

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 8
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PROJECT TITLE ENV-2011-1451-MND	CASE NO. CPC-2011-1450-DB
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PROJECT LOCATION
9402-9422 South Broadway; 204-208 West 94th Street; 214-220 West 94th Street; 9413-9501 South Spring Street

PROJECT DESCRIPTION
A Density Bonus project to permit the construction of a 49-unit senior affordable housing development with 49 parking spaces (parking option 2) in a new three-story residential structure in the RD1.5-1 Zoned portion of the 2.77 net acre lot and a 25,000 square-foot market with 108 parking spaces on a portion of the lot located in the C2-1 and RD1.5-1 Zones. The applicant is proposing 48 restricted affordable senior housing units and one manager's unit and is utilizing the Density Bonus provisions to seek a total of 7 incentives (2 on-menu and 5 off-menu), to include: (1) an on-menu incentive for a 12-foot front yard in lieu of the required 15-foot front yard required in the RD1.5-1 Zone; (2) an on-menu incentive (averaging of floor area ratio, density, parking, and open space and permitting vehicular access over multiple zones) to permit the density to be averaged across the C2-1 and RD1.5-1 Zones with the 49 units to be constructed in the RD1.5-1 Zone and with vehicular access from a more restrictive zone (RD1.5) to a less restrictive zone (C2); (3) an off-menu incentive to permit 26 of the 108 parking spaces serving the 25,000 square-foot market to be located on a portion of RD1.5-1 Zone; (4) an off-menu incentive to allow parking spaces to be located within the front yard setback of the RD1.5-1 Zone otherwise not permitted; (5) an off-menu incentive to allow a portion of the commercial corner street frontage to have a variable 3- to 5-foot landscaped setback in lieu of the 5-foot setback otherwise required by the commercial corner development standards of the code; (6) an off-menu incentive to allow the exterior walls and doors to consist of less than 50% transparent windows in lieu of the 50% minimum otherwise required by the commercial corner development standards of the code, and; (7) an off-menu incentive to allow for a 10-foot encroachment into a 10-foot Building Line established under Ordinance No. 139,720. The applicant is providing 49 parking spaces, which exceeds the minimum parking required under Parking Option 2, one half parking space per dwelling unit restricted to Low or Very Low Income Senior Citizens (or 26 parking spaces).

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
Amcal Multi-Housing Inc.
30141 Agoura Road
Agoura Hills, CA 91301

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
LUCIRALIA IBARRA	City Planning Associate	(213) 978-1378

ADDRESS	SIGNATURE (Official)	DATE
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012		09/21/2011

I-20. Aesthetics (Landscape Buffer)

- Environmental impacts to adjacent residential properties may result due to the proposed use on the site. However, the potential impact will be mitigated to a less than significant level by the following measures:
- A minimum five-foot wide landscape buffer shall be planted adjacent to the residential use.

I-120. 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 less than significant level by the following measure:
- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

III-10. Air Pollution (Demolition, Grading, and Construction Activities)

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- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.

III-50. Air Pollution (Stationary)

- Adverse impacts upon future occupants may result from the project implementation due to existing diminished ambient air pollution levels in the project vicinity. However, this impact can be mitigated to a less than significant level by the following measure:
- An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 11, to the satisfaction of the Department of Building and Safety.

IV-70. Tree Removal (Non-Protected Trees)

- Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

IV-80. Tree Removal (Locally Protected Species)

- Environmental impacts may result due to the loss of protected trees on the site. However, these potential impacts will be mitigated to less than significant level by the following measures:
- All protected tree removals require approval from the Board of Public Works.
- A Tree Report shall be submitted to the Urban Forestry Division of the Bureau of Street Services, Department of Public Works, for review and approval (213-847-3077), prior to implementation of the Report's recommended measures.
- A minimum of two trees (a minimum of 48-inch box in size if available) shall be planted for each protected tree that is removed. The canopy of the replacement trees, at the time they are planted, shall be in proportion to the canopies of the protected tree(s) removed and shall be to the satisfaction of the Urban Forestry Division.

- The location of trees planted for the purposes of replacing a removed protected tree shall be clearly indicated on the required landscape plan, which shall also indicate the replacement tree species and further contain the phrase "Replacement Tree" in its description.
- Bonding (Tree Survival):
- a. The applicant shall post a cash bond or other assurances acceptable to the Bureau of Engineering in consultation with the Urban Forestry Division and the decision maker guaranteeing the survival of trees required to be maintained, replaced or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of three years from the date that the bond is posted or from the date such trees are replaced or relocated, whichever is longer. Any change of ownership shall require that the new owner post a new oak tree bond to the satisfaction of the Bureau of Engineering. Subsequently, the original owner's oak tree bond may be exonerated.
- b. The City Engineer shall use the provisions of Section 17.08 as its procedural guide in satisfaction of said bond requirements and processing. Prior to exoneration of the bond, the owner of the property shall provide evidence satisfactory to the City Engineer and Urban Forestry Division that the oak trees were properly replaced, the date of the replacement and the survival of the replacement trees for a period of three years.

VI-10. Seismic

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

VI-20. Erosion/Grading/Short-Term Construction Impacts

- Short-term erosion impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a less than significant level by the following measures:
- The applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.
- 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:
- a. 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.
- b. Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

VI-70. Liquefaction Area

- Environmental impacts may result due to the proposed project's location in an area with liquefaction potential. However, these potential impacts will be mitigated to a less than significant level by the following measures:
- Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The project shall comply with the Uniform Building Code Chapter 18, Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.
- The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

VII-10. Green House Gas Emissions

- The project will result in impacts resulting in increased green house gas emissions. However, the impact can be reduced to a less than significant level through compliance with the following measure(s):
- Install a demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwelling(s).

- Only low- and non-VOC-containing paints, sealants, adhesives, and solvents shall be utilized in the construction of the project.

IX-20. Stormwater Pollution (Demolition, Grading, and Construction Activities)

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- 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.
- 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.
- 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.
- 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.

IX-30. Standard Urban Stormwater Mitigation Plan

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- Environmental impacts may result from erosion carrying sediments and/or the release of toxins into the stormwater drainage channels. However, the potential impacts will be mitigated to a less than significant level by incorporating stormwater pollution control measures. 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/>):

XII-20. Increased Noise Levels (Demolition, Grading, and Construction Activities)

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

XII-40. 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 less than significant level 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.

XII-170. Severe Noise Levels (Residential Fronting on Major or Secondary Highway, or adjacent to a Freeway)

- Environmental impacts to future occupants may result from this project's implementation due to mobile noise. However, these impacts will be mitigated to a less than significant level by the following measures:
- All exterior windows having a line of sight of a Major or Secondary Highway shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Coefficient (STC) value of 50, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.
- The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

XIV-10. 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 less than significant level 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.

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

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- Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

XIV-30. Public Services (Police)

- 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 less than significant level 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. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

XIV-40. Public Services (Construction Activity Near 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 less than significant level 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.
- 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.

XIV-50. Public Services (Schools affected by Haul Route)

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- LADBS shall assign specific haul route hours of operation based upon _____ School(s) hours of operation.
- 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.

XIV-70. 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 less than significant level 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-80. Construction Damage Bond

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- A cash bond or security ("Bond") shall be posted in accordance with terms, specifications, and conditions to the satisfaction of the Bureau of Engineering and shall remain in full force and effect to guarantee that any damage incurred to the roadway adjacent to the property, which may result from any construction activity on the site, is properly repaired by the applicant.

- Prior to the issuance of a Certificate of Occupancy, any damage incurred to the roadway adjacent to the property, which may result from any construction activity on the site, shall be properly repaired by the applicant to the satisfaction of the Bureau of Engineering. The applicant is hereby advised to obtain all necessary permits to facilitate this construction/repair.

XV-10. Recreation (Increased 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 to a less than significant level by the following measure:
- **(Apartments)** Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.

XVII-10. Utilities (Local Water Supplies - Landscaping)

- 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 less than significant level 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).
- In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
 - Weather-based irrigation controller with rain shutoff
 - Matched precipitation (flow) rates for sprinkler heads
 - Drip/microspray/subsurface irrigation where appropriate
 - Minimum irrigation system distribution uniformity of 75 percent
 - Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials
 - Use of landscape contouring to minimize precipitation runoff
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 sf. and greater.

XVII-20. Utilities (Local Water Supplies - All New Construction)

- 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 less than significant level by the following measures:
- If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
- Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.
- 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.)

XVII-40. Utilities (Local Water Supplies - New Residential)

- 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 less than significant level by the following measures:
- Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- 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.

- 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.

XVII-90. Utilities (Solid Waste Recycling)

- Environmental impacts may result from project implementation due to the creation of additional solid waste. However, this potential impact will be mitigated to a less than significant level by the following measure:
- **(Operational)** 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.
- **(Construction/Demolition)** 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.
- **(Construction/Demolition)** To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

XVII-100. Utilities (Solid Waste Disposal)

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- All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, 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.

XVIII-10. Cumulative Impacts

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

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 8 - BERNARD C. PARKS	DATE: 06/15/2011
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2011-1451-MND	RELATED CASES: CPC-2011-1450-DB	
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: CONSTRUCTION OF A 98% AFFORDABLE HOUSING DEVELOPMENT W/48 RESTRICTED UNITS, ONE MANAGERS UNIT, 49 PARKING SPACES IN CONJUNCTION W/25,000 SQ FT MARKET W 108 PARKING SPACES.		
ENV PROJECT DESCRIPTION: A Density Bonus project to permit the construction of a 49-unit senior affordable housing development with 49 parking spaces (parking option 2) in a new three-story residential structure in the RD1.5-1 Zoned portion of the 2.77 net acre lot and a 25,000 square-foot market with 108 parking spaces on a portion of the lot located in the C2-1 and RD1.5-1 Zones. The applicant is proposing 48 restricted affordable senior housing units and one manager's unit and is utilizing the Density Bonus provisions to seek a total of 7 incentives (2 on-menu and 5 off-menu), to include: (1) an on-menu incentive for a 12-foot front yard in lieu of the required 15-foot front yard required in the RD1.5-1 Zone; (2) an on-menu incentive (averaging of floor area ratio, density, parking, and open space and permitting vehicular access over multiple zones) to permit the density to be averaged across the C2-1 and RD1.5- Zones with the 49 units to be constructed in the RD1.5-1 Zone and with vehicular access from a more restrictive zone (RD1.5) to a less restrictive zone (C2); (3) an off-menu incentive to permit 26 of the 108 parking spaces serving the 25,000 square-foot market to be located on a portion of RD1.5-1 Zone; (4) an off-menu incentive to allow parking spaces to be located within the front yard setback of the RD1.5-1 Zone otherwise not permitted; (5) an off-menu incentive to allow a portion of the commercial corner street frontage to have a variable 3- to 5-foot landscaped setback in lieu of the 5-foot setback otherwise required by the commercial corner development standards of the code; (6) an off-menu incentive to allow the exterior walls and doors to consist of less than 50% transparent windows in lieu of the 50% minimum otherwise required by the commercial corner development standards of the code, and; (7) an off-menu incentive to allow for a 10-foot encroachment into a 10-foot Building Line established under Ordinance No. 139,720. The applicant is providing 49 parking spaces, which exceeds the minimum parking required under Parking Option 2, one half parking space per dwelling unit restricted to Low or Very Low Income Senior Citizens (or 26 parking spaces).		
ENVIRONMENTAL SETTINGS: The project site is a 2.77 net acre, rectangular-shaped lot. The property is bound by a 255-foot frontage along 94th Street to the north, an approximate 308-foot frontage along Broadway to the west, and an approximate 304-foot frontage along Spring Street to the east. The site is vacant and unimproved. Adjacent land uses consist of retail, restaurant, church, and auto-related uses to the north, west, and south along Broadway in the C2-1VL and [Q]C2-1, and C2-1 Zones, single- and multi-family residences to the north west, and south in the R2-1, RD1.5-1, and C2-1 Zones. Broadway is a Major Highway Class II dedicated to a 155-foot width. 94th Street is a Local Street dedicated to a 62-foot width. Spring Street is a Local Street dedicated to a 47-foot width.		
PROJECT LOCATION: 9402-9422 South Broadway; 204-208 West 94th Street; 214-220 West 94th Street; 9413-9501 South Spring Street		

COMMUNITY PLAN AREA: SOUTHEAST LOS ANGELES STATUS: <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	AREA PLANNING COMMISSION: SOUTH LOS ANGELES	CERTIFIED NEIGHBORHOOD COUNCIL: EMPOWERMENT CONGRESS SOUTHEAST AREA
EXISTING ZONING: RD1.5-1 and C2-1	MAX. DENSITY/INTENSITY ALLOWED BY ZONING: 224 units	LA River Adjacent: NO
GENERAL PLAN LAND USE: Low Medium II Residential; General Commercial	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: 18-29 units (RD1.5-1); 29-55 (C2)	
	PROPOSED PROJECT DENSITY: 49 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 Associate

(213) 978-1378

Signature

Title

Phone

Evaluation Of Environmental Impacts:

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

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

Environmental Factors Potentially Affected:

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

<input checked="" type="checkbox"/> AESTHETICS <input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES <input checked="" type="checkbox"/> AIR QUALITY <input checked="" type="checkbox"/> BIOLOGICAL RESOURCES <input type="checkbox"/> CULTURAL RESOURCES <input checked="" type="checkbox"/> GEOLOGY AND SOILS	<input checked="" type="checkbox"/> GREEN HOUSE GAS EMISSIONS <input type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input checked="" type="checkbox"/> HYDROLOGY AND WATER QUALITY <input type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input checked="" type="checkbox"/> NOISE	<input type="checkbox"/> POPULATION AND HOUSING <input checked="" type="checkbox"/> PUBLIC SERVICES <input checked="" type="checkbox"/> RECREATION <input type="checkbox"/> TRANSPORTATION/TRAFFIC <input checked="" type="checkbox"/> UTILITIES AND SERVICE SYSTEMS <input checked="" type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
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INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:

Amcal Multi-Housing Inc.

PHONE NUMBER:

(818) 706-0694

APPLICANT ADDRESS:

30141 Agoura Road
 Agoura Hills, CA 91301

AGENCY REQUIRING CHECKLIST:

Department of City Planning

DATE SUBMITTED:

06/08/2011

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 within a state scenic highway?			✓
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	✓		
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	✓		
II. AGRICULTURE AND FOREST RESOURCES				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?			✓
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?			✓
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?			✓
d.	Result in the loss of forest land or conversion of forest land to non-forest use?			✓
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			✓
III. AIR QUALITY				
a.	Conflict with or obstruct implementation of the applicable air quality plan?		✓	
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	✓		
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	✓		
d.	Expose sensitive receptors to substantial pollutant concentrations?	✓		
e.	Create objectionable odors affecting a substantial number of people?			✓
IV. BIOLOGICAL RESOURCES				
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and 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 local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?			✓
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			✓
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			✓
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	✓		
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			✓
V. CULTURAL RESOURCES				

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

VI. GEOLOGY AND SOILS

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

VII. GREEN HOUSE GAS EMISSIONS

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

VIII. HAZARDS AND HAZARDOUS MATERIALS

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

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?		✓	
IX. HYDROLOGY AND WATER QUALITY				
a.	Violate any water quality standards or waste discharge requirements?		✓	
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?		✓	
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?		✓	
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	✓		
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	✓		
f.	Otherwise substantially degrade water quality?		✓	
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?		✓	
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?		✓	
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?		✓	
j.	Inundation by seiche, tsunami, or mudflow?		✓	
X. LAND USE AND PLANNING				
a.	Physically divide an established community?		✓	
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?		✓	
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?		✓	
XI. MINERAL RESOURCES				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?		✓	
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?		✓	
XII. NOISE				
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	✓		
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	✓		
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	✓		
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓	

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

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?		✓	
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?		✓	
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		✓	
e.	Result in inadequate emergency access?		✓	
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?		✓	
XVII. UTILITIES AND SERVICE SYSTEMS				
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?		✓	
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		✓	
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		✓	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?		✓	
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	✓		
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	✓		
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	✓		
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓	
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	✓		
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓	

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

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

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

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

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2011-1451-MND** and the associated case(s), **CPC-2011-1450-DB**. 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:
LUCIRALIA IBARRA	City Planning Associate	(213) 978-1378	08/23/2011

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

I. AESTHETICS		
a.	NO IMPACT	The site is vacant and unimproved and does not contain any scenic vistas. No impact would result.
b.	NO IMPACT	The site is vacant and unimproved and does not contain any scenic resources and is not located along or near a city-designated highway. No impact would result.
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project will replace an unimproved lot with a new 25,000 square-foot grocery market and a 48-unit senior housing development with one manager's unit, associated parking, open space and landscaping. The property will improve the visual character of the site. Nevertheless, the project will need to extensively landscaped to minimize the impact associated with the increased height and density of the site.
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project would replace an underutilized lot with new construction involving a market and 49 residential units, associated parking, open space and landscaping. The property will improve the visual character of the site. Nevertheless, the project will need to incorporate the attached mitigation measures to reduce the impact associated with new light sources that will be incorporated into the development.
II. AGRICULTURE AND FOREST RESOURCES		
a.	NO IMPACT	The site is zoned for commercial and multi-family uses and will not result in the conversion of agricultural land to non-agricultural use.
b.	NO IMPACT	The site is zoned for commercial and multi-family uses and will not conflict with any agricultural zone or Williamson Act contract.
c.	NO IMPACT	The property is zoned for commercial and multi-family uses. The proposed project will not conflict with or cause the re-zoning of the site from agricultural or forest uses.
d.	NO IMPACT	The property is zoned for commercial and multi-family uses. It will not result in the loss of farmland.

Impact?	Explanation	Mitigation Measures
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e.	NO IMPACT	The proposed project will replace an underutilized lot with a new market and new multi-family residences permitted in the zone. The project will not result in the loss or conversion of farmland to non-farmland use.	
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III. AIR QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	The development of this project will not conflict with or obstruct the implementation of either plan.	
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b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The construction phase may increase the existing basin-wide air quality violations, however, these impacts will be mitigated to a less than significant level by the implementation of the attached mitigation measures.	III-10 Also see VI B2
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c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project may result in direct emissions of greenhouse gases due to fuel combustion from motor vehicles and heating systems associated with the construction and operation of the use and could potentially contribute to the global greenhouse gases inventory. A project's consistency with the implementing programs and regulations to achieve statewide greenhouse gas emission reduction goals established under AB 32 cannot be evaluated because they are still under development. Nonetheless, the Climate Action Team, established by Executive Order S-3-05 has recommended strategies for implementation at the statewide level to meet the goals of the executive order. To that end, the project has been conditioned to incorporate the attached mitigation measures to minimize the impacts associated with construction and operation.	III-10 Also see VI B2
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d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The operational impacts to the occupants will be mitigated to a less than significant level by the use of an air filtration system.	III-50
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e.	NO IMPACT	No objectionable odors are anticipated to result from the proposed residential project.	
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IV. BIOLOGICAL RESOURCES

a.	NO IMPACT	The site is located in a developed, urban area. No sensitive species are anticipated to be located on the site. No impact will result.	
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Impact?	Explanation	Mitigation Measures	
b.	NO IMPACT	The site does not contain riparian habitat or sensitive natural communities. No impact would result.	
c.	NO IMPACT	The site does not contain wetlands. No impact will result.	
d.	NO IMPACT	The project area is fully developed with commercial and residential structures. The site does not contain wildlife corridors. No impact would result.	
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The site contains 10 trees of varying widths that are proposed to be removed. The project will be required to replace protected trees on a 2:1 ratio and non-protected trees on a 1:1 ratio to minimize the tree-loss impact to a less than significant level.	IV-70, IV-80
f.	NO IMPACT	The proposed project will not conflict with any habitat conservation plans as none have been identified for the site.	
V. CULTURAL RESOURCES			
a.	LESS THAN SIGNIFICANT IMPACT	The site is vacant and unimproved and has not been designated as, or deemed eligible for, historic designation. Moreover, the site is not in a historic overlay zone. As such, no impact would result.	
b.	LESS THAN SIGNIFICANT IMPACT	The project is not located in an area of known archaeological resources. No impact would result.	
c.	LESS THAN SIGNIFICANT IMPACT	The project area is not located in an area of known paleontological resources. No impact would result.	
d.	LESS THAN SIGNIFICANT IMPACT	No human remains are anticipated to be located at the project site. No impact would result.	
VI. GEOLOGY AND SOILS			
a.	LESS THAN SIGNIFICANT IMPACT	The site is not located in an Alquist-Priolo Zone. No impact would result.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The subject property is subject to strong seismic shaking, however, this impact will be reduced to a less than significant level by the following the International Building Code Standards during construction.	VI-10
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The subject site is identified in ZIMAS as being located in a liquefaction area. The applicant will be required to comply with the Uniform Building Code during construction to reduce the impact to a less than significant level.	VI-70

Impact?	Explanation	Mitigation Measures	
d.	LESS THAN SIGNIFICANT IMPACT	The subject site is not identified in ZIMAS as being located in a designated hillside area or as being susceptible to landslides. No impact would result.	
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The development will result in grading and the removal of top soil. As such, the applicant must comply with the attached mitigation measures to reduce the impact to a less than significant impact.	VI-20
f.	LESS THAN SIGNIFICANT IMPACT	The subject site is stable and is not anticipated to become unstable as a result of the construction and operation of the project.	
g.	LESS THAN SIGNIFICANT IMPACT	The project site does not contain expansive soils. No impact would result.	
h.	LESS THAN SIGNIFICANT IMPACT	No septic tanks are proposed as part of this project.	
VII. GREEN HOUSE GAS EMISSIONS			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The construction of the proposed residential development is anticipated to increase the emission of green house gases (GHG). However, mitigation measures have been incorporated to reduce the pollution impacts to less than significant levels. In addition, other measures have been incorporated throughout the document to enhance building efficiencies, improve waste recycling, improve water conservation, among others. The State of California has required that GHG emissions be reduced to 1990 levels by 2020.	VII-10 See III-10, III-50, and VIII-10.
b.	LESS THAN SIGNIFICANT IMPACT	Presently, the State, regional agencies, and local governments, including the City of Los Angeles, are developing methodologies and inventories for quantifying GHG emissions and evaluating various strategies and mitigation measures to determine the most effective course of action to meet the State goals as set forth under AB 32. However, at this time, no thresholds have been adopted.	
VIII. HAZARDS AND HAZARDOUS MATERIALS			
a.	LESS THAN SIGNIFICANT IMPACT	No hazardous materials are proposed to be routinely transported, used, or disposed of as part of this project. There will be no impact.	

Impact?	Explanation	Mitigation Measures	
b.	LESS THAN SIGNIFICANT IMPACT	The subject property is vacant and unimproved. The accidental or foreseeable release of hazardous materials is not likely to occur. A less than significant impact would result.	
c.	LESS THAN SIGNIFICANT IMPACT	The project is not located near a school and the project does not propose to store or transport hazardous waste or hazardous materials at the site. No impact would result.	
d.	LESS THAN SIGNIFICANT IMPACT	The site is not located on a list of hazardous materials sites. No impact would result.	
e.	LESS THAN SIGNIFICANT IMPACT	The site is not located within an airport land use plan. No impact would result.	
f.	LESS THAN SIGNIFICANT IMPACT	The site is not located near a private airstrip. No impact would result.	
g.	LESS THAN SIGNIFICANT IMPACT	The proposed residential development is permitted in the zone and will not impair the implementation of, or interfere with an emergency response or evacuation plan. No impact would result.	
h.	LESS THAN SIGNIFICANT IMPACT	The site is not located near wildlands. No impact would result.	
IX. HYDROLOGY AND WATER QUALITY			
a.	LESS THAN SIGNIFICANT IMPACT	The proposed project is not anticipated to violate any water quality or waste discharge requirements.	
b.	LESS THAN SIGNIFICANT IMPACT	The proposed project should not cause the depletion of groundwater supplies or the interference of groundwater recharge. The project will be supplied with water by LADWP.	
c.	LESS THAN SIGNIFICANT IMPACT	The project site does not contain a stream or river. The site currently drains into the sewer as will the proposed project. No impact will result.	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project will result in the net increase of 49 residential units and a 25,000 square-feet of commercial floor area and will be required to control stormwater runoff using Best Management Practices (BMP's) and a retention basin. After implementation, the impact will be less than significant.	IX-20
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project will result in the net increase of 49 units and 25,000 square feet of commercial floor area and will be required to control stormwater runoff using Best Management Practices (BMP's) and a retention basin during construction. After implementation, the impact will	IX-30

Impact?	Explanation	Mitigation Measures
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		be less than significant.	
f.	LESS THAN SIGNIFICANT IMPACT	The proposed project is not anticipated to substantially degrade water quality.	
g.	LESS THAN SIGNIFICANT IMPACT	The property is located in Flood Zone C, an area of minimal hazard from a principal source of flood. A less than significant impact would result.	
h.	LESS THAN SIGNIFICANT IMPACT	The property is not located in a flood zone. No impact would result.	
i.	LESS THAN SIGNIFICANT IMPACT	The project site is not located in a potential dam inundation zone. No impact would result.	
j.	LESS THAN SIGNIFICANT IMPACT	The subject property is not located within an inundation zone for seiches, tsunamis, or mudflow. No impact would result.	

X. LAND USE AND PLANNING

a.	LESS THAN SIGNIFICANT IMPACT	The proposed residential and commercial project is permitted in the zone and will not divide an established community. No impact would result.	
b.	LESS THAN SIGNIFICANT IMPACT	Based on the RD1.5-1 and C2-1 Zones and the size of the subject site, the applicant is permitted a maximum of 224 units. However, the applicant is utilizing the City's Density Bonus to develop 49 units and is using the City's Density Bonus to seek several on- and off-menu incentives associated with front yard, averaging, parking, vehicular access, commercial corner development standards, and a building line encroachment. The project meets the objectives of the Southeast Los Angeles Community Plan area by providing additional housing opportunities for low-income households and increasing commercial development, jobs, and food service to area residents.	
c.	LESS THAN SIGNIFICANT IMPACT	The proposed residential and commercial project will not conflict with any applicable conservation or natural conservation plans due to its location in a developed, urban area.	

XI. MINERAL RESOURCES

a.	LESS THAN SIGNIFICANT IMPACT	The site is not located in a known area of mineral resources. No impact is expected to result.	
b.	LESS THAN SIGNIFICANT IMPACT	The site is not located in a known area of mineral resources. No impact is anticipated to result.	

XII. NOISE

Impact?	Explanation	Mitigation Measures	
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	During construction of the project, the applicant will be required to comply with the city's noise ordinance and the attached construction noise mitigation measures, including the use of concrete for the construction of all driveways to reduce the impact to less than significant levels.	XII-20, XII-40
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project construction will result in the temporary exposure to groundbourne vibrations. However, the attached mitigation measures will be incorporated to minimize said impacts.	See XII-20
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project is located in a developed, urban area. The construction and operation of this site is not likely to result in a substantial permanent increase in noise levels above what is existing before the project. However, because the project is located along a Major Highway, the project will be required to incorporate the attached mitigation measures to reduce the noise impact to residents to a less than significant level.	XII-170
d.	LESS THAN SIGNIFICANT IMPACT	The project is anticipated to result in a less than significant increase in ambient noise levels existing before the project.	
e.	LESS THAN SIGNIFICANT IMPACT	The project is not located within a flight path, as such, no impact is anticipated.	
f.	LESS THAN SIGNIFICANT IMPACT	The project is not located within a private airstrip and is not anticipated to result in a noise impact as a result.	
XIII. POPULATION AND HOUSING			
a.	LESS THAN SIGNIFICANT IMPACT	The proposed project is located in a predominantly mixed-use neighborhood and is not anticipated to introduce substantial population growth. A less than significant impact would result.	
b.	LESS THAN SIGNIFICANT IMPACT	Development of this project will result in a net increase of 49-units and 25,000 square feet commercial floor area and will replace a vacant and unimproved lot. The development of this site will not require the construction of replacement housing elsewhere.	
c.	LESS THAN SIGNIFICANT IMPACT	The property is currently vacant and unimproved and will not result in the displacement of tenants. No impact would result.	
XIV. PUBLIC SERVICES			

Impact?	Explanation	Mitigation Measures
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a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project is located in an area with inadequate fire response times. The project will be reviewed by the LA Fire Department who will require mitigation measures to reduce the fire impact to a less than significant level.	XIV-10
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will be reviewed by the Police Department to incorporate design features aimed at minimizing impacts associated with loitering and other illicit activity.	XIV-20, XIV-30
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will increase the demand on area schools, however, the impact will be reduced to a less than significant level by the payment of school fees to LAUSD and the incorporation of the attached mitigation measures during construction.	XIV-40, XIV-50
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will result in an increase in the use of parks, however, this impact will be reduced to a less than significant level by the payment of Recreation and Park fees.	See XV-10.
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Street improvements may be required along Broadway, 94th Street, and Spring Street to comply with Major Highway Class II and Local Street standards, respectively.	XIV-70, XIV-80

XV. RECREATION

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The construction of the proposed project will result in the increased use of parks. The applicant will normally be required to pay recreation and park fees to reduce the impact to a less than significant level.	XV-10
b.	LESS THAN SIGNIFICANT IMPACT	The construction of the proposed project will not result in the expansion of recreational facilities elsewhere.	

XVI. TRANSPORTATION/TRAFFIC

a.	LESS THAN SIGNIFICANT IMPACT	The proposed mixed-use development will not conflict with any applicable plan, ordinance, or policy associated with the performance of the circulation system. As such, a less than significant impact would result.	
b.	LESS THAN SIGNIFICANT IMPACT	The proposed development was reviewed by DOT. In a Memo dated August 18, 2011, DOT determined that the proposed project would not significantly impact traffic in the project area. As such, a less than significant impact would result.	
c.	LESS THAN SIGNIFICANT IMPACT	No change in air traffic patterns will result from the proposed residential project.	

Impact?	Explanation	Mitigation Measures	
d.	LESS THAN SIGNIFICANT IMPACT	The project does not include any hazardous design features. No impact would result.	
e.	LESS THAN SIGNIFICANT IMPACT	No impact to emergency access would result from the design of the proposed project.	
f.	LESS THAN SIGNIFICANT IMPACT	The proposed project will not conflict with any alternative transportation policy. No impact would result.	
XVII. UTILITIES AND SERVICE SYSTEMS			
a.	LESS THAN SIGNIFICANT IMPACT	Existing sewer lines and treatment facilities have sufficient capacity to accommodate an increase in water flows, and meet the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board.	
b.	LESS THAN SIGNIFICANT IMPACT	The proposed project is permitted in the zone and is under the maximum permitted density of the site. It will not require the construction of new wastewater treatment facilities or the expansion of existing facilities.	
c.	LESS THAN SIGNIFICANT IMPACT	The project will not require the construction of new stormwater drainage facilities or the expansion of existing facilities.	
d.	LESS THAN SIGNIFICANT IMPACT	DWP's most recent water management plan indicates that a sufficient water supply is expected to be available to serve projects such as that which is proposed. Therefore, sufficient water supplies would be available to serve the proposed project from existing entitlements and resources, and new or expanded entitlements will not be necessary.	
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The wastewater treatment provider can accommodate the proposed project. However, the applicant will be required to incorporate the attached mitigation measures to include water-saving features and fixtures into the project.	XVII-10, XVII-20, XVII-40
f.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The local landfills have sufficient capacity to serve the project. However, the applicant will be required to incorporate the attached mitigation measures to reduce the impact to less than significant levels during construction.	XVII-100
g.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will be required to provide on-site recycling to reduce the amount of trash going to landfills. This will reduce the amount of solid waste impact to a less than significant level.	XVII-90

Impact?	Explanation	Mitigation Measures
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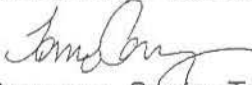
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a.	LESS THAN SIGNIFICANT IMPACT	The proposed project does not result in any impacts that would result in the above.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will result in environmental effects that are individually limited but cumultaively considered through the implementation of mitigation measures, as provided. The impact will be less than significant upon the application of mitigation measures.	XVIII-10
c.	LESS THAN SIGNIFICANT IMPACT	The project will not result in environmental effects that will cause substantial adverse effects on human beings through the implementation of the mitigation measures provided herein.	

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE9402 S. Broadway
DOT Case No. CEN 11-5754

Date: August 18, 2011

To: Hadar Plafkin, City Planner
Department of City Planning

From: 
Tomas Carranza, Senior Transportation Engineer
Department of Transportation

Subject: **TRAFFIC ANALYSIS FOR THE PROPOSED BROADWAY VILLAS SENIOR HOUSING AND COMMERCIAL CENTER PROJECT AT 9402-9422 SOUTH BROADWAY**

The Department of Transportation (DOT) has reviewed the traffic analysis prepared by Linscott, Law & Greenspan Engineers, dated August 5, 2011, for the proposed senior housing and supermarket project located on the southeast corner of 94th Street and Broadway. Based on DOT's traffic impact criteria¹, the traffic study included the analysis of six intersections and determined that none of the study intersections would be significantly impacted by project-related traffic. The results of the traffic analysis, which adequately evaluated the project's traffic impacts on the surrounding community, are summarized in Attachment 1.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct 49 senior housing units and a 25,000 square-foot supermarket. The project would be constructed on an existing vacant site. The traffic study indicated that 157 parking spaces will be provided on site. Vehicular access is provided by two, two-way driveways on Broadway, a two-way driveway on 94th Street, one egress only driveway on Spring Street and a two-way driveway on Spring Street. The project is expected to be completed by 2013.

B. Trip Generation

The project is estimated to generate a net increase of approximately 1,705 daily trips, 60 trips during the a.m. peak hour and 165 trips during the p.m. peak hour. A copy of the trip generation table from the traffic study can be found in Attachment 2.

¹ Per DOT's Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

PROJECT REQUIREMENTS

A. 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.

B. Highway Dedication And Street Widening Requirements

Highway dedication and widening may be required along the streets that front the proposed project. Along the project's frontage, Broadway is classified a Major Highway Class II and 94th Street and Spring Street are classified as Local Streets. According to the standard street dimensions of the Department of Public Works, Bureau of Engineering (BOE), a Major Highway Class II requires a 40-foot half-width roadway within a 52-foot half-width right-of-way and a Local Street requires a 20-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The traffic study indicated that 157 parking spaces will be provided. The developer should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation

The review of this study does not constitute approval of the driveway dimensions, 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 highly 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 30 feet and 16 feet wide for two-way and one-way operations, respectively. All delivery truck loading and unloading shall take place on site with no vehicles having to back into the project via one of the proposed project driveways.

E. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to the Department of Transportation for permit issuance activities was adopted by the Los Angeles City Council. Ordinance No. 180542, effective March 28, 2009, identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Wes Pringle of my staff at (213) 972-8482.

Letters\GEN11-5754_9402 Broadway mixed-use ts ltr.wpd

c: Dennis Rodriguez, Council District No. 8
Crystal Killian, Southern District, DOT
Taimour Tanavoli, Case Management Office, DOT
Carl Mills, Central District, BOE
Francesca Bravo, Linscott, Law and Greenspan Engineers

Attachment 1

9402 Broadway

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2011 EXISTING		[2] YEAR 2011 EXISTING W/ PROJECT				[3] YEAR 2013 FUTURE W/O PROJECT		[4] YEAR 2013 FUTURE WITH PROJECT		[5] CHANGE SIGNIF. V/C IMPACT	
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1	Figueroa Street/ 92nd Street	AM	0.255	A	0.256	A	0.001	NO	0.268	A	0.269	A	0.001	NO
		PM	0.315	A	0.319	A	0.004	NO	0.329	A	0.333	A	0.004	NO
2	Broadway/ 92nd Street	AM	0.200	A	0.203	A	0.003	NO	0.216	A	0.220	A	0.004	NO
		PM	0.237	A	0.245	A	0.008	NO	0.246	A	0.256	A	0.010	NO
3	Broadway/ Colden Avenue	AM	0.136	A	0.148	A	0.012	NO	0.156	A	0.167	A	0.011	NO
		PM	0.128	A	0.146	A	0.018	NO	0.140	A	0.157	A	0.017	NO
4	Broadway/ Century Boulevard	AM	0.476	A	0.483	A	0.007	NO	0.511	A	0.518	A	0.007	NO
		PM	0.485	A	0.491	A	0.006	NO	0.514	A	0.519	A	0.005	NO
5	Main Street/ 92nd Street	AM	0.285	A	0.286	A	0.001	NO	0.305	A	0.306	A	0.001	NO
		PM	0.374	A	0.379	A	0.005	NO	0.388	A	0.393	A	0.005	NO
6	Main Street/ Colden Avenue	AM	0.173	A	0.176	A	0.003	NO	0.207	A	0.210	A	0.003	NO
		PM	0.215	A	0.225	A	0.010	NO	0.227	A	0.237	A	0.010	NO

(A) According to LADOT's "Traffic Study Policies and Procedures," December 2010, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

<u>Final v/c</u>	<u>LOS</u>	<u>Project Related Increase in v/c</u>
> 0.700 - 0.800	C	equal to or greater than 0.040
> 0.800 - 0.900	D	equal to or greater than 0.020
> 0.900	E,F	equal to or greater than 0.010

Attachment 2

9402 Broadway

Table 7-1
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Senior Housing [3]	49 Occ. DU	171	2	4	6	5	3	8
Supermarket [4] Less 40% Pass-by [5]	25,000 GSF	2,556 (1,022)	55 (22)	35 (14)	90 (36)	134 (54)	129 (52)	263 (106)
TOTAL NET NEW TRIPS		1,705	35	25	60	85	80	165

[1] Source: ITE "Trip Generation", 8th Edition, 2008.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 252 (Senior Housing - Attached) trip generation average rates.

- Daily Trip Rate: 3.48 trips/Occupied DU; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 0.13 trips/Occupied DU; 36% inbound/64% outbound

- PM Peak Hour Trip Rate: 0.16 trips/DU; 60% inbound/40% outbound

[4] ITE Land Use Code 850 (Supermarket) trip generation average rates.

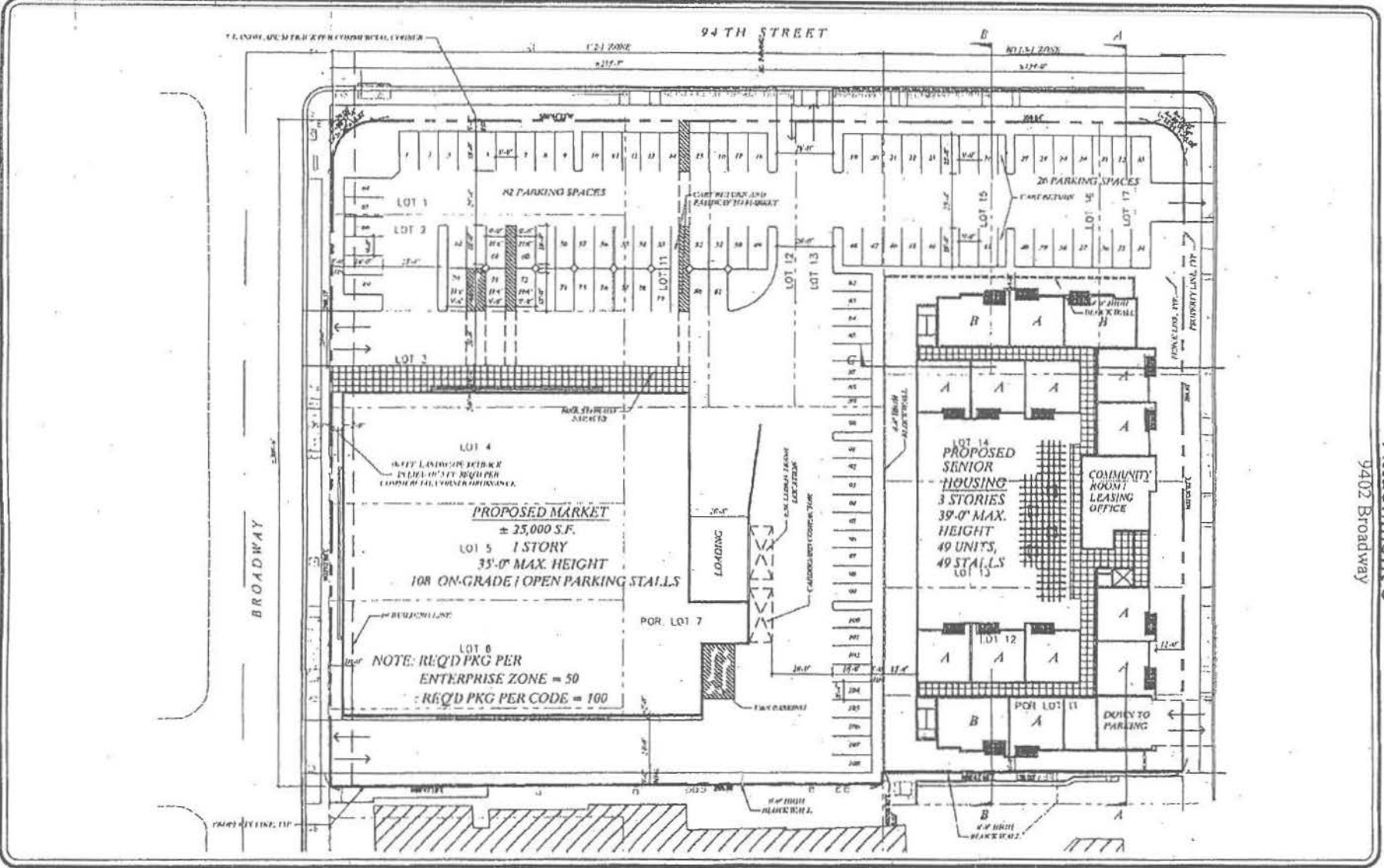
- Daily Trip Rate: 102.24/1,000 SF of floor area; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 3.59/1,000 SF of floor area; 61% inbound/39% outbound

- PM Peak Hour Trip Rate: 10.50/1,000 SF of floor area; 51% inbound/49% outbound

[5] Sources: LADOT's Traffic Study Policies and Procedures, December 2010, ITE "Trip Generation", 8th Edition, 2008, and ITE "Trip Generation Handbook", 2004. Pass-by trips are made as intermediate stops on the way from an origin from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site.

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Attachment 3
9402 Broadway



NOT TO SCALE

SOURCE: VAN TILBURG, BANVARD & SODERBERGH, AIA

FIGURE 2-1
SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

BROADWAY VILLAS SENIOR HOUSING AND COMMERCIAL PROJECT