Mix Index	0.46	0.50	A greater mix of land uses enables local residents to access shopping and services without driving
Jobs per Square Mile in Nearby Areas	57,269	163,592	The closer a community is to jobs, the shorter the commutes. Shorter rides can also encourage commuters to use alternative transportation.
Households per Acre	6.5	44.2	More compact development can support a wider variety of retail and services, and make walking to these services easier
Average Journey to Work Time	28.5 Minutes	33.5 Minutes	Shorter commutes lead to cost savings in gas and other transportation expenditures (and reduce emissions)
Cars per Household	1.7	1.0	Car ownership rates can be influenced by local income levels, and by where you live

SCAG Composite Score Koreatown Current Scores

Transit Service:	7.9	of 10
Walkability:	9.3	of 10
Land Use Mix:	7.7	of 10
Overall Neighborhood Rank:	8.3	of 10

Source: Fregonese Calthorpe & Associates

LESSONS LEARNED

Appropriate land use regulations can catalyze significant new investment.

Plans that are responsive to existing market conditions and provide incentives for developers to include desired community amenities can help attract significant private investment. The City of Los Angeles's community plans for the Wilshire area capitalized on Koreatown's central location and accessibility, providing incentives for building affordable housing and allowing developers to change building uses and construct tall, high-density buildings near transit with reduced parking requirements. Developers responded rapidly, constructing projects that met the City's goals for affordable housing, transit accessibility, and ground-floor retail.

High-frequency, well-planned transit opens up new possibilities for intensifying land uses without increasing congestion.

The Red and Purple subway lines and rapid bus lines helped trigger new development in Koreatown because they connected the neighborhood to key destinations such as downtown L.A. and Hollywood. Because the transit lines allow people to get where they need to go, they reduce congestion and the necessity for vehicle ownership, allowing the City to increase density allowances and reduce parking requirements near Koreatown's transit stations.

Planning and development should acknowledge a place's ethnic diversity in order to reinforce its unique identity.

Los Angeles has successfully built on Koreatown's unique identity as the center of L.A.'s Korean community. The new luxury condominiums, shopping complexes, and trendy nightclubs are drawing wealthy Korean American retirees who left the neighborhood after the 1992 riots, as well as Korean investors attracted by a style of high-density development that resembles land use patterns in South Korea's cities. The Redevelopment Agency is continuing to learn from South Korea and considering how to further replicate the country's impressive shopping malls, high-tech advertising, and other hallmarks.

A critical mass of private investment can help leverage public funds for much-needed neighborhood and community services.

While high-end developments can certainly contribute to displacement issues, and increase housing costs and rents, cities may be able to leverage private investment to provide neighborhood amenities. Los Angeles's Redevelopment Agency has been able to do just that, using gains in tax-increment revenues to fund affordable housing, community centers, parks, and much-needed services.

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