



Los Angeles County Department of Regional Planning

Planning for the Challenges Ahead



Jon Sanabria
Acting Director of Planning

NOTICE OF PREPARATION

DATE: December 10, 2009

PROJECT TITLE: Millennium-Playa Del Mar Apartments Project
County Project Number R2009-02015
Case Numbers: RENVT200600147, RCUPT200900150,
RZCT200900013, RPAT2009000013

PROJECT APPLICANTS: Din/Cal, Inc.
3411 Richmond Avenue, Suite 200
Houston, TX 77046
(832) 209-1218

INTRODUCTION

The Los Angeles County Department of Regional Planning (County) will be the Lead Agency pursuant to the requirements of the California Environmental Quality Act (CEQA), and will prepare an Environmental Impact Report (EIR) for an application submitted by Din/Cal, Inc. (Applicant) for the installation and operation of a 216-unit apartment complex in one building with an associated parking structure, landscaping, pedestrian and automobile access and circulation routes.

The project applicant is requesting a General Plan Amendment (a change from Low-Density 1 to High-Density 4), a zone change (from R-3-DP and R-1 to R-4-DP), and a Conditional Use Permit to approve the development program consistent with the zone change.

The Project Description, Site Plan and the attached CEQA Initial Study prepared by the County of Los Angeles constitute the Notice of Preparation (NOP) required by CEQA (State CEQA Guidelines Section 15082[a]).

1.0 GENERAL OVERVIEW OF PROPOSED PROJECT

The Project to be evaluated in the Environmental Impact Report (EIR) is the Millennium-Playa Del Mar Apartments Project (Project), submitted for consideration to Los Angeles County by Din/Cal, Inc.. The Project proposes to develop a 216-unit apartment complex in one building with an associated parking structure, landscaping, pedestrian and automobile access and circulation routes.

1.1 Project Location and Access

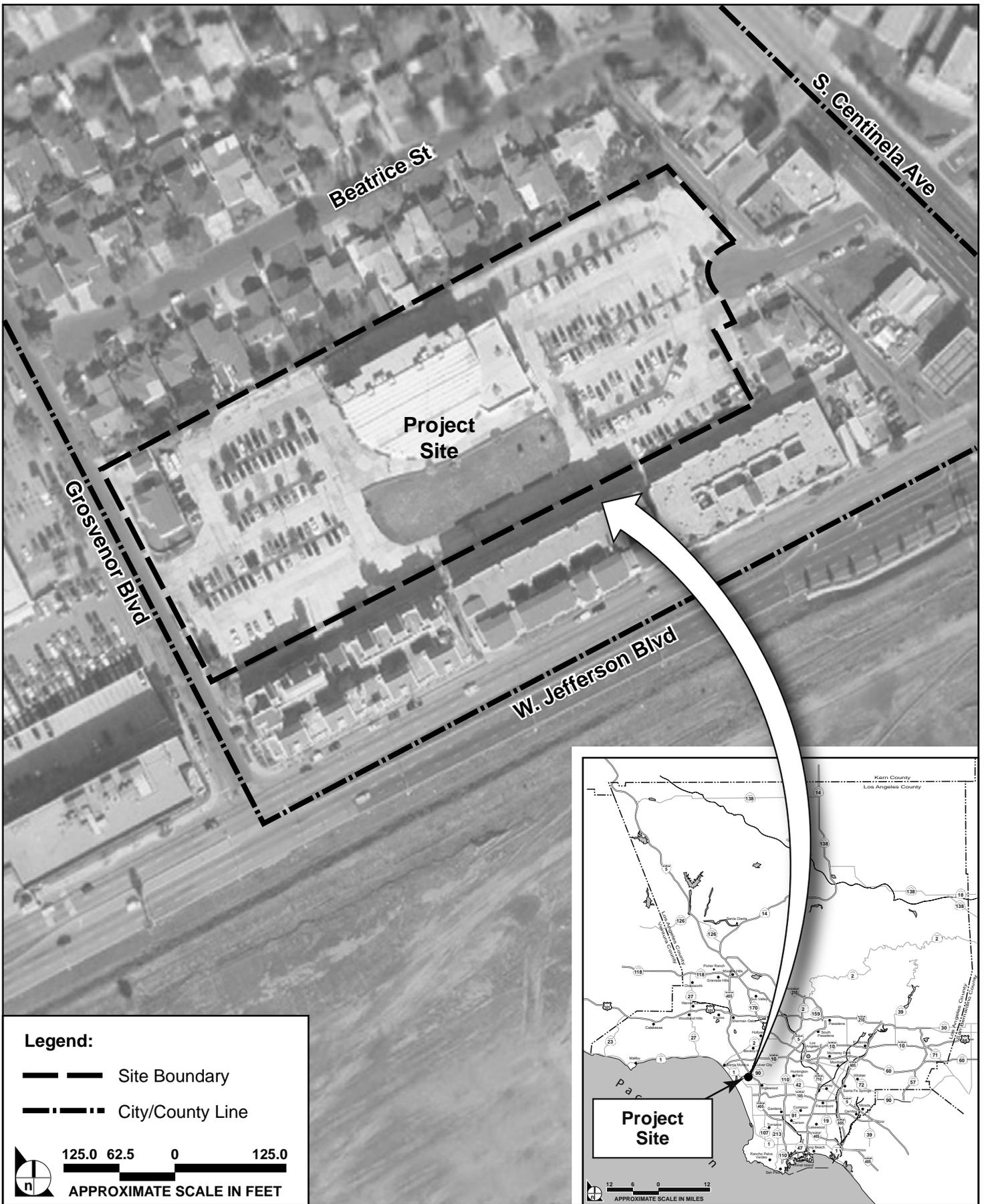
The Project site is located in an unincorporated County “island” in the southern portion of Los Angeles County (West Fox Hills-Del Rey), at 5550 Grosvenor Boulevard. The Project site is located approximately 13 miles southwest of downtown Los Angeles, and approximately three miles north of the Los Angeles International Airport. The City of Santa Monica is located approximately four miles north of the site. Interstates 10 (I-10) and 405 (I-405) provide primary regional access to the site vicinity and surroundings. **Figure 1** illustrates the regional and local project location. The project site is located within the Venice U.S. Geological Survey (USGS) 7.5-minute quadrangle (shown in **Figure 2**).

Access to the site is presently available from two roads: Grosvenor Boulevard via West Jefferson Boulevard; and Juniette Street via Centinela Avenue. Regional public transportation systems serving the Project site and surrounding area include the Los Angeles County Metropolitan Transportation Authority (MTA), the Santa Monica Municipal Bus Blue Lines, the Culver CityBus and the Los Angeles Department of Transportation (LADOT) Commuter Express transit system.

The Project site adjoins lands of the City of Los Angeles on the west across Grosvenor Boulevard and nearby intersections are primarily within City jurisdiction. Consideration of the City’s relevant regulations and plans will be provided in the EIR, particularly those pertaining to the traffic analysis.

1.2 Surrounding Land Uses

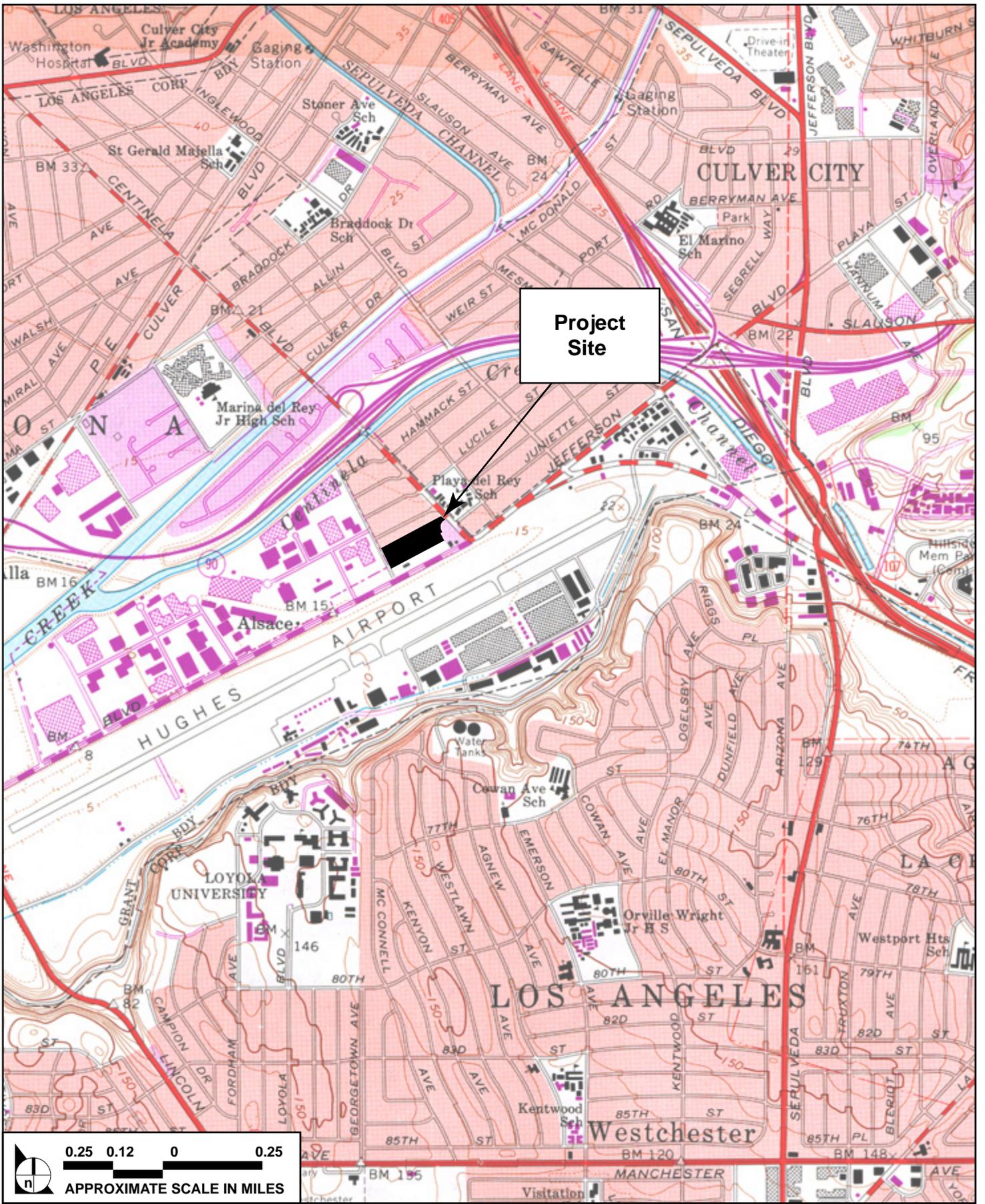
The Project site is located in a diverse area that features single family homes, multi-family apartment buildings and a variety of office and light industrial commercial uses. Recent development in the Project area is primarily high-density residential in nature, particularly south of the Project site, where the Playa Vista development is being constructed in the City of Los Angeles. There is also some new neighborhood retail and service businesses in the area, which support the convenience shopping needs of the area’s growing residential population.



SOURCE: Google Earth – 2006, Impact Sciences, Inc. – August 2006

FIGURE 1

Region and Local Project Location



SOURCE: USGS Venice Quadrangle – 1981, Impact Sciences, Inc. – August 2006

FIGURE 2

USGS Quadrangle and Project Location

Land use patterns in the area are largely urbanized. One-story single-family homes are located along the northern boundary of the site. A row of three and four-story multi-family apartment buildings is located along the southern border of the Project site, separated by a public alley. Some older general commercial and industrial buildings are found at the northeastern and northwestern corners of the site, and at the western site boundary, across Grosvenor Boulevard, is an office building with a large surface parking area and two-story parking structure.

1.3 On-Site Land Uses

In total, the Project site is 4.93 gross acres in size (4.36 acres net size not including County roadway right-of-ways) and comprises two parcels of approximately 4.79 and 0.14 gross acres (County Assessor's Parcel Numbers 4211-003-068 and 4211-003-041, respectively). The first parcel presently contains two connected buildings about 30 feet in height that are part of an existing church facility (City of Angels Church of Religious Sciences of Los Angeles). The remainder of this parcel is used as a paved surface parking lot. The second parcel, at the northwestern corner of the site, contains a one-story home and associated landscaping, which is owned by the church. The buildings and all associated parking area elements would be removed as part of the project.

The site is mounded in the center, and the church building is located on the apex of this raised topographical feature. Little of the site is vegetated save for some ornamental trees in the parking lots and a small recessed lawn-like green to the east of the main church building. The parking lots are paved and surround the building, and contain a few trees, overhead lights, concrete curbing, a non-linear corrugate fence, and some signage. A series of fencing and walls surround the site. From the entrance on Juniette Street, traveling clockwise around the site to the entrance on Grosvenor Boulevard, the site is bordered by an ornamental iron fence on the south that is owned by the church. The site is bordered on the north by a mixture of masonry block and wood wall and fences that are primarily owned by the individual homeowners along the northwest boundary of the site.

2.0 ENVIRONMENTAL CHARACTERISTICS

2.1 Surface Hydrology

No waterways or major drainage courses occur on the project site or on adjacent parcels. Drainage is by sheet flow to surrounding roadways, where water is collected in an existing surface and underground storm drain system. As a result of the limited topographical relief on the site, there is no potential for

mudflows or landslides and the potential for water erosion is small. During construction, de-watering may be required due to a high groundwater table present in the area. In this case, any dewatering activities will be performed in a manner consistent with National Pollution Discharge Elimination System (NPDES) permit for the area. This could include Best Management Practices (BMPs) techniques such as directing groundwater to a network of settling basins, then filtering the water before diverting it to the existing storm drain system.

2.2 GEOLOGIC FEATURES AND SOILS

The site elevation ranges from approximately 14 to 25 feet above sea level. The subsurface material of the site, within the maximum depth of exploration, is composed of uncertified fill, underlain by native highly compressible clays; medium dense sands and silty sands; and very dense sand and gravel. Groundwater was measured during soil sampling at a depth of 10.5 feet below the existing grade.

No active faults occur on site, although the project site is in a seismically active region. The site is not subject to mudslides, but there is potential for soil liquefaction from strong seismic shaking due to sandy soil composition and the high water table elevation on the site. A preliminary geotechnical investigation completed for the site indicated the presence of a potentially liquefiable sandy soil layer on the Project site at a depth of approximately 25 feet.

2.3 BIOLOGICAL RESOURCES

The project site is presently developed and within a highly urbanized area. No significant biological resources occur on site. The project is not located within an existing or planned County of Los Angeles designated Significant Ecological Area (SEA) and is consistent with all applicable local and regional conservation plans.

The site is presently landscaped with non-native species typical of shade trees placed in parking lots. The project site does not contain any wetlands, major riparian vegetation or special-status habitat, and it does not contain oak or other unique native plants. No special-status plant species are known to occur on the project site.

Trees on the project site may provide habitat for species typical of developed urban areas (primarily birds and small mammals such as squirrels). Given the developed nature of the project site and its surroundings, terrestrial wildlife resources are not expected to be abundant or diverse.

3.0 PROJECT DESCRIPTION

3.1 Overview of Site Plan

The proposed project is a request for a Conditional Use Permit to allow 216 apartments in one building with a maximum height of four stories (60 feet) along and a 433-space parking structure with a maximum height of five and one half stories (56 feet); a zone change from R-3-DP and R-1 to R-4-DP; and a general plan amendment to change the land use designation from Low Density Residential 1 to High Density Residential 4. The existing church, parking lot, and single-family residence will be removed. The project will require on-site grading of 31,700 cubic yards of cut of which 15,000 cubic yards of soil would be exported from the site and 16,700 cubic yards of fill to be used on-site. Ingress and egress will be provided by an existing alley south of the project site and a new fire alley along the northern part of the site. **Figure 3** provides a site plan for the project.

3.2 Apartment Units

There are nine unit types (floor plans) proposed for the Project, ranging in size from a 724-square-foot one-bedroom unit to a 1,361-foot two-bedroom unit. Average unit size would be approximately 914 square feet with a majority having attached balconies or patios (not included in square footage calculations).

3.3 Access/Parking

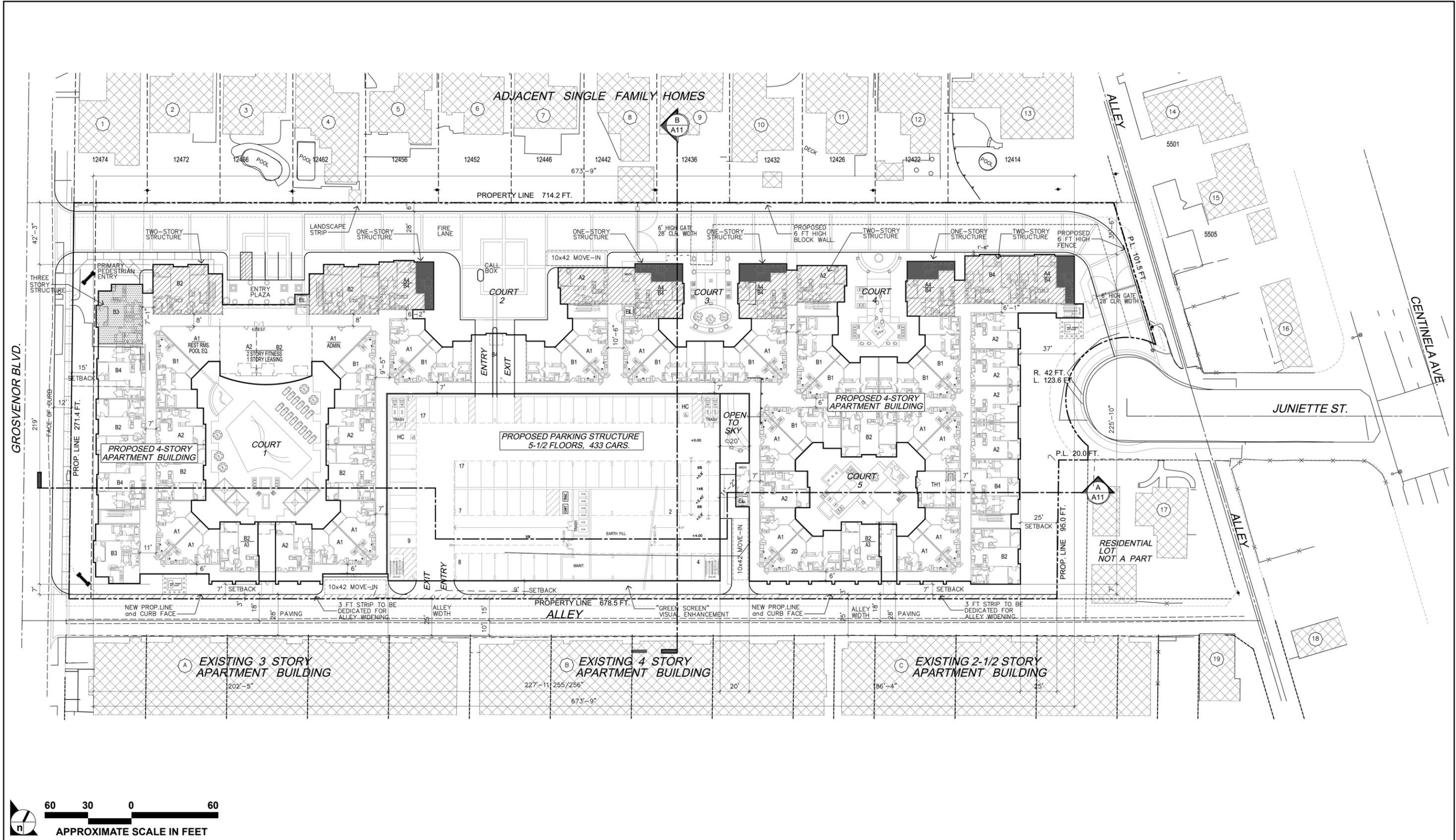
In total, 438 parking spaces would be provided for the Project (as required by County Code.) **Table 1** provides a breakdown of the parking spaces provided.

Table 1
Parking Spaces

| Space Type | Total per Type |
|-----------------------|----------------|
| Standard | 379 |
| Guest | 54 |
| Leasing Office | 5 |
| Total Provided | 438 |
| County Requirements | 433 |

Source: Impact Sciences

Vehicular access to and from the parking structure would be provided via entrances located along the northern and southern alleyways. Vehicles would access the entrance along the northern driveway from Grosvenor Boulevard. Vehicles would access the entrance along the southern alleyway from either Grosvenor Boulevard or an existing north-south alleyway to the east of the Project site.



SOURCE: Architects Orange - December 2009

FIGURE 3

Playa del Mar Site Plan

3.4 Excavation and Grading

Excavation and grading on the Project site would commence in June 2011 and continue through July 2011. Total site grading would involve approximately 25,000 cubic yards of earth material. The site is currently mounded toward the center of the site. Site preparation would include excavation of this mounded material and the export of earth material would be required. In total, it is estimated that 15,000 cubic yards of excavation material would be removed and taken to a landfill as capping material or used on other construction sites. Approximately 500 to 750 round trip hauling truck trips¹ would be required to remove this material, or approximately 9 to 13 round trip truck trips per working day during this period.²

After excavation is complete, the site would be graded to prepare the area for building foundations, garages, and to level the site to match the elevations found in the surrounding terrain. Consistent with state and federal environmental policies, all grading would be performed in a manner that minimizes the amount of wind-blown dust and soil entering nearby water drains. Additionally, trucks with sprinklers would be used to apply water to the grading soils to ensure proper compaction.

3.5 Requested Approvals

The proposed Project would be subject to review and approval according to the regulatory approval processes in Los Angeles County.

General Plan Amendment. A General Plan amendment is being requested to change the General Plan land use designation from Low-Density 1 (1 to 6 dwelling units (du)/acre) to High Density 4 (22 or more du/acre).

Zone Change. A zone change is being requested to change the zoning on the site from R-3-DP (4.21 acres) and R-1 (0.14 acres) to R-4-DP.

Conditional Use Permit. A Conditional Use Permit is being requested to authorize the development program for residential uses consistent with this zone change.

¹ Based on a hauling capacity of 20-30 cubic yards per truck.

² Based on the removal of 261 cubic yards per day (15,000 cubic yards/58 days).

Subsequent to these approvals, the applicant would request other development permits, including building permits, grading permits, etc.

4.0 ENVIRONMENTAL IMPACT REPORT

In conformance with Section 15063 of the *State CEQA Guidelines* (California Code of Regulations Title 14, Chapter 3), the County of Los Angeles prepared an Initial Study (**Attachment A**) and determined that the project had the potential to result in significant adverse impacts, and consistent with Section 15063(b)(1)(A), required preparation of an EIR. The following analysis will be included in this EIR.

4.1 Project Description

The purpose of the Project Description is to describe the Project in a way that will be meaningful to the public, reviewing agencies, and decision makers. *State CEQA Guidelines* Section 15124 states that the Project Description need not be exhaustive but should supply sufficient detail necessary to perform the evaluation and review of a Project's potential environmental impacts. The Project Description will provide the following items: (1) the precise location and boundaries of the Project, (2) a statement of Project goals, (3) a description of the Project, and (4) a statement briefly describing the intended uses of the EIR.

4.2 Environmental Setting

The *State CEQA Guidelines* require a description of the environment, as it exists, from both a local and regional perspective. The Environmental Setting discussion will be provided as a separate chapter in the EIR and will also provide an analysis of the project's consistency with all applicable local and regional plans. This analysis will be based primarily on the project's consistency with the adopted goals and policies in the Los Angeles County General Plan.

4.3 Impact Analyses

Scopes of work for each required topic defined as part of the County-prepared Initial Study are provided below. These scopes of work may be modified based on information received as part of this NOP process or as deemed appropriate by the Lead Agency. The following areas were identified in the Initial Study as having potential impacts that required additional analysis:

- Geotechnical and Soil Resources

- Noise
- Air Quality
- Traffic and Access
- Visual Resources
- Hydrology and Water Quality
- Sewer Services
- Solid Waste Services

The proposed scope of work for each of these topic sections is described below.

4.3.1 Geology

The following Scope of Work is proposed to define and evaluate this project's potential adverse effect on the geological environment.

1. Incorporate the available geotechnical, geologic and soils information developed from the literature, including the applicant's geotechnical investigation. This discussion shall include a description of existing earth materials, geologic units, and seismic hazards.
2. Provide a discussion of the applicable regulations and building standards related to seismic and geological safety and discuss Project consistency with these regulations.
3. Based on information provided by the applicant, describe and analyze the proposed grading plan.
4. Based on the conclusions of the geotechnical investigation, potential impacts will be analyzed as follows:
 - Document the locations of the nearest active faults and determine whether there would be any hazards related to fault rupture.
 - Determine whether people or structures would be exposed to significant effects from ground shaking, ground failure, or landslides.
 - Discuss the potential for erosion-related impacts from grading and with regard to the drainage on site.
 - Discuss the potential for the project to be located on an unstable geologic unit or soil, along with the associated hazards.

- Discuss soils constraints (expansive soils, corrosive soils) related to structural development.
 - Discuss hazards associated with methane gas as it may occur in subsurface soils on and near the Project site.
5. Incorporate recommendations and mitigation measures from the geotechnical investigation and document their effectiveness at reducing impacts to a less-than-significant level.
 6. Discuss that geological impacts are generally site-specific for projects of this size and that cumulative impacts are not anticipated with Project development.

4.3.2 Noise

The project site is located approximately three miles north of Los Angeles International Airport (LAX). Noise from jet traffic is audible. The site is situated in a dense urban area and existing noise sources are generally from vehicles. The noise analysis will be based on a combination of on-site noise measurements and roadway noise modeling. This quantitative data will address potential project construction and operational noise impacts to on-site new residents and nearby sensitive receptors. The analysis would include the following components:

1. A description of existing noise sources and the noise environment in the vicinity of the Project site.
2. A summary of noise measurements on the project site and along roadways most affected by increases in Project traffic.
3. Identification of noise-sensitive land uses or activities in the vicinity of the Project site and along roadways providing access to and from the site.
4. A discussion of relevant noise policies, regulations, and standards, including those in the County General Plan and Noise Ordinance, and an analysis of the Project's consistency with these regulations.
5. A discussion of construction noise impacts, based upon proposed construction activities and scheduling information provided by the applicant. The EIR shall evaluate noise impacts from construction based on the duration, nature, phasing, and level of various construction activities.
6. A description of typical noise generated by the project during operation. Noise generated by project-generated motor vehicle traffic on adjacent sensitive land uses would also be evaluated.
7. Noise modeling shall be conducted to assess increases in noise levels at adjacent noise sensitive locations.

8. Discuss whether the proposed residential uses within the project site could be exposed to noise levels above County noise standards, or whether the project would cause or cumulatively contribute to a significant off-site noise impact. If significant impacts are identified, provide mitigation measures based on County General Plan standards and/or potential construction program or project design modifications.
9. Special attention in the EIR shall be afforded to noise impacts associated with the proposed parking structure on the existing apartment building located to the south, and to noise impacts associated with increased vehicle traffic on the access alley on the existing apartment structures to the south.

4.3.3 Air Quality

The project is situated in the South Coast Air Basin, a severe non-attainment area. Air quality standards, policies, and monitoring are the responsibility of the South Coast Air Quality Management District (SCAQMD). The following scope of work is proposed to define and evaluate potential adverse effect on air quality during the Project's construction and operation.

1. Describe baseline air quality information, including area topography and meteorology and their influence over air quality, relevant state and federal ambient air quality standards, monitoring data for the past five years from the monitoring station(s) near the Project site, air quality trends, and existing and reasonably foreseeable sensitive receptors near the development site or near roadways/intersections that could be affected by Project traffic. Identify federal, state, and local regulatory agencies responsible for air quality policies, regulations, and standards that pertain to the project. Identify major existing sources of air pollutants in the project vicinity, including sources of toxic air contaminants or odorous emissions on the basis of inventory data compiled by the SCAQMD.
2. Based on available information from the Project applicant, calculate potential emissions from construction activities related to the project. Include emissions from grading, excavation, and building construction. Consider construction haul trips and exhaust emissions from construction equipment. Compare estimated construction emissions with SCAQMD thresholds.
3. Calculate operational mobile and area source emissions for reactive organic gases, nitrogen oxides, particulates, and carbon monoxide using the most current URBEMIS model. Calculations associated with vehicle traffic will be based on the trip generation modeling documented in the traffic report. Compare the estimated emissions to the SCAQMD thresholds.
4. Discuss the potential for the combined emissions from the Project and cumulative development to adversely affect air quality or impede attainment of air quality goals. Also, discuss whether the Project would conflict with the most recent version of the Air Quality Management Plan and other applicable air quality plans. Apply SCAQMD significance criteria to determine the potential for cumulative air quality impacts.

5. Identify mitigation measures as necessary to reduce or avoid any potential Project-specific or cumulative impacts to air quality and quantify their effectiveness based on methodologies available from SCAQMD and other sources.

4.3.4 Traffic and Access

Some intersections outside of the immediate Project area could experience increased traffic with development of the Project and other projects planned in the area. A traffic report is being prepared by the applicant and will be submitted to the County for review. The traffic study will address existing and future conditions at approximately 14 intersections in the vicinity of the project site. Once accepted, the findings will be incorporated into the EIR, including any mitigation for traffic impacts identified in the report. The following analysis would be incorporated into the proposed EIR to address potential project and cumulative traffic impacts to the environment.

1. Study area, methodology, and level of service standards;
2. Description of regional and local transportation network;
3. Existing traffic volumes and levels of service;
4. Related projects within the study area;
5. Programmed roadway improvements;
6. A discussion of the relevant agencies, policies and regulations that affect traffic planning in the project area. The discussion will provide an analysis of the Project's consistency with all applicable regulations;
7. Relevant transportation and circulation features of the proposed project;
8. Trip generation, distribution, and assignment;
9. Traffic impacts that could occur with development of this project, when combined with regional traffic growth and traffic associated with other planned projects (cumulative analysis). This analysis would consider increased traffic, parking, and consistency with alternative transportation policies; and
10. Describe project-specific and cumulative mitigation measures.

4.3.5 Visual Resources

The existing character of the project site will be changed with development of the proposed project. The proposed project is of a different aesthetic character and proposes more housing units per acre than land uses abutting the site to the north. The following scope of work is proposed to define and evaluate this Project's potential adverse effect on the aesthetic environment.

1. Describe the existing visual character of the project site, focusing on site features such as topography, vegetation, existing light sources, and the site's relationship to nearby uses. Work will be based on site reconnaissance.
2. Provide text and photos documenting views of the project site from adjacent roadways.
3. Summarize applicable policies or regulations related to visual quality, including policies from the County of Los Angeles General Plan. Discuss project's consistency with existing and planned development in the area.
4. Prepare four photorealistic simulations of the project. These simulations would provide a conceptual illustration of the proposed Project within its neighborhood context.
5. Using the visual simulations, evaluate the visual impacts of the proposed project, with respect to defined significance criteria, focusing on changes to existing visual character, and effects on views from nearby roadways.
6. Evaluate potential light, glare, and shade/shadow impacts from new sources and determine whether they would substantially degrade the existing visual character of the site or area.
7. Describe and evaluate mitigation measures proposed as part of the Project. Identify, as necessary, additional mitigation measures for avoidance or reduction of the identified visual impacts.
8. Special attention shall be afforded to light and glare impacts from the proposed parking structure on the existing apartment building situated south of the Project site.
9. Special attention shall be afforded to the visual impact of the proposed Project on existing single-family residential uses situated north of the Project site and the existing apartment building situated to the south.

4.3.6 Hydrology/Water Quality

The following scope of work is proposed to define and evaluate this project's potential adverse effect on the hydrology and water quality environments.

1. Analyze water quality management issues and review plans. Typical constituents associated with racetrack runoff are expected to include primarily sediments, oil and grease. If untreated, runoff from the racetrack could degrade surface/groundwater quality in drainage courses on and off site. The County shall require development of a Storm Water Pollution Prevention Plan (SWPPP) to guide water quality protection during the construction and post-construction phases, in compliance with the regulatory requirements of the construction and municipal storm water permit components of the National Pollution Discharge Elimination System. New regulations being adopted by the Regional Board require treatment of 80 to 90 percent of mean annual rainfall. Compliance with these regulations is typically explained in a Storm Water Management Plan (SWMP), including how the proposed treatment measures will be monitored and maintained.
2. Characterize pollutants of concern under existing conditions and following development and assemble information regarding the local and regional regulations related to storm water quality management. The Draft EIR shall review the site design plans for consistency with regulatory criteria and suitability of water quality treatment measures proposed to avoid impacts to local drainage channels and off-site habitat. Where applicable, the Draft EIR shall identify additional opportunities and constraints that bracket selection of best management practices (BMPs) and recommend further measures that are appropriate for the project.
3. Assess impacts to groundwater recharge from the proposed project. Recharge to groundwater is typically reduced when development creates impervious surfaces over areas that were formerly permeable. Under this task the EIR will assess the magnitude and importance of existing recharge, evaluate how recharge will likely change as construction occurs and identify impacts and mitigation measures suitable for maintaining hydrologic support to retained drainage channels or local wells, if applicable. If appropriate, the Draft EIR shall also suggest BMPs to maintain recharge.
4. Describe any other direct, indirect and cumulative impacts on water resources resulting from the proposed project and appropriate mitigation measures.

4.3.7 Sewer Service

Domestic sewage flows from the project site are currently treated at the City of Los Angeles' (City) Hyperion Treatment Plant through a contractual agreement between the County and City. This plant has surplus capacity to serve new projects. However, a full analysis of sewer line capacity from the project site to sewer trunk lines is necessary to adequately evaluate system capacity. The following analysis would be incorporated into the proposed EIR to adequately address potential project and cumulative impacts on the county sewage treatment systems.

1. Obtain information on existing sewer capacity, assess the potential impacts of the proposed project, define specific standards and provide input on appropriate mitigation measures.
2. Provide information on existing conditions for the treatment and disposal of domestic sewage via the existing sewage treatment system.

3. Provide information on the sewage treatment system's capacity for additional wastewater treatment and on any pending and proposed improvements to the system.
4. Based on readily available wastewater generation rates, calculate the project's wastewater generation. Compare with the defined capacities of the sewage treatment plant(s) and sewage system.
5. Provide mitigation measures proposed as part of the project or recommendations of the County of Los Angeles Department of Public Works. Describe cumulative impacts and mitigation measures.

4.3.8 Solid Waste Service

The following scope of work is proposed to define and evaluate this project's potential adverse effect on the solid waste service environments.

Solid waste collection and transfer in unincorporated Los Angeles County is handled by private contractors. These contractors haul waste to a variety of sorting, recycling and transfer stations and to local and regional landfills. The following analysis would be incorporated into the proposed EIR to adequately address potential project and cumulative impacts on solid waste services.

1. Provide information regarding on-site solid waste collection and transfer. Identify likely landfills that accept solid waste from Marina del Rey, discuss capacity of these landfills and current diversion rates of recyclables in Los Angeles County.
2. Based on readily available solid waste generation rates, calculate the project's estimated solid waste generation. Compare with the defined capacities of identified landfills.
3. Document hazardous materials or the generation of hazardous wastes associated with the project. Document policies and measures that would apply to the safe use and disposal of such materials.
4. Provide mitigation measures proposed as part of the project. Describe cumulative impacts and mitigation measures.
5. Demolition and construction waste would be hauled via an approved haul route, to an appropriate approved, environmentally acceptable landfill location. The impact of this additional solid waste on local landfills shall be evaluated in the Draft EIR.

4.4 Alternatives

In conformance with the *State CEQA Guidelines*, a range of reasonable alternatives that would reduce significant impacts and would foster informed decision making and public participation will be included in the Draft EIR.

4.5 Growth-Inducing Impacts

In conformance with the *State CEQA Guidelines*, growth-inducing impacts (i.e., ways the Project could foster economic growth or population growth) either direct or indirect would be described and analyzed.

4.6 Review Period

Due to time limits mandated by State law, your response must be sent at the earliest possible date, but no later than 30 calendar days after formal issuance date of this notice. Please submit comments no later than the close of business January 18, 2010. In submitting comments, please include the commenter's name, telephone number, and e-mail address in the event it is necessary to further clarify the comments being offered.

Please send your written comments to:

Impact Analysis Section
Department of Regional Planning
320 West Temple Street, Room 1348
Los Angeles, CA 90012
Attn: Anthony Curzi
Tel: (213) 974-6461
Fax: (213) 626-0434
E-mail: acurzi@planning.lacounty.gov

ATTACHMENT A

County Prepared Initial Study