

REGIONAL PLANNING COMMISSION Transmittal Checklist

Hearing Date

April 28, 2010

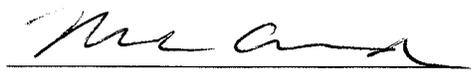
Agenda Item Number

7

Project Number: R2009-02015-(2)
Case(s): Conditional Use Permit No. 200900150
 Plan Amendment No. 20090013
 Zone Change No. 200900013
 Environmental Assessment No. 200600147

Contact Person: Mi Kim mkim@planning.lacounty.gov x46443

Included	NA/None	Document
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Factual
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Property Location Map
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Staff Report
<input type="checkbox"/>	<input type="checkbox"/>	Draft Findings
<input type="checkbox"/>	<input type="checkbox"/>	Draft Conditions
<input type="checkbox"/>	<input type="checkbox"/>	DPW Letter
<input type="checkbox"/>	<input type="checkbox"/>	FD Letter
<input type="checkbox"/>	<input type="checkbox"/>	DPH Letter
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Burden Of Proof Statement(s)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Environmental Documentation (IS, MMP, EIR)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Opponent And Proponent Letters
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Photographs
<input type="checkbox"/>	<input type="checkbox"/>	Resolution (ZC Or PA)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Ordinance with 8.5 X 11 Map (ZC Or PA)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Land Use Radius Map
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Site Plan And Elevations
<input type="checkbox"/>	<input type="checkbox"/>	

Reviewed By: 



Los Angeles County Department of Regional Planning
 320 West Temple Street, Los Angeles, California 90012
 Telephone (213) 974-6443

PROJECT NO. R2009-02015-(2)
CASE NO. RCUP 200900150/RPA 200900013/
 RZC200900013/RENV 200600147

RPC MEETING DATE May 12, 2010	CONTINUE TO
AGENDA ITEM	
PUBLIC HEARING DATE May 12, 2010	

APPLICANT Din/Cal, Inc (c/o Josh Vasbinder)	OWNER City of Angeles Church of Religious Science of LA	REPRESENTATIVE Aaron Clark of Armbruster, Goldsmith and Delvac, LLP
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REQUEST
General Plan Amendment: To amend from "Low Density Residential" (one to six dwelling units per acre) to "High Density Residential" (22 or more dwelling units per acre).
Zone Change: To change from "R-3-DP" (Limited Multiple Residence – Development Program) and "R-1" (Single Family Residence) to "R-4-DP" (Unlimited Residence – Development Program).
Condition Use Permit: To authorize the construction, operation and maintenance of a 216-unit apartment complex and appurtenant parking facilities in the proposed DP zone.

LOCATION/ADDRESS
 5544, 5550 Grosvenor Blvd, Los Angeles, CA 90066

ACCESS Grosvenor Blvd to the west and Juniette Blvd to the east	ZONED DISTRICT Playa Del Rey
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ASSESSORS PARCEL NUMBER 4211-003-038, -040, -041, -042, -068	COMMUNITY West Fox Hills
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SIZE 4.93 acres	COMMUNITY STANDARDS DISTRICT N/A
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	EXISTING LAND USE	EXISTING ZONING
Project Site	Church and single family residence	R-3-DP; R-1
North	Single family residence	R-1
East	Office buildings, single family residences (unincorporated county). City of Los Angeles, elementary school.	City of Los Angeles
South	City of Los Angeles, apartments	City of Los Angeles
West	City of Los Angeles, office buildings, manufacturing, gymnastics center	City of Los Angeles

GENERAL PLAN	DESIGNATION	MAXIMUM DENSITY	CONSISTENCY
Countywide	1 – Low Density Residential	One to Six Dwelling Units Per Acre	See Staff Analysis

ENVIRONMENTAL DETERMINATION
 Environmental Impact Report

PROJECT DESCRIPTION The Millennium-Playa Del Mar Project proposes a 216-unit apartment complex on 4.93 acres. The building height will range from 28 feet to a maximum of 60 feet. The proposed project will provide a total of 438 parking spaces on site. Prior to the construction of the new buildings, two existing buildings (church and single-family residence) will be demolished. The demolition will create 15,000 cubic yards of waste material, which will be exported. The project will require 31,700 cubic yard of grading, 15,000 cubic yards of which will also be exported. The project site is accessed via Grosvenor Blvd to the west and Juniette St. to the east.

- KEY ISSUES**
- Satisfaction of Section 22.56.040 of the Los Angeles County Code Title 22, Conditional Use Permit Burden of Proof requirements.
 - Satisfaction of Part 2 of Title 22, Zone Change and Amendment requirements.
 - Consistency with the Countywide General Plan.

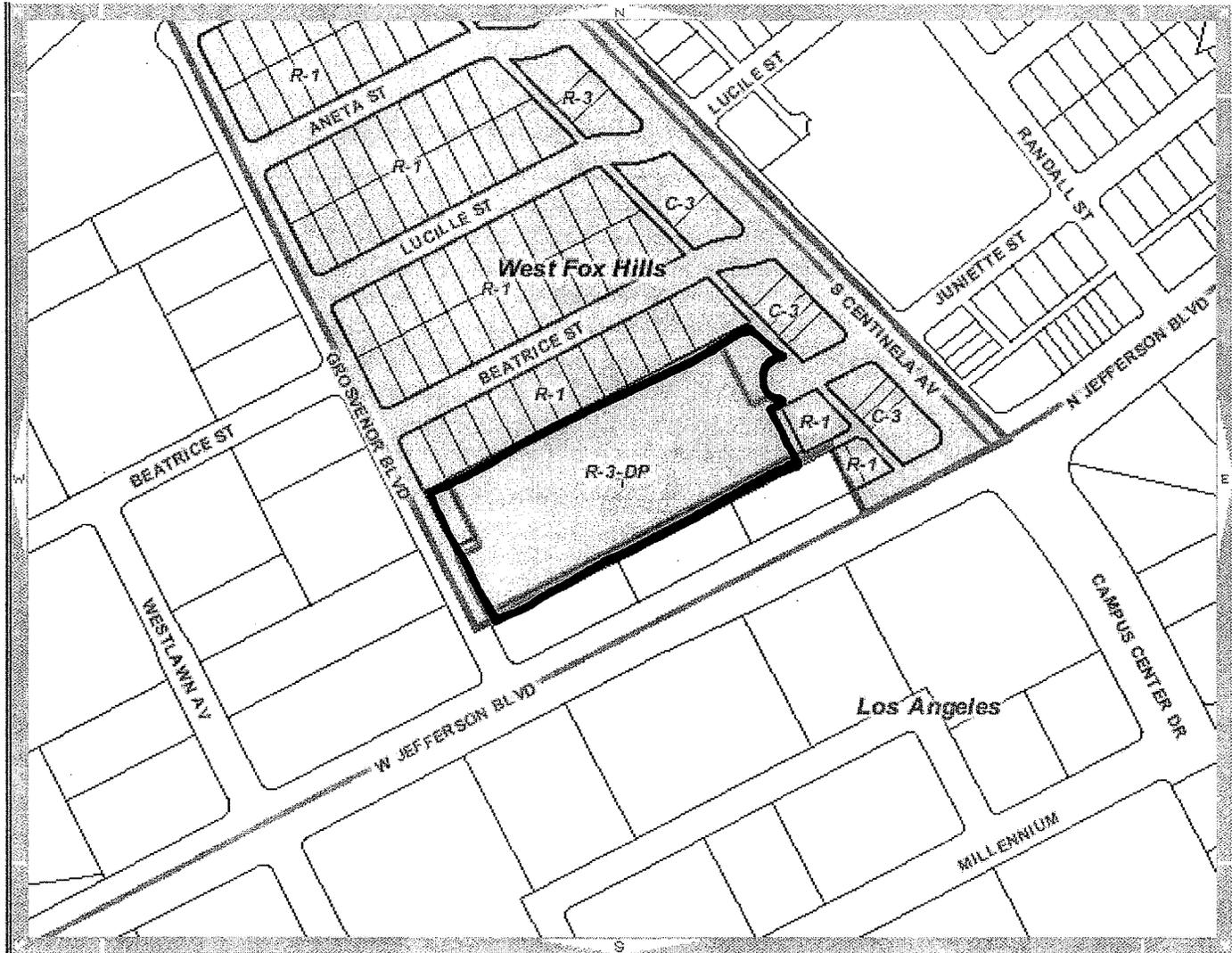
TO BE COMPLETED ONLY ON CASES TO BE HEARD BY THE BOARD OF SUPERVISORS

STAFF CONTACT PERSON		
RPC HEARING DATE(S)	RPC ACTION DATE	RPC RECOMMENDATION
MEMBERS VOTING AYE	MEMBERS VOTING NO	MEMBERS ABSTAINING
STAFF RECOMMENDATION (PRIOR TO HEARING)		
SPEAKERS* (O) (F)	PETITIONS (O) (F)	LETTERS (O) (F)

*(O) = Opponents (F) = In Favor

PROPERTY LOCATION MAP

Site Address:
5550 Grosvenor Boulevard
Los Angeles, CA 90066



**STAFF ANALYSIS
PROJECT NUMBER R2009-02015-(2)
GENERAL PLAN AMENDMENT NO. 200900013
ZONE CHANGE NO. 200900013
CONDITIONAL USE PERMIT NO. 200900150
ENVIRONMENTAL CASE NO. 200600147**

ENTITLEMENTS REQUESTED

- **General Plan Amendment:** To amend the land use policy map category from “1-Low Density Residential” (1 to 6 dwelling units per acre) to “4-High Density Residential” (22 or more dwelling units per acre).
- **Zone Change:** To change the zoning from “R-3-DP” (Limited Multiple Residence – Development Program) and “R-1” (Single Family Residence) to “R-4-DP” (Unlimited Residence – Development Program).
- **Condition Use Permit:** To authorize the construction, operation and maintenance of a 216-unit apartment complex and appurtenant parking facilities in the proposed DP zone.

PROJECT DESCRIPTION

The applicant, Din/Cal, Inc., proposes to construct a 216-unit apartment complex (Millennium-Playa Del Mar Project) on 4.93 gross acres (4.36 net acres) within the incorporated community of West Fox Hills at the intersection of Grosvenor Blvd and Jefferson Blvd. The apartment complex consists of one building wrapped around a 433-space, four and one-half story parking structure and two courtyards. The apartments range from one bedroom to two bedroom units. The maximum height of the project will not exceed four and one-half stories or 56 feet. In addition to the two courtyards, appurtenant facilities include a pool, fitness center, three additional finger courtyards, and landscaping.

The project site is located in a pocket of unincorporated area surrounded by the City of Los Angeles to the east, west, and south near the intersections of Jefferson Blvd and Centinela Blvd.

The project site is currently developed with a church, surface parking, and single-family residence. Existing structures are to be demolished resulting in 15,000 cubic yards of

demolition debris to be transported off-site. The construction of the proposed apartment complex will result in 31,900 cubic yard of grading.

A Draft Environmental Impact Report (DEIR) has been prepared for the proposed project. Potential adverse impacts identified in the report are, geology, noise, air quality, traffic and access, visual resources, hydrology and water quality, and solid waste service.

The DEIR concluded that with the exception of noise and air quality during construction, these potential adverse impacts can be mitigated to a level of less than significant impact with the implementation of the mitigation measures presented in the DEIR.

DESCRIPTION OF SUBJECT PROPERTY

Location: The subject property is located at 5544 and 5550 Grosvenor Blvd within the unincorporated community of West Fox Hills, Playa Del Rey Zoned District of the Second Supervisorial District. The property is bounded by Grosvenor Blvd to the west and Jefferson Blvd to the south, near Centinela Ave to the east. SR-90 (Marina Fwy) lies to the north and I-405 (San Diego Fwy) lies to the east of the project site.

Physical Features (topography, vegetation): The subject property is 4.93 gross acres (4.36 net acres) with 2-foot contours. The site is developed with a church and paved, surface parking lot spanning much of the property. A small lawn is provided near the church.

Access: Grosvenor Blvd via Jefferson Blvd, and Juniette St via Centinela Ave.

EXISTING ZONING

Subject Property: R-3-DP

Surrounding Properties:

North: R-1

East: C-3 (Unlimited Commercial), City of Los Angeles

South: City of Los Angeles

West: City of Los Angeles

EXISTING LAND USES

Subject Property: Church and single-family residence

Surrounding Properties:

North: Single-family residences

East: Unincorporated County: office buildings, single-family residence. City of Los Angeles: elementary school, office building, single-family residence.

South: City of Los Angeles: apartments

West: City of Los Angeles: office buildings, manufacturing, gymnastics center

PREVIOUS CASES/ZONING HISTORY

In 1960, Ordinance No. 7787 was adopted establishing the R-1 zoning on the subject property.

In 1984 and 1987 Ordinance No. 84-0121Z and Ordinance No. 87-0048Z, respectively, established the R-3-DP zoning on the subject site.

In 1987, Project No. 85028 consisting of Conditional Use Permit 85019, Parking Permit 85004, Revised Tract Map 33003, and Zone Change 85008 was approved. The project permitted the construction of a church not to exceed 61 feet in height, with a maximum occupant load of 1,600 in the largest assembly room with a minimum of 320 parking spaces.

EXISTING SITE CONDITIONS

The property is currently developed with a 30-foot high church building in the center of the property surrounded by a paved surface parking lot. The occupant load of the church is 1,200. The property was permitted for a minimum of 320 parking spaces.

In addition to the church, a single-family residence and detached garage associated with the church is on the northwest corner of the project site.

PROPOSED SITE PLAN

The project site is a rectangular, 4,93 gross acre (4.36 net acre) property spanning from Grosvenor Blvd on the west to nearly Centinela Ave on the east. Prior to the construction of the proposed project, existing structures will be removed. In its place, a new 216-unit apartment building and parking structure with a maximum height of 56 inches is proposed.

The proposed apartment complex is one building wrapped around two courtyards and a parking structure. Dwelling units consist of 106 one-bedroom units and 110 two-bedroom units ranging in floor area from 724 square feet to 1,361 square feet. The gross floor area of the apartment complex including the parking structure, driveways, and landscaping is 294,980 square feet.

Building height is graduated, ranging in height from 28 feet on the north to 56 feet on the south, or two-story townhomes on the north near single-family residences to 4.5-story parking structure on the south near the existing two and one-half to four-story apartment buildings. Driveway and dedicated fire lane is located along the northern property line. Design elements at the northern boundary include an entry plaza, finger courtyards, and two-story townhomes

Access is taken directly from Grosvenor Blvd via a 28-foot wide driveway. The driveway runs along the length of the northern property line. Only the western half of the driveway up to the parking structure is open for egress and ingress. The eastern half is a gated, dedicated fire lane. Secondary access is provided by an existing alley that runs along the length of the southern property line.

Parking is provided by a four and one-half story deck structure with 433 parking spaces.

Amenities in the apartment complex include a swimming pool, fitness center, communal courtyards, and private decks.

COUNTYWIDE GENERAL PLAN CONSISTENCY

Land Use Policy Map Designation

The subject property is currently classified as "1" or "Low Density Residential", which allows one to six dwelling units per acre. One of the entitlements requested is a plan amendment to change the category to a "4" or "High Density Residential", which allows 22 or more dwelling units per acre.

According to the General Plan, properties with Low Density Residential classification are appropriate for single-family detached housing units typical of suburban developments. The intent of this classification is to maintain the character of existing low-density residential neighborhoods and also to provide additional areas to accommodate future market demand. (1980 General Plan III-23)

The requested land use map policy classification is a Category "4" or "High Density Residential." According to the General Plan, properties in this category are suitable for medium and high-rise apartments and condominiums three or more stories in height. The intent of this classification is to provide for high-density residential development in appropriate locations, conveniently accessible to or within multipurpose urban centers. Densities generally exceed 22 units per gross acre.

Housing Element Goals and Policies

On August 5, 2008, the County adopted the Housing Element of the General Plan. The goals of the Housing Element are as follows:

Housing Availability

- Goal 1:** A wide range of housing types in sufficient supply to meet the needs of current and future residents, particularly persons with special needs, including but not limited to low income households, seniors, persons with disabilities, single-parent households, the homeless and at-risk-homeless, and farmworkers.
- Goal 2:** Sustainable communities with access to employment opportunities, community facilities and services, and other amenities.

Housing Affordability

- Goal 3:** A housing supply that ranges broadly in housing costs to enable all households, regardless of income, to secure adequate housing.
- Goal 4:** A housing delivery system that provides assistance to low and moderate income households and those with special needs.
- Goal 5:** Neighborhoods that protect the health, safety, and welfare of the community, and enhance public and private efforts in maintaining, reinvesting in, and upgrading the existing housing supply.

Goal 6: An adequate supply of housing preserved and maintained in sound condition, located within safe and decent neighborhoods.

Goal 7: An affordable housing stock that is maintained for its long-term availability to low and moderate income households and those with special needs.

Equal Housing Opportunity

Goal 8: Accessibility to adequate housing for all persons without discrimination in accordance with Federal and State fair housing laws.

Implementation and Monitoring

Goal 9: Planning for and monitoring the long-term affordability of sound, quality housing.

COMPLIANCE WITH APPLICABLE ZONING STANDARDS

R-4-DP Zone Development Standards

The applicant is requesting a zone change to R-4-DP. The proposed project meets the development standards of the requested zone as follows:

Yard Requirements

County Code Section 22.20.380 requires a front yard of 15 feet, side yard of five feet plus one foot for each story by which any structure thereon exceeds two stories in height, and rear yard of 15 feet.

The project complies with the setback requirements for the requested R-4 Zone. The site plan depicts front and rear yard setbacks of 15 feet each, side yard setbacks of six feet on the north, and seven to nine feet setback on the south.

Dwelling Unit Density

County Code Section 22.20.390 for an R-4 Zone limits density to 50 units per net acre.

The project complies with the density for the requested R-4 Zone. The site has a lot area of 4.36 net acres and the density allowed by zoning for this lot size would be 218. The proposed density is 216 units.

Parking

County Code Section 22.52.1180 provides parking standards for residential uses. Each one-bedroom apartment requires one and one-half parking spaces. Each two-bedroom apartment requires two parking spaces. Parking spaces are required to be standard size. Guest parking at a ratio of one space for every four dwelling units is also required.

The total required parking for 106 units one-bedroom units and 110 are two-bedroom units, plus guest parking is 433 spaces. The parking table on the site plan indicates that 433 spaces are provided for the proposed 216 units.

Green Building Program

The proposed project is subject to the Green Building Program Ordinances as follows:

Green Building

- Design to achieve at least 15% more energy efficiency than the Title 24 2005 California Energy Efficiency Standards
- Recycle/reuse at least 65% of non-hazardous construction/demolition debris by weight.
- Install a smart irrigation controller for all proposed landscaping.
- Plant at least one 15-gallon tree per 5,000 square feet of developed area. At least 50% of the trees must be selected from the Drought Tolerant Approved Plant List.
- Install high-efficiency toilets.
- Third party Leed Certification or equivalent.

Low Impact Development (LID)

The proposed project is subject to LID. Best Management Practices that promote infiltration, storage, and beneficial use of stormwater runoff are required as determined by DPW.

Drought Tolerant Landscaping

- Minimum 75 percent of all landscaping must be drought-tolerant.
- Grass or turf must not exceed 25 percent of all landscaping, may not exceed a total of 5,000 square feet, must be water-efficient, and have a minimum width of five feet.
- Group plants with similar watering needs

A notarized copy of a covenant agreeing to landscape and maintenance of the property in accordance with the Drought Tolerant Ordinance is a condition of approval.

BURDEN OF PROOF/FINDINGS

Conditional Use Permit Burden of Proof

Per section 22.56.040 of the zoning code, the applicant shall substantiate to the satisfaction of the Planning Commission, the following facts:

- A. That the requested use at the location proposed will not:
 - 1. Adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area, or
 - 2. Be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site, or
 - 3. Jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.

- B. That the proposed site is adequately served:
 - 1. By highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and
 - 2. By other public or private service facilities as are required.

Applicant's CUP Burden of Proof responses are attached.

Zone Change Burden of Proof

Pursuant to Los Angeles County Code Section 22.16.110, the applicant must meet the burden of proof requirements for a zone change as follows:

- A. Modified conditions warrant a revision in the zoning plan as it pertains to the area or district under consideration;
- B. A need for the proposed zone classification exists within such area or district ;
- C. The particular property under consideration is a proper location for said zone classification within such area of district;
- D. Placement of the proposed zone at such location will be in the interest of public health, safety and general welfare, and in conformity with good zoning practice;

Applicant's zone change Burden of Proof responses are attached.

General Plan Amendment Burden of Proof

The applicant must meet the following burden of proof for a general plan amendment:

- A. A need for the proposed General Plan Amendment exists because:
- B. The particular amendment proposed is appropriate and proper;
- C. Modified conditions warrant a revision to the County of Los Angeles Local Plan;
- D. Approval of the proposed General Plan Amendment will be in the interest of

public health, safety, and general welfare and in conformity with good planning practices.

Applicant's General Plan Amendment Burden of Proof responses are attached.

Urban Infill Burden of Proof

Although this is not an urban infill project which allows higher density than would be allowed by the existing General Plan Land Use Policy Map classification, the applicant provided the attached burden of proof in support of higher density proposed by the project.

ENVIRONMENTAL DOCUMENTATION

A Draft Environmental Impact Report (DEIR) has been prepared for the proposed project. Potential impacts identified in the report are, geology, noise, air quality, traffic and access, visual resources, hydrology and water quality, and solid waste service.

The DEIR concluded that with the exception of noise and air quality during construction, these potential impacts can be mitigated to less than significant impact with the implementation of the mitigation measures presented in the DEIR. It has been determined that during construction, there will be unavoidably significant impact on noise and air quality. These will require an adoption of the Statement of Overriding Consideration.

Compliance with the mitigation measures as provided in Table 2.0-1 of the DEIR is required as a condition of approval. Following is a summary of the impacts addressed in the DEIR:

Impact	Cause of Impact	Mitigation
Geology	Earthquake and liquefaction	– Proper compaction of soil, foundation design, and removal of unsuitable materials.
Noise	Unavoidably significant during construction as noise levels would exceed standards set by the County Noise Ordinance .	– Construction equipment that will be used for more than two days must be fitted with factory silencing features. – Construction activity is limited to 8 AM to 5 PM, Monday through Fridays only, unless otherwise authorized. – Post contact number and keep a log of complaints.

STAFF ANALYSIS

Air Quality	Unavoidably significant during construction as the emissions level would exceed SCAQMD threshold.	– Develop and implement a construction management plan and dust control plan, including covering trucks, consolidating truck deliveries, checking for asbestos during demolition, watering, covering or applying soil binders to exposed piles.
Traffic and Access	Morning peak hour traffic at the intersection of Grosvenor Blvd and Jefferson Blvd.	– Traffic signals with an Automated Traffic Surveillance and Control System an Adaptive Traffic Control System. Deposit \$200,000 to the City of Los Angeles for the installation of the traffic signal.
Visual Resources	Interior lighting of the parking structure and headlights may adversely impact existing apartment to the south.	– Shield exterior and other lighting from within the parking structure to prevent light from spilling into adjacent properties.
Hydrology and Water Quality	Site runoff from surfaces, including roofs and pavement.	– NPDES and SWPPP permits required to prevent erosion, sedimentation, and flooding impacts.

COUNTY AGENCY COMMENTS AND RECOMMENDATIONS

Department of Public Works

At the time of this report, Department of Public Works is awaiting additional information from the applicant before recommending project conditions.

Fire Department

The Fire Department recommended the following conditions in a letter dated April 26, 2010: test fire hydrants prior to construction, design concrete pavers to support minimum load of 75,000 lbs, provide gates that allow 28 feet of unobstructed access, provide permanent exterior stairs for roof access, and post No Parking/Fire Lane signs in the south alley. (Letter Attached)

Department of Public Health

In a letter dated April 22, 2010, Department of Public Health recommended the following conditions: 1) utilize established public water supply and public sewer, 2) comply with the County Noise Control Ordinance. (Letter Attached)

LEGAL NOTIFICATION/COMMUNITY OUTREACH

The Notice of Public Hearing and Notice of Completion and Availability were mailed to the applicant, 91 neighbors within a 500-foot radius of the project site, and 41 other interested parties on March 15, 2010. Required case materials were mailed to the Culver City Julian Dixon Library on April 2, 2010. Newspaper advertisements were published in LA Opinion and the Argonaut on March 18, 2010. Hearing notices were posted at the site on April 12, 2010, thirty days in advance of the hearing date.

PUBLIC COMMENTS

In Opposition

Thirteen form letters were received in opposition to the proposed project. The letter states that the proposed density would be out of character with the existing single-family neighborhood and inconsistent with the density allowed by the existing General Plan land use classification. (Letter attached)

In letters dated April 28, 2010, the attorney for the adjacent apartment owner to the south, submitted letters opposing the proposed project. (Letters attached) The letters noted the following issues with the EIR:

- Inadequate EIR ignores environmental impacts and omits reasonable alternatives.
- Project objectives are conclusionary and based upon non-relevant information.
- EIR omits a feasible and reasonable alternative – the “Reasonable Alternative.”
- EIR fails to analyze long-term impacts of noise, air quality, and light.
- Inadequate EIR requires recirculation.

In a letter dated April 28, 2010, the president of the Del Rey Homeowners & Neighborhood Association provided opposition comments and forwarded the opposition letters and petitions described below.

In a letter dated March 14, 2008, in response to the Notice of Preparation, the Del Rey Neighborhood Council Planning Committee expressed concern regarding project size, ingress/egress, parking, geology, parkland, economic, and view impacts. Along with the letter, a petition opposing the project with 122 signatures were submitted. The Council submitted another letter of opposition on January 14, 2010. (Letter and petitions attached)

In a letter dated April 27, 2010, Bill Rosendahl, Councilmember, Eleventh District, of the City of Los Angeles, submitted a letter on the DEIR, expressing concerns regarding the proposed project's height, density, impacts, scale, and affect on community character. Along with this letter, a petition opposing the project with 101 signatures was submitted. (Letter and petitions attached)

In Support

One letter of support from the neighbor to the north of the project site was received disclaiming local HOA opposition and stating support of the project because the applicant met frequently with the neighbors, kept them apprised of the proposal, and revised the project scale in response to neighborhood input.

STAFF EVALUATION

The applicant is proposing a 216-unit apartment complex with 433 above ground parking structure at the corner of Grosvenor and Jefferson Blvds. The project site is adjacent to single-family residences on the north; a mix of office building, elementary school, and single-family residences to the east; apartment buildings to the south; and commercial and light industry to the west. Since 2009, the applicant has conducted extensive community outreach and attended the Del Rey Homeowners and Neighborhood Association meetings. Despite this outreach, an agreement between the developer and the neighbors on the appropriate density for the project has not been reached. Neighbors include the Del Rey Homeowners & Neighborhood Association, Del Rey Neighborhood Council Planning Committee, and Councilmember Bill Rosenthal of the City of Los Angeles.

The issue of density and project impacts can be argued both ways. Proponents of the project proposal for 50 dwelling units per acre can cite higher density to the south, including the Village at Playa Vista, and commercial and light industrial uses to the west. Opponents can cite incompatibility with the existing single-family residential neighborhood to the north and east.

South of the project site are three apartment buildings. These buildings range in height from two and one-half to four stories. The density of these apartment buildings are 99 units per acre. Further south, across Jefferson Blvd, is the site of the future Village at Playa Vista approved by the City of Los Angeles in March 2010. The Village project site is approximately 99.3 acres and will feature 2,600 residential units, 175,000 square feet of office space, 150,000 square feet of retail space, 40,000 square feet of community serving uses, 11.4 acres of park, 1.0 acres of bicycle path, and 0.4 acres of open space. The portion of the Village south of the proposed project site is designated

by the City of Los Angeles as "High Medium" land use category, which allows for a density range of 55 to 109 dwelling units per acre.

West of the project site, extending several blocks nearly to Lincoln Blvd, are office, commercial, and light industrial buildings.

North of the project site is the unincorporated community of West Fox Hills, which contains single-family residences.

East of the project site are an office building and a single-family residence. Further east, across Centinela Ave, is Playa Del Rey Elementary School and offices fronting Centinela beyond which are single-family residences.

In addition to the neighboring land use pattern, the larger regional context of the proposed development is its location. The project site is bounded by Culver City on the north, Loyola Marymount University, Playa Del Rey, and LAX to the south, Marina Del Rey and Venice Beach to the west. Regional access is provided by freeways near the project site, SR-90 (Marina Fwy) to the north and I-405 (San Diego Fwy) to the east.

Other issues raised by project proponents and opponents include jobs, housing, traffic, and view impacts. Proponents may argue that higher-density residential development near the job center to the west and Village at Playa Vista is a good housing-employment match. Opponents may argue it creates more traffic.

STAFF RECOMMENDATION

Staff recommends that this item be continued to allow continued dialogue between the applicant, community groups, and other stakeholders regarding these and other areas of concern. A community meeting has been scheduled for the evening of May 5th, 2010.

SUGGESTED APPROVAL MOTION

I MOVE THAT THE REGIONAL PLANNING COMMISSION CONTINUE THIS ITEM TO _____.

Prepared by Mi Kim, Principal Regional Planning Assistant
Reviewed by Mark Child, AICP, Supervising Regional Planner

**PROJECT NO. R2009-02015-(2)
GENERAL PLAN AMENDMENT NO. 200900013
ZONE CHANGE NO. 200900013
CONDITIONAL USE PERMIT NO. 200900150**

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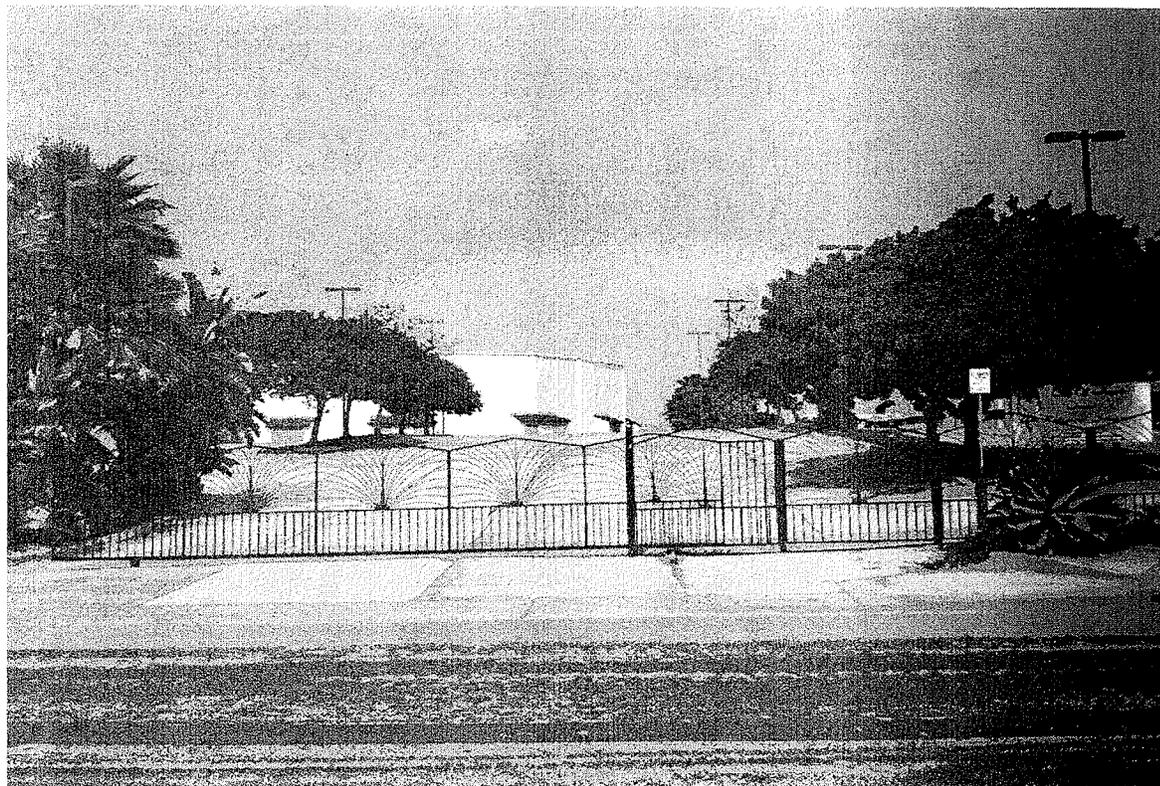
STAFF ANALYSIS

Attachments:

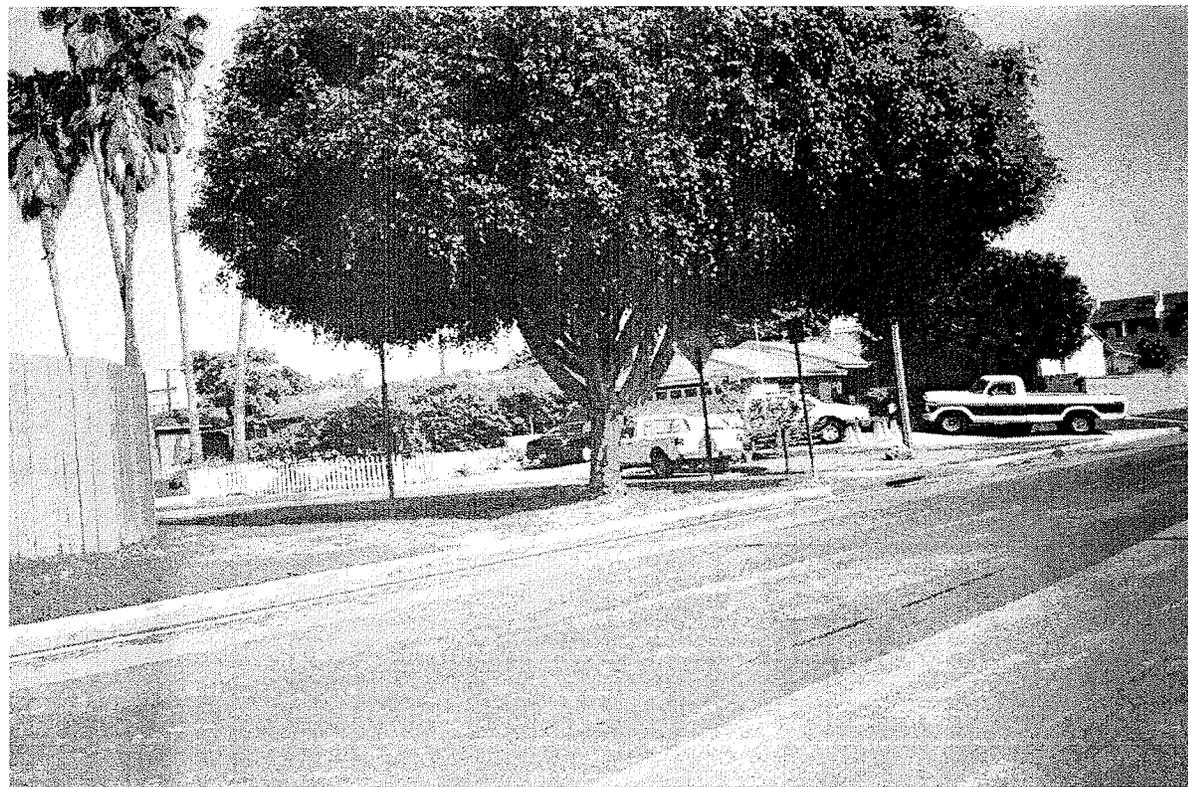
Factual
Property Location Map
Plan Amendment Burden of Proof
Zone Change Burden of Proof
Conditional Use Permit Burden of Proof
Environmental documents
Plan Amendment Map and Resolution
Zone Change Map and Resolution
Letters in Support
Letter in Opposition
Site Plan, Floor Plan and Elevations
Land Use Map
GIS Map
Site Photos

MC:MKK 4/28/10

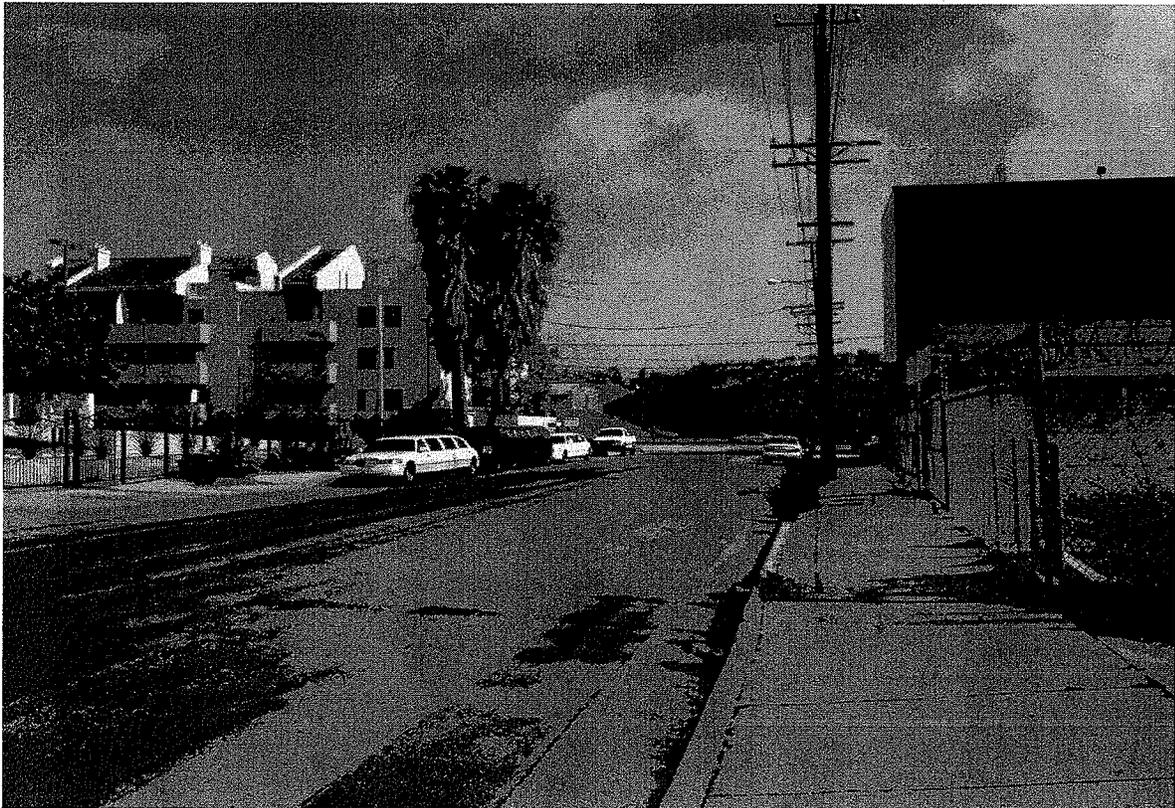
Subject Property:



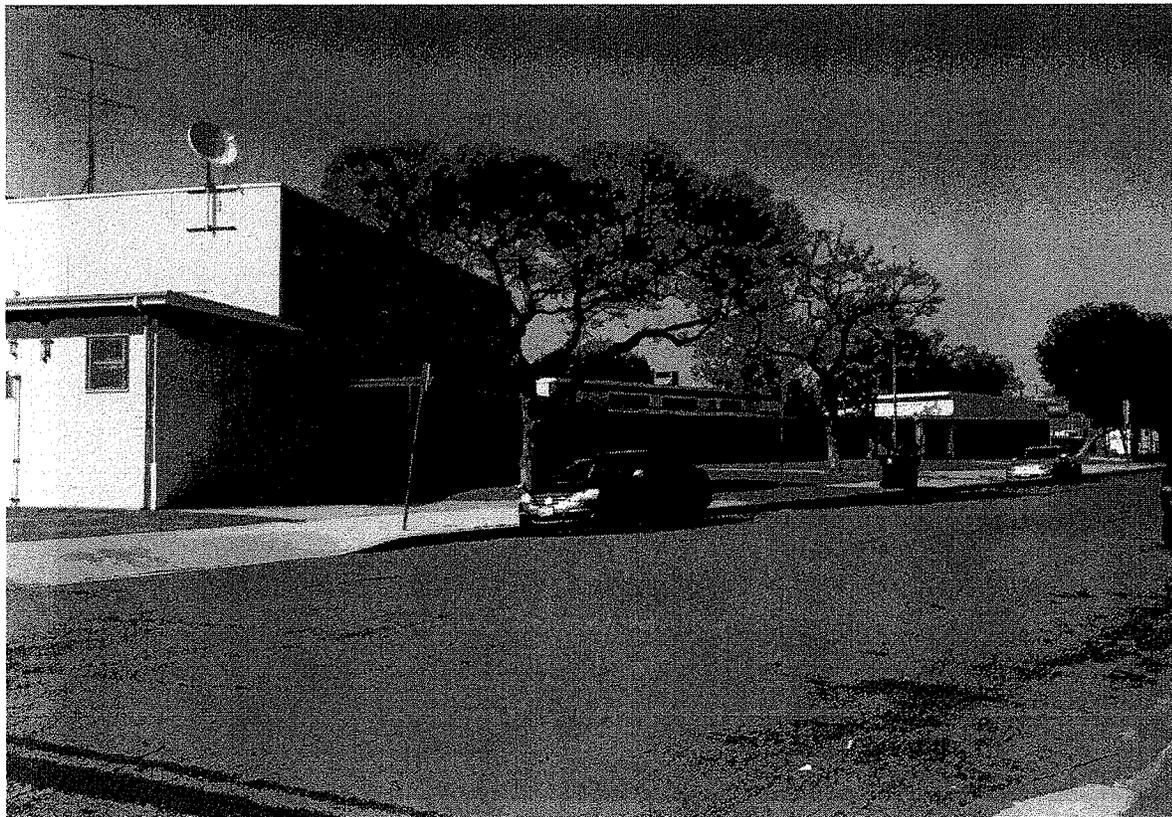
View North:



View South:



View East:



View West:

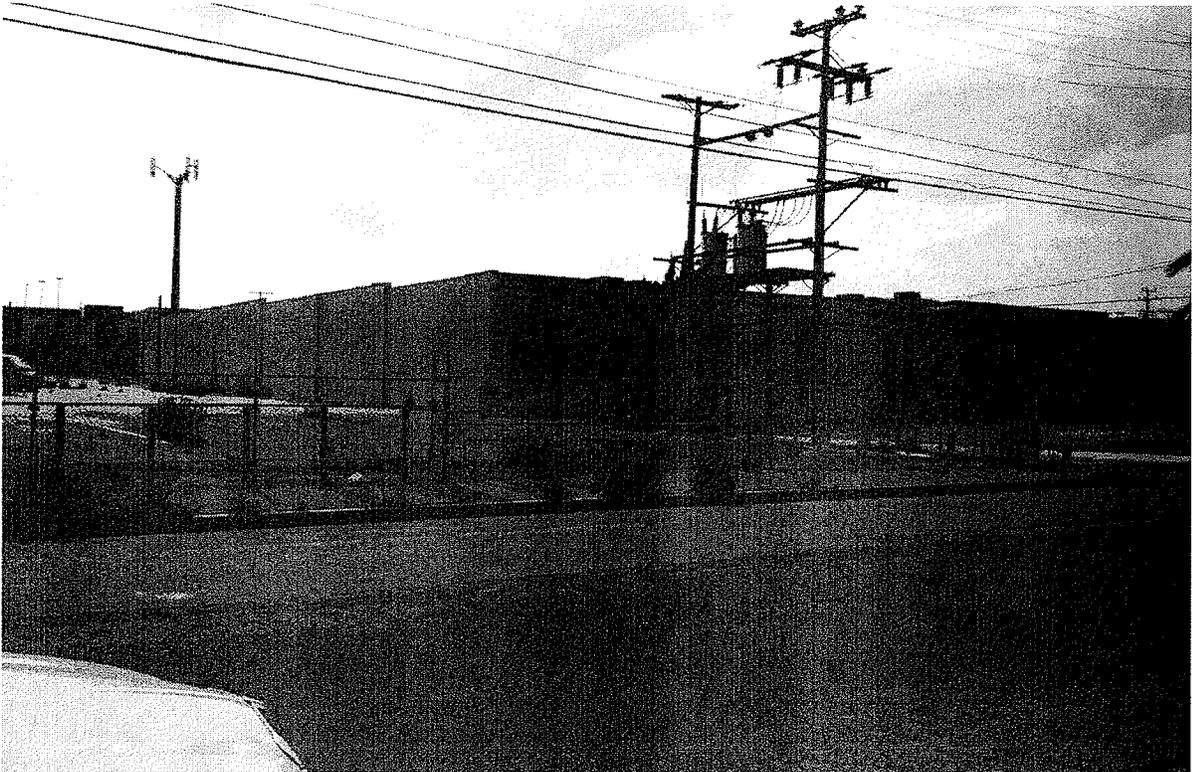


Exhibit B

**Millennium-Playa del Mar Apartments: Din/Cal, Inc. (Applicant)
Burden of Proof Statements (General Plan Amendment, Zone Change & Conditional
Use Permit-DP)**

This exhibit has been prepared pursuant to Sections 22.16.070 *et seq.* and 22.56.1630 of the Los Angeles County Code (LACC), which contain, respectively, the requisite findings for approval of a General Plan amendment, zone change and conditional use permit in unincorporated Los Angeles County. Each required finding is listed below in italicized, bolded font. The applicant's description of how the proposed development project satisfies each finding follows in normal font.

Required Findings for the Project General Plan Amendment:

A. *A need for the proposed General Plan Amendment exists because:*

There is a compelling need for additional housing in County unincorporated areas:

"The availability of housing is of vital Statewide importance, and the early attainment of decent housing and a suitable living environment for every Californian, including farmworkers, is a priority of the highest order." (CA Govt. Code Section 65580)

The Board of Supervisors of the County of Los Angeles has acknowledged that the unincorporated County suffers from a lack of housing stock, and that the County's housing supply shortage is projected to worsen over the coming years. The production of new housing within the unincorporated County is made more difficult by the lack of suitable sites within urbanized portions of the unincorporated County upon which to construct new housing. This issue is addressed in the County's recently adopted 2008 General Plan Housing Element ("2008 GPHE"):

As a mature jurisdiction, the developable portions of the unincorporated areas of Los Angeles County are substantially built out. Many communities, but not all, have little or no vacant land remaining for development. This lack of adequate land inventory increases land value and becomes a constraint to developing affordable housing.¹

The need for development at greater housing densities in County unincorporated areas has been recognized by members of the public. During the

¹ 2008 GPHE, Page 1-2.

housing workshops hosted by the Department of Regional Planning in preparation of the 2008 GPHE, County residents called for the promotion of higher-density residential development as a means to combat the lack of housing opportunities in the unincorporated areas, and also cited the lack of supply of multi-family developments as one cause for the housing shortfall in County unincorporated areas.²

The following “planning assumptions,” which guided the County’s preparation of its 2008 GPHE, speak to the County’s housing dilemma:

- Housing demand, especially for affordable housing, will remain high in unincorporated areas of the County;
- Consistent housing construction to meet the County’s regional housing goals will be needed to keep pace with the County’s expected rate of population growth; and
- There will be a continued decrease in land available for new housing throughout the County, coupled with a continued increase in pressure to preserve open space and agricultural land.

As a prescription for this shortage of suitable housing development sites, the County’s 2008 Housing Element proclaims: **“Higher density housing is needed to balance the shortages of land for development and the increasing needs for housing and commerce.”**³

The 2008 GPHE contains programs intended to advance the County’s housing policy of encouraging development of multi-family housing on urban infill lots that are either vacant or developed with underperforming or underutilized commercial uses. For example, the GPHE calls for the establishment of “Transit Oriented Districts” as a means to encourage urban infill development on vacant or underutilized sites; promote and encourage transit oriented development along major transportation corridors; encourage mixed use development to facilitate the linkage between housing and employment opportunities; and promote increased residential density in appropriately designated areas.⁴

The State has taken a proactive role to make sure that local governments are each doing their part to protect suitable sites for new housing developments. Pursuant to recent changes in the State law, a local jurisdiction must now provide an inventory of

² 2008 GPHE, Page D-7, Appendix D - Public Participation

³ 2008 GPHE, pages I-1 and I-2.

⁴ 2008 GPHE, pg. 2-4.

residential sites to accommodate its share of the regional housing need.⁵ The State law further mandates that a local jurisdiction make findings to demonstrate its continued ability to accommodate its Regional Housing Needs Allocation (“RHNA”) when approving a residential development at a density below that used in the Housing Element or when approving a zone change or general plan amendment that reduces the residential development potential of the site.⁶ These new laws comport with the State mandate that local governments provide sufficient land to accommodate a variety of housing opportunities for all economic segments of the community.

The 2008 GPHE also references the County’s longstanding “Infill Policy” in advocating for the development of underutilized urban infill lots with multi-family housing projects in order to meet the County’s housing needs. The Infill Policy permits development to occur at a higher density than the specified General Plan designation, if certain findings, including comparable densities in the surrounding area, can be made. The 2008 GPHE estimates that, using the Infill Policy and other planning tools (i.e., zone changes and plan amendments, where appropriate), approximately 9,400 new dwelling units could be developed on underutilized and vacant residential sites throughout the urban unincorporated areas of the County, and approximately 14,000 new units could be developed on the unincorporated County’s underutilized or vacant commercial sites.⁷

The County has established objectives as part of the 2008 GPHE in order to implement its stated goal of identifying additional sites for multi-family housing in County unincorporated areas. These objectives include the identification of adequate sites with available water and sewer services to facilitate and encourage the development of a variety of types of housing for all income levels (which infrastructure is typically in place in the County’s underutilized or vacant urban parcels).⁸

The Proposed Project Fulfills the County’s Aforementioned Housing Objectives:

The 4.93-gross-acre subject property comprises the southerly-most extent of a rather unique urban County “island” within west Los Angeles. The City of Los Angeles bounds the property to the south, east and west. Development surrounding the subject property includes multi-family use (apartments of a density commensurate with that being proposed in the subject project) immediately to the south (in the City of LA), light industrial and office uses to the west across Grosvenor Boulevard (in the City of LA), commercial uses and residential uses to the east (in the City of LA) and single-

⁵ SB AB 2348 Mullin

⁶ SB 2292 Dutra

⁷ 2008 GPHE, Pages 2-32 and 2-33

⁸ 2008 GPHE, Page B-12, Table B-1, Program No. 44.

family residential development immediately to the north (in unincorporated County area).

The subject property is comprised of two adjoining lots, one of which is developed with a large church facility and surface parking and the other of which is a small single-family residential lot developed with a residence that is owned and rented out by the church. The subject property is currently zoned R-3-DP (the 4.21-net-acre church lot) and R-1 (the small 0.14-net-acre single-family residential lot). Per the subject property's current site zoning (which the applicant proposes to change to R-4-DP as part of this application to facilitate development of the project), a maximum of approximately 30 dwelling units per acre could be developed on the site; however, the site's R-3-DP zoning is in conflict with the property's Low-Density General Plan category (which would allow a maximum of 6 dwelling units per acre).

As outlined above, the County is in need of new housing to meet current and future demand. To assist in meeting this demand, the County has a policy of encouraging the redevelopment of urban infill properties that are developed with underperforming, outdated and/or unviable land uses with new housing, in appropriate cases. In this instance, the subject property is currently improved with a large church (Church of Religious Science of Los Angeles) and an adjoining residence which is owned and rented out by the church. The church plans to cease operations at the site and use the proceeds from the sale of its property to increase funding to its "City of Angels Children's Charities & Scholarship Foundation," which provides collegiate scholarships to at-risk youth.

The applicant, Din/Cal, Inc. (a subsidiary of the Dinerstein Companies), is under contract to purchase the subject property from the church. The Dinerstein Companies is a recognized national leader in residential apartment community development and operations. Established in 1955 in Houston, Texas (where it still maintains its headquarters), the Dinerstein Companies is a family owned and operated residential builder, which, since its beginning in 1955, has developed and constructed over 50,000 multi-family units in 26 states. Currently, the Dinerstein Companies' construction division ranks eighth largest in the country. Significantly, the Dinerstein Companies is also a recognized leader in building environmentally-sustainable multi-family housing projects, with over \$332,000,000 worth of LEED Silver-designated and higher housing product currently under construction throughout the country. The Dinerstein Companies is currently constructing three projects in Southern California, including a LEED-Silver-designated apartment project in the Warner Center community of the City of Los Angeles.

Din/Cal, Inc. proposes to redevelop the 4.93-gross-acre subject property with a multi-family housing development containing 216 quality apartments affording a variety of unit types and sizes. To facilitate the planned multi-family development, the applicant is requesting a General Plan amendment to change the property's General Plan designation from "Low-Density 1" to "High-Density 4." Approval of the proposed General Plan amendment to High-Density 4 would facilitate the development of multi-

family dwellings on the site at an approximate project density of 44 units per gross acre (or 50 units per net acre).

The requested General Plan amendment is both needed and justified to accommodate the planned housing development. The County should approve the applicant's General Plan amendment request and facilitate this project because, as outlined in the findings below, the proposed new multi-family housing development has been designed (aesthetically, functionally, physically and environmentally) to be compatible with and complimentary to surrounding uses; the development will serve to maintain or enhance the peace, health, comfort and general welfare of the community, and will not prove a detriment to persons' use or enjoyment of property in the surrounding area; the project will provide on-site parking in compliance with County standards and will appropriately mitigate traffic in conformance with County and City of Los Angeles standards; public services and utilities (schools, law enforcement, fire protection, sewer, electrical, gas and water) are in sufficient supply to service the project; the housing project is proposed on an underutilized urban infill site that is appropriate for multi-family housing development, being in close proximity to an expanding commercial office sector, adjacent to apartments of similar density and proximate to public transportation lines; and the project will contribute high-quality multi-family housing to the County's housing stock and will generate additional property tax revenues to help fund the County's social programs.

B. *The particular amendment proposed is appropriate and proper because:*

The requested General Plan amendment is appropriate in order to facilitate the proposed new multi-family residential project. As noted, the proposed project responds directly to the County's need for new multi-family housing stock. Approval of the requested General Plan amendment is proper because it will facilitate development of a residential project that will be fully compatible with surrounding land uses and will serve to complement and enhance existing residential, commercial office and light industrial uses in the neighborhood. The proposed General Plan amendment is also proper in that it will facilitate redevelopment of an outdated building with new well-designed, high-quality, environmentally-sustainable multi-family residences. The project will also improve public safety through its provision of new Fire Department access between the project and the adjacent single-family neighborhood to the north. Moreover, the proposed project will enhance the neighborhood aesthetic through the replacement of outdated structures and acres of surface parking with attractive, environmentally-sensitive housing and lush landscaping.

As noted, the applicant has much experience developing environmentally-conscious housing projects. Some energy saving features and designs which may be incorporated into the subject project include:

- Cool Roof to reduce Heat Island Effect;

- Covered Parking to reduce Heat Island Effect;
- Energy Efficiency Design to produce a building that is at least 10% more energy efficient than ASHRAE 90.1-2007 Base Building Performance Rating (Energy Efficient Windows, shading devices, HVAC Systems, lighting, etc);
- Use of Water conserving fixtures to reduce water use by at minimal 20% (Showerheads, toilets, and faucets);
- Water Efficient Landscaping to reduce landscape water usage by 50% (drought tolerant and adaptive plants);
- Recycle at least 75% of Demo and Construction Waste;
- Onsite Recycling Centers for our residents;
- Low VOC Construction Materials (Carpets, flooring, paints, adhesives, glues, etc);
- Recycled Materials used in Construction; and
- Secured Bicycle Racks for residents.

The subject property is located within close walking distance to substantial forthcoming retail uses at Playa Vista's "Village," is adjacent to an assortment of high-quality employers to the west (including the world headquarters of the renowned Chiat/Day advertising agency, which is located just down Grosvenor Boulevard from the site to the northwest), and is located in close proximity to public transit lines on Jefferson and Centinela Boulevards. Moreover, the University of Southern California is in the process of locating 300 employees to an office building across Jefferson Boulevard from the subject property, and, within the next six months, Belkin International will also be locating 500 employees to offices located across Jefferson Boulevard from the subject site. In total, over 1,000,000 square feet of office space has been recently completed or is under construction in close walking distance from the subject property, so the proposed housing will be an ideal "walk to work" living alternative for employees of the existing and future offices in the neighborhood. These factors evidence that the property is well situated for the type of high-quality multi-family development proposed.

C. *Modified conditions warrant a revision to the County of Los Angeles General Plan because:*

As noted, the existing church plans to cease operations at the site. These modified conditions represent an ideal opportunity for the County to update its General Plan in the manner proposed in order to facilitate the proposed residential development. As outlined herein, the project offers multiple public benefits, including, among others, provision of new housing opportunities to County residents in the highly-constrained west Los Angeles area; development of the site with a high-quality residential project that will serve to enhance local property values while protecting adjacent uses and generating additional property tax revenues for the County; and improvement of neighborhood aesthetics and safety through the replacement of

outdated structures and surface parking with attractive, environmentally-sustainable apartment residences and landscaping.

D. Approval of the proposed General Plan Amendment will be in the interest of public health, safety and general welfare and in conformance with good planning practices because:

The County's approval of the applicant's requested General Plan amendment would be consistent with good planning practices and would also serve the public health, safety and general welfare in a number of ways. First, as noted, the project will result in the production of much needed multi-family housing in the West Cities portion of the unincorporated County; this directly implements various County General Plan policies calling for the production of new housing in unincorporated areas of the County and is thus consistent with good planning practice.

As noted, the subject property is currently developed with a church, appurtenant surface parking and an adjoining single-family residence owned by the church. In contrast to the existing church building and residence sited on the property, which are devoid of architectural interest and lack quality design (see site photos submitted with application), the architecture and landscape design of the proposed development will be of the utmost quality; the proposed apartments' high-quality architecture and design will contribute positively to residential property values in the neighborhood, which is beneficial to the welfare of the residential property owners in the vicinity. Moreover, unlike the fragmented use pattern of the existing church, which results in heightened and often sporadic traffic impacts to the neighborhood on weekends and evenings during the work week, the proposed residential development will generate traffic more compatible with the residential development to the south and north of the site. The tasteful architecture and rational site layout of the proposed project, combined with the "residential" traffic pattern generated by the development and Code-compliant on-site parking, will result in an enhancement to the local residents' and workers' quality of life and general peace, comfort and welfare.

Importantly, the applicant has designed the project to create an appropriate transition from the mid-rise apartment buildings which are adjacent to the subject property to the south within the City of Los Angeles (fronting on Jefferson Boulevard), to the single-family homes to the north of the site. Aesthetic and physical compatibility between the project's multi-family residential structures and the single-family homes to the north has been assured through buffering the project's northerly edge with an attractive landscaped/hardscaped zone consisting of a 6-foot-wide landscape strip abutting the northerly property and an adjoining 28-foot-wide fire lane; by setting the building back a substantial distance from the northerly property line (the setback varies along the building edge from a minimum of approximately 35 feet to a maximum of approximately 105 feet); and by designing the project with a "transitional height" program for a majority of the northerly lot frontage. As depicted on the site plan submitted with the zoning application, lower-height one- and two-story structures

will be sited along the northerly edge of the proposed development, just southerly of the fire access and landscape buffer sited on the northerly perimeter of the property; building heights will then increase to four stories with the transition from north to south across the subject property.

As noted, the proposed multi-family residential project will generate additional property tax revenue for the County of Los Angeles, which, in turn, will contribute positively to the general welfare as those taxes are apportioned by the County to help fund its social programs. These property tax revenues are in addition to development impact and permit fees to be paid by the applicant prior to construction, which are anticipated to be in excess of \$2.1 million for the approximately \$40 million project. As also noted, the project will improve public safety through its provision of new Fire Department access between the project and the adjacent single-family neighborhood to the north. The project and will also enhance the aesthetics of the neighborhood through the replacement of outdated structures and acres of surface parking with attractive, environmentally-sustainable housing and lush landscaping.

Required Findings for the Project Zone Change:

A. *Modified conditions warrant a revision in the zoning plan as it pertains to the area or district under consideration because:*

As noted, the existing church plans to cease operations at the subject property. These modified conditions represent an ideal opportunity for the County to update its zoning plan for the property in the manner proposed in order to facilitate development of new high-quality housing on the site. As outlined herein, the project offers multiple public benefits, including, among others, provision of new housing opportunities to County residents in the highly-constrained west Los Angeles area; development of the site with a high-quality residential project that will serve to enhance local property values while protecting adjacent uses and generating additional property tax revenues for the County; and improvement of neighborhood aesthetics and safety through the replacement of outdated structures and surface parking with attractive, environmentally-sensitive housing and landscaping.

B. *A need for the proposed zoning classification exists within such area or district because:*

To facilitate the planned development, the applicant is requesting that the County change the subject property's zoning from R-3-DP (4.21 acres) and R-1 (0.14 acres) to R-4-DP. As outlined in detail in the associated General Plan amendment and CUP (DP) findings herein, there is ample need and justification for development of the proposed multi-family housing project; the County's approval of the subject zone changes are prerequisite to development of the proposed project. Approval of the requested zone changes will facilitate the development of a quality multi-family housing project in the highly-constrained housing market of west Los Angeles. In turn, this will

help fulfill the County's housing goals and policies calling for the production of new multi-family housing in order to address current and future housing demand in the County.

At a proposed density of approximately 44 dwelling units per gross acre (50 units per net acre), the multi-family residential complex has been designed in a manner that is respectful of project neighbors and compatible with surrounding development. Creating physical and aesthetic compatibility with the single-family residences to the north of the site is of particular importance to the applicant. Such compatibility has been addressed through the provision of substantial landscaping, hardscaping, building setbacks (as noted, varying between 35 feet and 105 feet) and placement of lower-height one- and two-story structures along the northerly building edge. Moreover, sufficient parking facilities have been programmed for the project so as to prevent spill over parking onto local streets. Any potential traffic impacts will be appropriately mitigated by the applicant in conformance with County and City of Los Angeles standards. Sufficient public services and infrastructure are available to service the project.

C. *The particular property under consideration is a proper location for the proposed zone classification within such area or district because:*

The subject property is located in a pedestrian friendly area that will afford project residents convenient (walking and biking) access to nearby commercial offices, forthcoming retail (Playa Vista's "Village" development) and public transit opportunities. As noted, the existing church plans to cease its use of the subject property. This presents a prime opportunity for the County to update the site zoning to facilitate the proposed housing project, development of which would constitute a major improvement over the existing institutional use of the site. As outlined herein, the project, at the proposed density of approximately 44 units per gross acres (50 units per net acre), has been appropriately designed over the site to achieve physical, aesthetic, environmental and functional compatibility with surrounding uses.

D. *Placement of the proposed zone at such location will be in the interest of public health, safety and general welfare, and in conformity with good planning practice because:*

The numerous conditions imposed by the County as part of the zone change Development Program, to be approved in conjunction with the project conditional use permit, will help ensure that the proposed multi-family residential project is developed and maintained in a manner that protects and enhances the peace, comfort and welfare of persons residing or working in the surrounding area. As noted, the project's architecture, landscaping and site layout have been carefully designed to achieve compatibility with surrounding uses and to result in an aesthetic enhancement to the neighborhood; the applicant will appropriately mitigate any potential traffic

impacts in conformance with County and City of Los Angeles standards; on-site parking has been programmed for the project in compliance with County Code requirements; access to and from the site has been designed to ensure safe and efficient ingress and egress; the project will improve public safety through its provision of a new emergency fire access along the northerly edge of the project site; and the project fulfills important public policy goals calling for the production of new housing in underutilized urban infill sites in the unincorporated County areas, particularly in the west Los Angeles area, where such sites are scarce. These factors evidence that the County's approval of the requested zone changes will be in the interest of the public health, safety and general welfare, and in conformance with good planning practice.

Required Findings for the Project Conditional Use Permit (DP):

A. That the requested use at the location will not:

1. Adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area.

Conditions imposed by the County as part of the Development Program, to be approved in conjunction with the requested conditional use permit, will help to ensure that the proposed multi-family residential project is developed and maintained in a manner that protects and/or enhances the peace, comfort and welfare of persons residing or working in the surrounding area.

As noted, the subject property is currently developed with a church, appurtenant surface parking and a single-family residence which is owned by the church. In contrast to the existing church building and residence, which lack architectural interest and quality design, the architecture and exterior and interior design of the proposed multi-family residential structures will be of the utmost quality; in turn, the proposed development's high-quality architecture and design should contribute positively to residential property values in the neighborhood, which is beneficial to the welfare of the residential property owners in the vicinity. Unlike the fragmented use pattern of the existing church, which results in heightened and often sporadic traffic impacts to the neighborhood on weekends and evenings during the work week, the proposed residential development will generate traffic more compatible with the residential development to the south and north of the site.

The proposed project's tasteful architecture and rational site layout, combined with the residential project's traffic patterns, will result in an enhancement to the local residents' and workers' quality of life and general peace, comfort and welfare. Moreover, as noted, the project will improve public safety through its provision of new Fire Department access between the project and the adjacent single-family neighborhood to the north. As also noted, the project will enhance the neighborhood

aesthetic through the replacement of outdated structures and acres of surface parking with attractive, environmentally-sensitive housing and lush landscaping.

The applicant has designed the project with great attention to its single-family residential neighbors to the north. The applicant has addressed compatibility with the residences to the north by buffering the project's northerly edge with attractive landscaping and hardscaping, a combined 34 feet in width, consisting of a new fire lane and landscaped parkways; by setting the planned multi-family residential buildings back from the northerly property line by a substantial distance of between 35 feet and 105 feet; and by designing the project with a "transitional height" program for the northerly lot frontage (i.e., lower-height one- and two-story residential structures will be sited closest to the northerly property line, and building heights will increase to four stories with the transition from north to south across the property).

The proposed multi-family residences will generate additional property tax revenue for the County of Los Angeles, which, in turn, will contribute positively to the general welfare as those taxes are apportioned by the County to help fund its social programs. Moreover, the project will contribute new multi-family housing stock within the west Los Angeles area of the unincorporated County, which is in critical need of additional housing to meet current and future anticipated housing demands; this only positively contributes to the general comfort, health and welfare.

2. *Be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site.*

To the contrary, the replacement of the existing site improvements (church, surface parking and an adjoining single-family residence) with the proposed high-quality multi-family residences will only serve to enhance property values in the vicinity of the property. Any potential traffic impacts caused by the planned development will be appropriately mitigated in conformance with County of Los Angeles and City of Los Angeles standards. Sufficient parking will be provided on-site to service project residents and their guests, so as to not result in spill-over parking onto local streets. Vehicular access for the project has been designed to ensure safe and efficient ingress and egress. Sufficient public services and infrastructure/utilities are available to service the project. The project has been designed to create soft "green" edges between adjacent uses, with the buildings being designed around landscaped, open courtyards.

The applicant's conformance with the County's numerous conditions imposed under the Development Program CUP for the project will help ensure the construction and operation of the project will not constitute a detriment to the use, enjoyment or valuation of property in the vicinity of the site. The foregoing—in conjunction with the tasteful and appropriate architecture, design and scale of the project—will ensure the planned development is in no way detrimental to, or otherwise detracts from, other persons' use and enjoyment of property in the vicinity of the

project site.

3. Jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.

The applicant has refined the site plan, building layout and architectural design of the proposed project to exacting standards to help ensure the project's compatible with surrounding development, and to ensure the project will in no way endanger or otherwise prove a menace to the public health, safety or general welfare. As noted, sufficient parking has been programmed for the project, consistent with County Code requirements, to ensure the project does not result in off-site parking impacts. Moreover, traffic impacts potentially caused by the planned development will be appropriately mitigated, to County and City of Los Angeles standards. Site access has been designed to ensure efficient traffic circulation into and out of the site. Sufficient public services (Sheriff, fire protection and schools) and utilities (sewer, water, electrical, etc.) are available to service the project.

The proposed massing and scale of the planned development is in keeping with the established development pattern immediately south and west of the site (apartments and light industrial and commercial office uses), yet is responsive to and respectful of existing single-family residences to the north of the site. As described above, the project layout and design aim to ensure compatibility between the proposed multi-family buildings and the single-family residences adjoining the site to the north. Compatibility is achieved through the provision of substantial landscaping and building setbacks on the north property line and through designing the project with a transitional building height program, as described above. The above measures will ensure the project in no way serves to jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.

B. That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this Title 22, or as is otherwise required in order to integrate said use with the uses in the surrounding area.

The proposed multi-family residential project has been designed in conformity with the site development criteria specified in the proposed R-4-DP zoning, including, but not limited to, landscaping, parking (required number of on-site parking spaces), yards, fences, lot coverage, building height and density.

C. That the proposed site is adequately served:

1. By highways or streets of sufficient width, and improved as necessary to carry the kind and quantity of traffic such use would generate.

As described in detail in the project traffic study, access to the property will be provided via fully-improved streets (i.e., via Grosvenor Boulevard from the west and via Juniette Street from the east; access through Juniette will be limited to emergency/Fire Department access). These streets are of sufficient width necessary to carry the kind and quantity of traffic that will be generated by the planned condominiums.

2. *By other public or private service facilities as are required.*

The proposed residences will be adequately served by public fire, law enforcement, utility and/or other public services, as required.

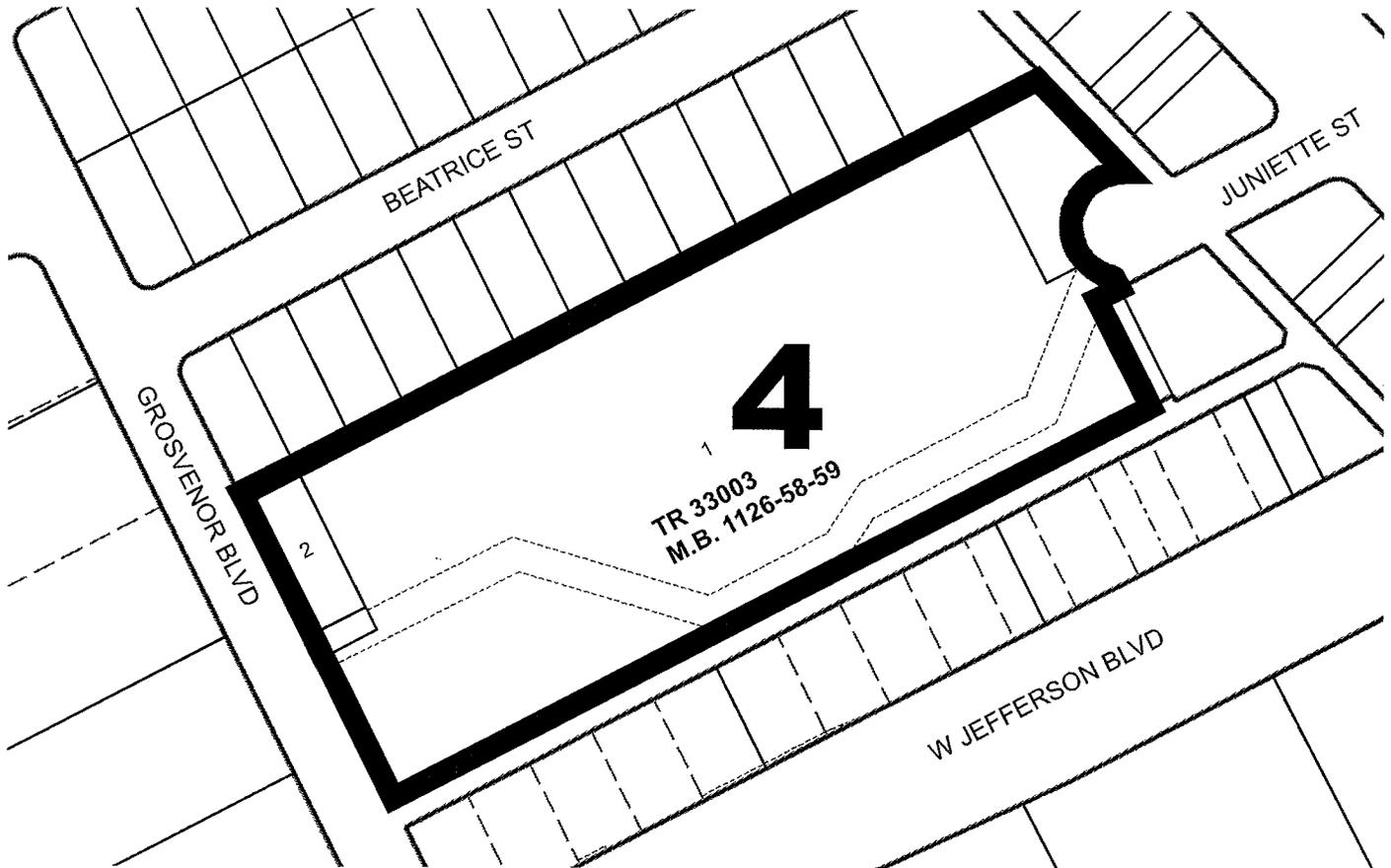
AMENDMENT TO COUNTYWIDE GENERAL PLAN
WEST FOX HILLS COMMUNITY

PLAN AMENDMENT: 200900013

ON:

CATEGORY 1 TO CATEGORY 4

(PROPOSED: HIGH DENSITY RESIDENTIAL 22 OR MORE DU/AC)



LEGAL DESCRIPTION:

LOTS 1 AND 2 OF TRACT NO. 33003 IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AS PER MAP RECORDED IN BOOK 1126 PAGES 58 AND 59 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THAT PORTION OF LOT 1 AS DESCRIBED IN THAT CERTAIN CERTIFICATE OF COMPLIANCE WHICH RECORDED MARCH 25, 2005 AS INSTRUMENT NO. 05-0694025 OF OFFICIAL RECORDS.

LEGEND:

-  PARCELS
-  STREET / RIGHT OF WAY
-  LOT LINE
-  CUT/DEED LINE
-  EASEMENT LINE
-  PLAN AMENDMENT AREA



0 75 150
FEET

COUNTY ZONING MAP
105H161

DIGITAL DESCRIPTION: \ZCOZD_PLAYA DEL REY

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
WAYNE REW, CHAIR
RICHARD J. BRUCKNER, PLANNING DIRECTOR

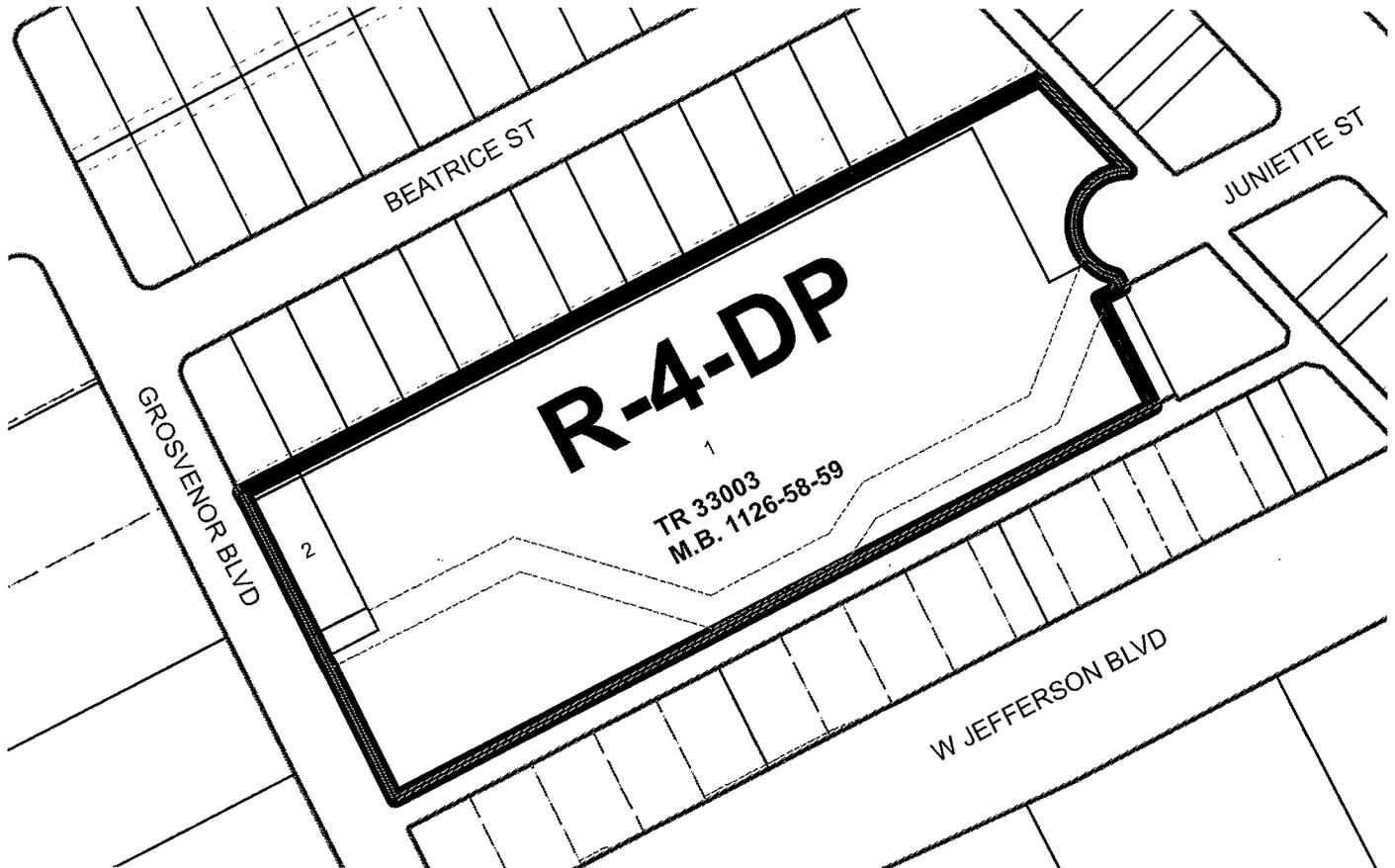
CHANGE OF PRECISE PLAN
PLAYA DEL REY ZONED DISTRICT

ADOPTED BY ORDINANCE: _____

ON: _____

ZONING CASE: ZC 200900013

AMENDING SECTION: 22.16.230 OF THE COUNTY CODE



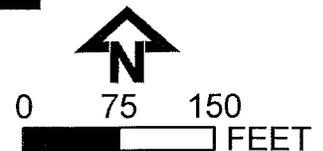
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LEGEND:

-  PARCELS
-  STREET / RIGHT OF WAY
-  LOT LINE
-  CUT/DEED LINE
-  EASEMENT LINE
-  ZONE CHANGE AREA



DIGITAL DESCRIPTION: \ZCOZD_PLAYA DEL REY

COUNTY ZONING MAP
105H161

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
WAYNE REW, CHAIR
RICHARD J. BRUCKNER, PLANNING DIRECTOR

2.0 EXECUTIVE SUMMARY

PURPOSE

It is the intent of the Executive Summary to provide the reader with a clear and simple description of the proposed project and its potential environmental impacts. Section 15123 of the California Environmental Quality Act (CEQA) Guidelines requires that the summary identify each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect. The summary is also required to identify areas of controversy known to the lead agency including issues raised by agencies and the public, and issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects. This section focuses on the major areas of the proposed project that are important to decision makers.

2.1 PROJECT OVERVIEW

The Millennium-Playa del Mar Apartments Project is a request to develop the site with 216 apartments in one building with a maximum height of four stories (60 feet) along with a 433-space parking structure with a maximum height of 4.5 stories (56 feet). The existing church parking lot and single-family residence will be removed. 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.

The project consists of one, maximum four-story building containing a total of 216 apartment units. The building is designed to be organized on three sides (to the north, east and west) around a 4.5-story-deck (approximately 50 feet high) aboveground parking structure and incorporates open courtyard areas. Emphasis has been placed on a building design that provides a graduated-height transition along the northern and western site perimeters. Building height is limited to one and two stories (17 and 31 feet, respectively) along the northerly edge of the structure (in proximity to the single-family residences located northerly of the site), and increases to a maximum of four stories (approximately 55 feet) as the building transitions from north to south across the site toward the existing apartment complex that is sited adjacent to the subject property to the south. The proposed project would provide a total of 433 parking spaces within an aboveground parking structure on the project site, and 5 spaces around the leasing office. The number of parking spaces is consistent with current Los Angeles County Code requirements (a total of 433 spaces are required by the County Code). The project would also include five courtyards, an outdoor pool in courtyard one, a leasing office, a fitness center, and restrooms. The existing (25-foot-wide) alleyway that occurs along the southern perimeter of the site would be widened to 28 feet. All interior spaces within the proposed building would be air conditioned.

The proposed building would cover approximately 43 percent of the site while the parking structure would cover about 16 percent of the site. The courtyards, fire lanes and other vehicle and pedestrian

circulation routes and exterior landscaping associated with the building would cover the remaining 41 percent of the project site.

Existing uses on the site include two connected buildings that are currently owned and being used by the City of Angels Church of Religious Science of Los Angeles. A single family home also exists on the site (under the same ownership) as well as fencing, parking, and landscaped areas. These structures and features would be removed with development of the project.

2.2 TOPICS OF KNOWN CONCERN

Based on the Initial Study prepared for the project by the Los Angeles County Department of Regional Planning, the following environmental topics are addressed in this draft EIR:

- Land Use and Planning
- Geology
- Noise
- Air Quality
- Traffic and Access
- Visual Resources
- Hydrology and Water Quality
- Sewer Service
- Solid Waste Service

2.3 IMPACTS, MITIGATION MEASURES, AND UNAVOIDABLE ADVERSE IMPACTS

This draft EIR assesses each significant impact that could result from implementation of the proposed project. In accordance with CEQA, a summary of the project's significant impacts, or impacts requiring mitigation, is provided in **Table 2.0-1, Summary of Project Impacts** (presented at the end of this chapter). Also provided in **Table 2.0-1** is a list of the mitigation measures identified to address significant project impacts, as well as a determination of the level of significance post mitigation.

2.4 ALTERNATIVES

The EIR discusses four alternatives to the project, including the No Project Alternative.

- Alternative 1: No Project
- Alternative 2: Residential Buildout as Allowed Under General Plan

- Alternative 3: Three-Story Residential Development over One Level of Ground-Level Parking
- Alternative 4: Park/Taller Building over Underground Parking.

Analysis of a "No Project" Alternative is required by CEQA. The No Project Alternative would retain the existing Church and single-family residential uses on the site; therefore, no changes to the physical environment would occur.

Alternatives were selected after considering their potential to reduce significant environmental impacts identified for the proposed project. Alternatives examined in this section focus on reducing significant impacts (after mitigation) related to the project, including air quality and noise impacts associated with construction and project operation. Based on the analysis presented in this draft EIR, Alternative 1 was selected as the Environmentally Superior Alternative.

2.5 ISSUES TO BE RESOLVED/AREAS OF CONTROVERSY

Areas of known or reasonably anticipated controversy are identified below,

- Noise impacts during construction.
- Air quality impacts during construction.
- Parking structure noise on apartment residents located to the south.
- Project access road noise on apartment residents located to the south.
- Visual impacts to single family residents situated to the north.
- Visual impacts to apartment residents situated to the south.
- Parking impacts to along local roadways.
- Emergency access impacts due to alley width.
- Traffic impacts at local intersections.
- Impacts to local schools due to increased enrollment.

Each of these concerns is addressed in the impact analysis included in **Section 4.0, Existing Conditions, Project Impacts, Mitigation Measures, and Cumulative Impact Analysis.**

Table 2.0-1
Summary of Project Impacts

Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>4.2 Geology</p> <p>Impact 4.2-2</p> <p>Implementation of the proposed project would expose people and structures to strong seismic ground shaking that could result in ground failure. This is considered a significant impact without mitigation.</p>	<p>4.2-1 A certified geologist shall conduct observation and testing in order to evaluate actual soil conditions during construction activities. Appropriate revisions to the recommendations included in the geotechnical evaluation shall be applied at this time to the satisfaction of the Los Angeles County Department of Public Works, should they be required at the time of field inspections.</p> <p>The following mitigation measures discuss foundation recommendations for the proposed structures.</p> <p>4.2-2 Due to the presence of soft to firm, moderate to high compressible clays below the site, and variable potential liquefaction settlements across the subject site, a shallow foundation shall not be used. Instead, the proposed structure shall be supported on auger pressure grouted displacement (APGD) piles.</p> <p>4.2-3 To provide uniform support and to improve lateral restraint of the piles, the upper 24 inches of subgrade soils below building pad shall be compacted to 95 percent of relative compaction.</p> <p>4.2-4 Piles shall be embedded 3 to 5 feet into the dense sand and gravel layer to develop end-bearing capacity. The design pile tip elevation shall be taken as elevation -33 feet below mean sea level. The allowable vertical bearing capacity of a 52-foot-long, 16-inch-diameter APGD pile shall be taken as 200 kips (one kip equals 1,000 pounds of force, kip is short for kilopound).</p> <p>4.2-5 Piles shall be installed with a minimum 3 diameters center-to-center spacing. For piles with 3 diameters center-to-center spacing no reduction in axial capacity is required.</p> <p>4.2-6 Total and differential settlement of piles under the recommended allowable load may be taken as 0.5 inch and 0.25 inch, respectively. This recommendation shall be confirmed, and revised as necessary to the satisfaction of the Los Angeles County Department of Public Works, during the pile load testing program.</p>	<p>Incorporation of these mitigation measures (as applicable), including proper foundation design, soil preparation, and removal of unsuitable materials, would avoid potential hazards related to seismic-related ground failure, or reduce them to a less than significant level.</p>

Impacts	Mitigation Measures	Level of Significance After Mitigation																				
<p>4.2 Geology (continued) Impact 4.2-2 (continued)</p>	<p>4.2-7 The liquefaction downdrag acting on a single pile, under a design basis earthquake event, is estimated to be on the order of 68 kips. This maximum downdrag load of 68 kips is based on the assumption that no settlement of the piles occurs due to the application of the downdrag load. It is estimated that piles could settle about 0.25 inch as the downdrag load is applied. This settlement would significantly reduce the downdrag load. Consequently, an ultimate capacity of 400 kip shall be required for piles, assuming the full downdrag of 68 kip for seismic conditions. The ultimate and allowable pile capacity shall be estimated by conducting a static load-testing program to the satisfaction of the Los Angeles County Department of Public Works.</p> <p>4.2-8 Pre-drilling shall not be permitted for test piles and production piles.</p> <p>4.2-9 The minimum torque required to indicate penetration into the bearing layer shall be set at 60 ft-kip, unless shown to be otherwise during the load testing program.</p> <p>4.2-10 The following capacities shall be used for the 16-inch-diameter APGD pile that may be used for the building foundation:</p> <p style="text-align: center;">Lateral Pile Capacity for a 16-in. Square Driven Concrete Pile</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;">Free Head Condition</th> </tr> </thead> <tbody> <tr> <td>Pile Head Deflection</td> <td style="text-align: center;">0.5</td> </tr> <tr> <td>Max Shear (Kips)</td> <td style="text-align: center;">9</td> </tr> <tr> <td>Max. Moment (Kip-feet)</td> <td style="text-align: center;">30</td> </tr> <tr> <td>Depth to Max Moment (feet)</td> <td style="text-align: center;">9.5</td> </tr> <tr> <td colspan="2" style="text-align: center;">Fixed Head Condition</td> </tr> <tr> <td>Pile Head Deflection</td> <td style="text-align: center;">0.5</td> </tr> <tr> <td>Max Shear (Kips)</td> <td style="text-align: center;">17</td> </tr> <tr> <td>Max. Moment (Kip-feet)</td> <td style="text-align: center;">-80</td> </tr> <tr> <td>Depth to Max Moment (feet)</td> <td style="text-align: center;">0</td> </tr> </tbody> </table>	Free Head Condition		Pile Head Deflection	0.5	Max Shear (Kips)	9	Max. Moment (Kip-feet)	30	Depth to Max Moment (feet)	9.5	Fixed Head Condition		Pile Head Deflection	0.5	Max Shear (Kips)	17	Max. Moment (Kip-feet)	-80	Depth to Max Moment (feet)	0	
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Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>4.2 Geology (continued) Impact 4.2-2 (continued)</p>	<p>4.2-11 Pile-load-testing shall be conducted, which would consist of monitoring the installations of four test piles at selected locations and performing a test loading according to American Society for Testing and Materials (ASTM) 1143-81. The testing program shall be carried out as a separate mobilization by the pile contractor. It is expected that the testing program shall require 26 hours to perform each pile load test in the field plus an additional week of geotechnical analyses by the project engineer to provide the pile length and allowable load recommendations to the satisfaction of the Los Angeles County Department of Public Works.</p> <p>4.2-12 Test piles shall be continuously installed to various depths of penetration into dense granular material (Layer 6) below about elevation -26 to -28 feet below mean sea level, using a Bauer BG25 drilling machine, or equivalent, delivering drill torque up to 180,000 foot-lbs. Final tip elevations for test piles shall be at about elevation -33 feet below mean sea level; however, some variability should be expected. Each test pile location requires a cone penetration test (CPT), which shall be completed prior to the load-testing program.</p> <p>4.2-13 A creep test is required at the recommended allowable load. The creep test holds the allowable load for at least two hours to demonstrate displacement of the test pile slows to less than 0.005 inch per hour, which is half the rate recommended ASTM 1143-81. Test piles not meeting this requirement shall be rejected.</p> <p>4.2-14 The project engineer shall monitor the indicator-pile and production pile installations to verify that piles are installed in accordance with the geotechnical recommendations and have achieved a satisfactory pile length to the satisfaction of the Los Angeles County Department of Public Works.</p> <p>4.2-15 Per the County requirement, one CPT sounding shall be performed per 12 production piles used in the building foundation. Depending on the actual number of production piles, additional CPT soundings shall be required prior to installing production piles.</p> <p>4.2-16 For resistance to lateral loads, an allowable passive fluid pressure of 300 pounds per cubic foot (pcf) may be used for design, for grid beams and pile caps placed in structural fill or in undisturbed, stiff or dense, native soils. Sliding resistance shall not be used due to potentially high liquefaction settlement.</p>	

Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>4.2 Geology (continued)</p> <p>Impact 4.2-2 (continued)</p>	<p>4.2-17 Due to potentially high and variable liquefaction settlement, slab-on-grade shall not be used for the proposed building; instead, structural slab supported on the pile foundation shall be used.</p> <p>The following mitigation measures pertain to the use of minor retaining walls and fence walls:</p> <p>4.2-18 Minor retaining walls that are less than 36 inches in height retaining level backfill, for hardscape around the building exterior (if used) shall be supported near the finish grade on spread footing. Footings shall be designed using an allowable bearing pressure of 1.5 ksf. The upper 12 inches of wall footing subgrade shall be scarified, moisture conditioned as required, and compacted to a minimum of 95 percent relative compaction in accordance with the ASTM D 1557 standard. Retaining wall footings on level ground shall have a minimum embedment of 18 inches below finished grade. Retaining walls founded on a 2:1 (H:V) slope shall have a minimum embedment of 36 inches below the finished grade above the slopeward edge of footing.</p> <p>4.2-19 Retaining walls shall be backfilled with non-expansive granular soils with a PI less than 15 percent passing No. 200 sieve or less than 15 percent. A 2-foot-thick cap consisting of less pervious on-site materials shall be used to minimize infiltration of surface water. The finished surface shall be graded to drain away from the proposed structures. Soils within 5 feet of the wall shall either be compacted with hand operated equipment or designed to withstand compaction pressure from heavy equipment.</p> <p>4.2-20 Cantilever walls, which are free to move laterally at least 0.5 inch for each 10 feet of height, shall be designed for an equivalent fluid pressure of 38 pcf (with level backfill) or 45 pcf (2:1 sloping backfill).</p> <p>4.2-21 All walls shall be constructed with a properly designed drainage system to prevent buildup of hydrostatic pressures behind the wall. This may consist of geocomposite drain board or 12 inches of clean crushed rock encapsulated in filter fabric, discharging to weep holes or drain pipes.</p>	

Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>4.2 Geology (continued)</p> <p>Impact 4.2-3</p> <p>Implementation of the proposed project would expose people and structures to unstable soils. Grading and retaining wall standards mitigation would reduce impacts to a less than significant level.</p>	<p>4.2-22 To provide uniform support for pavements, and to improve lateral constraint of the piles, the upper 24 inches of subgrade soils below the building pad and pavement shall be compacted to 95 percent of relative compaction.</p> <p>4.2-23 The project shall comply with the following grading standards as included in the Geotechnical Report to the satisfaction of the Los Angeles County Department of Public Works:</p> <ul style="list-style-type: none"> • The grading contractor shall be responsible for notifying the Geotechnical Engineer of a pre-grading meeting prior to the start of grading operations and anytime that the operations are resumed after an interruption. • Prior to the start of earthwork, the existing improvements shall require demolition of the existing church on the project site. Existing utilities shall be removed, relocated, or protected, as appropriate. • The project area shall be stripped and cleared of vegetation. Two feet of on-site soil below the proposed building pad and pavement are shall be removed and recompacted to provide uniform support for pavements, and to improve lateral constraint of the piles. The actual limits for removals shall be determined by the project Geotechnical Engineer when final elevations are established for the building and shall also be reviewed during grading, depending on the actual conditions encountered. Due to the existence of highly compressible clay layer, if new fill is to be added to the site to an elevation above the existing grade, a surcharge program and waiting period shall be required. • The bottoms of completed excavations shall be observed by the project Geotechnical Engineer, while it is proof-rolled with loaded equipment. Any loose or yielding soils shall be over-excavated and recompacted to the limits determined by the Geotechnical Engineer. • Fill placed under structures or pavements shall be placed as "structural fill." All structural fill shall be free of expansive clay, rock greater than 3 inches in maximum size, debris and other deleterious materials. All structural fill shall be compacted to at least 95 percent of the maximum dry density determined by ASTM D 1557-91. Fill placed in non-structural and landscape areas shall be compacted to at least 90 percent. 	<p>Implementation of these grading standards would reduce potential hazards related to unstable geologic units or soil, such as proper foundation design, grading techniques, and soil engineering. Therefore, impacts associated with unstable geologic soil conditions would be considered less than significant.</p>

Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>4.2 Geology (continued)</p> <p>Impact 4.2-3 (continued)</p>	<p>4.2-23 (continued)</p> <ul style="list-style-type: none"> All earthwork and grading shall be performed under the observation of the Geotechnical Engineer. Compaction testing of the fill soils shall be performed at the discretion of the Geotechnical Engineer. Testing shall be performed for approximately every 2 feet in fill thickness or 500 cubic yards of fill placed, whichever occurs first. If specified compaction is not achieved, additional compactive effort, moisture conditioning, and/or removal and recompaction of the fill soils shall be required. All materials used for asphalt concrete and base shall conform to the 2000 "Green Book" or the equivalent, and shall be compacted to at least 95 percent relative compaction. If, in the opinion of the Geotechnical Engineer, Contractor, or Owner, an unsafe condition is created or encountered during grading, all work in the area shall be stopped until measures can be taken to mitigate the unsafe conditions. An unsafe condition shall be considered any condition that creates a danger to workers, on-site structures, on-site construction, or any off-site properties or persons. <p>The following mitigation measures pertain to the temporary excavation involving the removal of the one-level basement of the existing church building during demolition: Depending on the embedment depth of footings, it is likely that 1 or 2 feet of the excavation for removal of the existing basement will be below the water table.</p> <p>4.2-24 Water entering the excavation shall be handled by pumping from perimeter ditches and sumps.</p> <p>4.2-25 Excavation slopes shall be made with an inclination of 1 to 1 (Vertical to Horizontal).</p> <p>4.2-26 Surcharge loads, such as vehicular traffic, heavy construction equipment, and stockpiled materials, shall be kept away from the top of temporary excavations a horizontal distance at least 5 feet from the excavation. Sloughing of sand slopes and unstable soil zones shall be anticipated within temporary excavations, and workmen shall be adequately protected. Construction equipment and foot traffic shall be kept off excavation slopes to minimize sloughing.</p>	

Impacts	Mitigation Measures	Level of Significance After Mitigation
4.2 Geology (continued)		
Impact 4.2-3 (continued)	<p>4.2-27 All excavation slopes shall meet the minimum requirements of the Occupational Safety and Health Association (OSHA) Standards. Maintaining safe and stable slopes on excavations is the responsibility of the contractor and shall depend on the nature of the soils and groundwater conditions encountered and the method of excavation. Excavations during construction shall be carried out in such a manner that failure or ground movement shall not occur. The contractor shall perform any additional studies deemed necessary to supplement the information contained in Geotechnical report for the purpose of planning and executing the excavation plan.</p> <p>The following mitigation measures pertain to the potential for methane gas hazards at the project site.</p> <p>4.2-28 Buildings or structures adjacent to or within 200 feet (60.96 meters) of active, abandoned or idle oil or gas well(s) shall be provided with methane gas-protection systems per County Building and Safety requirements, as defined in Los Angeles County Building Code Section 110.4.</p>	

Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>4.3 Noise</p> <p>Impact 4.3-1</p> <p>Noise levels during some phases of site redevelopment would exceed standards for daytime construction noise as set by the County Noise Ordinance.</p>	<p>4.3-1 Driven pile driving shall be prohibited. The proposed structure shall be supported on auger pressure grouted displacement (APGD) piles only to help minimize the disrupting effects of noise and vibration normally associated with driven piles.</p> <p>4.3-2 All construction equipment, fixed or mobile, that is utilized on the site for more than two working days shall be in proper operating condition and fitted with standard factory silencing features. To ensure that mobile and stationary equipment is properly maintained and meets all federal, state and local standards, the applicant shall maintain an equipment log. The log shall document the condition of equipment relative to factory specifications and identify the measures taken to ensure that all construction equipment is in proper tune and fitted with an adequate muffling device. The log shall be submitted to the Los Angeles Department of Public Works and Public Health for review and approval on a quarterly basis. In areas where construction equipment (such as generators and air compressors) is left stationary and operating for more than one day within 100 feet of residential land uses, temporary portable noise structures shall be built. These barriers shall be located between the piece of equipment and sensitive land uses. As the project is constructed, the use of building structures as noise barrier would be sufficient. The County building official or a designee should spot check to ensure compliance. The operator shall brief all employees and subcontractors on noise control guidelines and procedures prior to construction operations.</p> <p>4.3-3 All exterior construction activity, including grading, transport of material or equipment and warming-up of equipment, shall be limited to between the hours of 8:00 AM to 5:00 PM, and shall not occur during weekend periods unless approved by the Los Angeles County Department of Public Works. Idling mode of mobile equipment shall be minimized. All equipment not in use longer than five minutes shall be turned off, unless proper silencing features are provided. When feasible, hydraulic equipment should be used instead of pneumatic impact tools and electric powered equipment instead of diesel powered equipment for exterior construction work. For smaller equipment such as air-compressors and small pumps, line powered (electric) equipment should be used when feasible. The work schedule shall be posted at the construction site and modified as necessary to reflect deviations approved by the Los Angeles County Building and Safety Division. The County building official or a designee should spot check and respond to complaints.</p>	<p>Significant and unavoidable during project construction.</p>

Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>4.3 Noise (continued)</p> <p>Impact 4.3-1 (continued)</p>	<p>4.3-4 The project applicant shall post a notice at the construction site and along the proposed truck haul route. The notice shall contain information on the type of project and anticipated duration of construction activity, and shall provide a phone number where people can register questions and complaints. The applicant shall keep a record of all complaints and take appropriate action to minimize noise generated by the offending activity where feasible. A monthly log of noise complaints shall be maintained by the applicant and submitted to the County of Los Angeles Department of Public Health.</p>	
<p>4.4 Air Quality</p> <p>Construction Impacts</p> <p>Impact 4.4-2 and 4.4-5</p>	<p>4.4-1 The South Coast Air Quality Management District (SCAQMD) has prepared a list of measures to reduce the impacts of construction-related emissions to the greatest extent possible. Those that could be feasibly implemented during the development of the project to mitigate the ambient air impacts for PM₁₀ are as follows for mobile equipment and grading operations:</p> <p>Develop and implement a construction management plan, as approved by the County, which includes the following measures recommended by the SCAQMD, or equivalently effective measures approved by the SCAQMD:</p> <ul style="list-style-type: none"> • Configure construction parking to minimize traffic interference. • Provide temporary traffic controls during all phases of construction activities to maintain traffic flow (e.g., flag person). • Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the degree practicable. • Re-route construction trucks away from congested streets. • Consolidate truck deliveries when possible. • Prohibit truck idling in excess of 2 minutes. 	<p>Significant and unavoidable.</p>

Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>4.4 Air Quality (continued)</p> <p>Construction Impacts (continued)</p> <p>Impact 4.4-2 and 4.4-5 (continued)</p> <p>Impact 4.4-5</p> <p>The project could interfere with the attainment of the federal or state ambient air quality standards by either violating or contributing to an existing or projected air quality violation.</p>	<p>4.4-1 (continued)</p> <ul style="list-style-type: none"> • Provide dedicated turn lanes for movement of construction trucks and equipment on and off site. • Maintain equipment and vehicle engines in good condition and in proper tune according to manufacturers' specifications and per SCAQMD rules, to minimize exhaust emissions. • Suspend use of all construction equipment operations during second stage smog alerts. Contact the SCAQMD at 800/242-4022 for daily forecasts. • Use electricity from power poles rather than temporary diesel or gasoline-powered generators. <p>4.4-2</p> <p>Develop and implement a dust control plan, as approved by the County, which includes the following measures recommended by the SCAQMD, or equivalently effective measures approved by the SCAQMD:</p> <ul style="list-style-type: none"> • Apply approved non-toxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas inactive for four days or more). • Replace ground cover in disturbed areas as quickly as possible. • Enclose, cover, water twice daily, or apply approved soil binders to exposed piles (i.e., gravel, sand, dirt) according to manufacturers' specifications. • Water active grading sites at least twice daily (SCAQMD Rule 403). • Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour (mph). • Provide temporary wind fencing consisting of 3- to 5-foot barriers with 50 percent or less porosity along the perimeter of sites that have been cleared or are being graded. 	

Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>4.4 Air Quality (continued)</p> <p>Construction Impacts (continued)</p> <p>Impact 4.4-2 and 4.4-5 (continued)</p>	<p>4.4-2 (continued)</p> <ul style="list-style-type: none"> • All trucks hauling dirt, sand, soil, or other loose materials are to be covered or shall maintain at least 2 feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer), in accordance with Section 23114 of the California Vehicle Code. • Sweep streets at the end of the day if visible soil material is carried over to adjacent roads (recommend water sweepers using reclaimed water if readily available). • Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip. • Apply water three times daily or chemical soil stabilizers according to manufacturers' specifications to all unpaved parking or staging areas or unpaved road surfaces. • Enforce traffic speed limits of 15 mph or less on all unpaved roads. • Pave construction roads when the specific roadway path would be utilized for 120 days or more. <p>4.4-3</p> <p>Prior to demolition all structures shall be surveyed and inspected by the County of Los Angeles Public Works Department for asbestos. In the event asbestos is identified within existing on-site structures, the project applicant/developer shall comply with SCAQMD Rule 1403 (Asbestos Emissions From Demolition/Renovation Activities).</p>	

Impacts	Mitigation Measures	Level of Significance After Mitigation
4.5 Traffic and Access		
Project Operation		
<p>No analyzed intersection would be significantly impacted by the proposed project under Future Year 2013 Conditions with the exception of the intersection of Grosvenor Boulevard and Jefferson Boulevard during the morning peak hour. Therefore, the project would result in a significant cumulative impact prior to mitigation.</p>	<p>4.5-1 A traffic signal including the provision of an Automated Traffic Surveillance and Control (ATSAC) System and Adaptive Traffic Control System (ATCS) shall be installed at the intersection of Grosvenor Boulevard/Jefferson Boulevard. The project shall make a deposit of \$200,000.00 to the City of Los Angeles for the installation of the traffic signal given provisions defined by the County of Los Angeles Department of Public Works (the Traffic Study of Appendix 4.5)</p>	<p>Not Significant</p>
4.6 Visual Resources		
Project Operation		
<p>Reflective surfaces on the proposed structures could impact adjacent residents. Interior lighting of the parking structure and headlamp illumination within the parking structure have the potential to adversely impact residents of the existing apartment build situated south of the project site.</p>	<p>4.6-1 Proposed building materials, paint colors, wrought iron balconies and rails shall not be constructed with highly reflective material. 4.6-2 Exterior lighting and lighting within the parking structure shall be shielded to prevent light from spilling over onto adjacent properties. Exterior lighting and internal parking structure lighting plans shall be submitted to and approved by the Los Angeles County Department of Regional Planning prior to construction. 4.6-3 Exterior landscape plans and plans for the parking structure vegetated screen shall be submitted to and approved by the Los Angeles County Department of Regional Planning prior to construction.</p>	<p>Not Significant</p>

Impacts	Mitigation Measures	Level of Significance After Mitigation
4.7 Hydrology and Water Quality		
Project Construction		
<p>Upon completion of the proposed project, the project site would be covered with non-erosive surfaces, including roofs, pavement, and/or permanent vegetation, which would reduce sediment in site runoff. As a result, the potential for post-development sedimentation would be reduced or eliminated and impacts associated with project operation are not significant.</p>	<p>4.7-1 A final drainage plan, final grading plan, NPDES permit and SWPPP (including an erosion control plan if required) shall be prepared by the applicant to ensure that no significant erosion, sedimentation, or flooding impacts would occur during or after redevelopment of the project sites. These plans shall include source control Best Management Practices (BMPs) that address non-stormwater discharges, waste handling and disposal, safer alternative products, building/grounds maintenance, building repair/construction, parking/storage area maintenance, drainage system maintenance, site design, landscape planning, efficient irrigation and storm drainage signage. Additionally, these plans will include site design BMPs to minimize impervious area, maximize permeability (C-Factor Reduction), and minimize directly connected impervious areas. These plans shall be prepared to the satisfaction of the Regional Water Quality Control Board and Los Angeles County Department of Public Works, Flood Control Division prior to the issuance of grading, demolition, or building permits.</p>	<p>Not significant</p>
4.9 Solid Waste Service		
Project Construction		
<p>Demolition of existing uses would generate approximately 15,000 cubic yards (cy) of demolition debris.</p>	<p>4.9-1 The Millennium-Playa del Mar Apartments project shall comply with Title 20, Chapter 20.87, of the Los Angeles County Code, Construction and Demolition Debris Recycling. The project proponent shall also provide a Waste Management Plan to recycle, at a minimum, 50 percent of the construction and demolition debris. The Waste Management Plan shall be provided to the County of Los Angeles Department of Public Works for review and approval, prior demolition.</p>	<p>Not significant</p>

Impacts	Mitigation Measures	Level of Significance After Mitigation
4.9 Solid Waste Service (continued)		
Project Construction		
<p>Solid Waste 4.9.4.3</p> <p>The proposed Millennium-Playa del Mar Apartments project would generate a net increase over existing uses of approximately 853.2 pounds per day, or about 156.9 tons per year, of solid waste. These quantities represent a worst-case scenario, with no recycling activities in place. However, project uses would be required to provide adequate areas for collecting and loading recyclable materials in accordance with the County's model ordinance to reduce the volume of solid waste entering landfills. This recycling, implemented in concert with the Countywide efforts and programs, would reduce the volume of solid waste generated by the project and entering landfills.</p>	<p>4.9-2</p> <p>To reduce the volume of solid and hazardous waste generated by the operation of the project, a solid waste management plan shall be developed by the Millennium-Playa del Mar Apartments project applicant. This plan shall be reviewed and approved by the County of Los Angeles Department of Public Works and shall be made available to all new residents. The plan shall identify methods to promote recycling and re-use of materials, as well as safe disposal consistent with the policies and programs contained within the County of Los Angeles Source Reduction and Recycling Element. Methods shall include locating recycling bins in proximity to dumpsters used by future on-site residents.</p>	<p>Not significant</p>

Impacts Found (Not To Be Significant)	Mitigation Measures	Level of Significance After Mitigation
<p>5.0 Effects Found (Not To Be Significant) Compliance with State Law or County Policy</p>		
<p>Cultural Resources</p>	<p>In the unlikely event that archaeological resources are discovered during construction, the County, consistent with state law, will require that no further excavation occur until a qualified archaeologist is retained to assess the significance of the find, and if necessary, to develop appropriate treatment measures in consultation with the State Historic Preservation Officer. Similarly, in the unlikely event that human remains are discovered during construction, state law requires that no further excavation occur until the County coroner is notified and the remains are removed. Given these circumstances, development of the project site will not impact archeological resources, paleontological resources, or human remains that may exist on site.</p>	
<p>Fire Protection</p>	<p>Consistent with County policies, the applicant would participate in the County Fire Department's Developer Fee Program, which would reduce impacts to fire protection services. The fees collected would fund land acquisitions, facility improvements, and new equipment.</p>	
<p>Schools</p>	<p>Pursuant to Senate Bill (SB) 50, and consistent with County policy, the developer is required to pay statutory school fees to the Los Angeles Unified School District (LAUSD) to cover the additional costs of required capital improvements necessary to support the additional students generated by the proposed project.</p>	
<p>Libraries</p>	<p>The proposed project would be required to pay County adopted library facilities mitigation impact fees at the time building permits are issued to reduce the impacts of the proposed projection library services. The current mitigation fee for this area, which is adjusted annually based on changes in the Consumer Price Index, is \$797 per residential unit. The actual fee obligation for this project may be higher because the fee per residential unit may increase prior to issuance of building permits.</p>	



GAIL FARBER, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: T-4

March 3, 2010

Mr. Srinath Raju
Raju Associates
524 South Rosemead Boulevard
Pasadena, CA 91107-4937

Dear Mr. Raju:

**MILLENNIUM-PLAYA DEL MAR RESIDENTIAL PROJECT
DRAFT TRAFFIC STUDY (DECEMBER 2009)
DEL REY AREA**

As requested, we have reviewed the draft Traffic Study for the proposed Millennium-Playa Del Mar Residential project located at 5550 Grosvenor Boulevard in the unincorporated County of Los Angeles area of Del Rey.

We generally agree with the Traffic Study that the traffic generated by the project alone, as well as the cumulative traffic generated by the project and other related projects, will not have a significant impact to County roadways or intersections in the area.

We also agree with the Traffic Study that a traffic signal, including the provision of an Automated Traffic Surveillance and Control System and Adaptive Traffic Control System, shall be installed at the intersection of Grosvenor Boulevard at Jefferson Boulevard. The project shall be fully responsible for the design and construction of the new signal and make a deposit of \$200,000 to the City of Los Angeles for its installation. The project shall also coordinate with the City to determine the milestone as to when the signal shall be operational. The design and construction phases will be processed through a B-permit issued by the City's Department of Public Works, Bureau of Engineering.

The project shall submit a 40-foot-scale site plan of the project showing access locations in relationship to adjacent intersections and driveways. The site plan shall be submitted to the Los Angeles County Department of Public Works Land Development Division and the City of Los Angeles Department of Transportation West Los Angeles Development Review Section for review and approval.

Mr. Srinath Raju
March 3, 2010
Page 2

Caltrans and the City of Culver City shall be consulted to obtain their written concurrence with the California Environmental Quality Act level of significance determination. If fees are proposed to mitigate any impacts, the agency requesting the fees shall be requested to identify the specific project to which the fees will apply. The written comments from these affected agencies shall be included with the revised Traffic Study.

If you have any questions regarding the traffic analysis, please contact Mr. Isaac Wong of our Traffic Studies Section at (626) 300-4796.

Very truly yours,

GAIL FARBER
Director of Public Works

A handwritten signature in cursive script, appearing to read "William J. Winter". Below the signature, the initials "Fol" are written in a smaller, less legible script.

WILLIAM J. WINTER
Assistant Deputy Director
Traffic and Lighting Division

IW:cn

P:\t\pub\WPPFILES\FILES\STU\Isaac\EIR\EIR100008 Millennium playa del mar apts.doc

cc: Caltrans (Elmer Alvarez)
City of Culver City (Barry Kurtz)
City of Los Angeles (Edward Guerrero)
Department of Regional Planning (Russell Fricano)



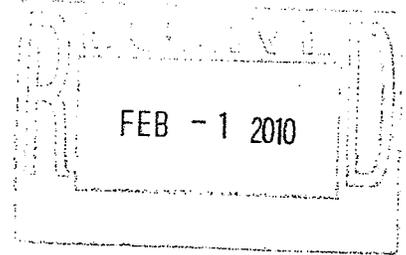
COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

(323) 890-4330

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN



January 26, 2010

Paul McCarthy, Supervising Regional Planner
Department of Regional Planning
Impact Analysis Section
320 West Temple Street
Los Angeles, CA 90012

Dear Mr. McCarthy:

**SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT, SUBJECT: ENVIRONMENTAL
IMPACT REPORT- ADMINISTRATIVE DRAFT EIR, MILLENIUM- PLAYA DEL MAR
APARTMENTS PROJECT, COUNTY PROJECT R2009-02015, LACO (FFER #200900246)**

The Supplemental Environmental Impact Statement has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

1. We have no comments at this time.

LAND DEVELOPMENT UNIT:

1. Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.
2. All on-site driveways shall provide a minimum unobstructed width of 28 feet, clear-to-sky. The 28-foot width does not allow for parking, and shall be designated as a Fire Lane, and have appropriate signage. The centerline of the on-site driveway shall be located parallel to and within 30 feet of an exterior wall on one side of the proposed structure. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS	BRADBURY	CUDAHY	HAWTHORNE	LA MIRADA	MALIBU	POMONA	SIGNAL HILL
ARTESIA	CALABASAS	DIAMOND BAR	HIDDEN HILLS	LA PUENTE	MAYWOOD	RANCHO PALOS VERDES	SOUTH EL MONTE
AZUSA	CARSON	DUARTE	HUNTINGTON PARK	LAKESWOOD	NORWALK	ROLLING HILLS	SOUTH GATE
BALDWIN PARK	CERRITOS	EL MONTE	INDUSTRY	LANCASTER	PALMDALE	ROLLING HILLS ESTATES	TEMPLE CITY
BELL	CLAREMONT	GARDENA	INGLEWOOD	LAWNDALE	PALOS VERDES ESTATES	ROSEMead	WALNUT
BELL GARDENS	COMMERCE	GLEN DORA	IRWINDALE	LOMITA	PARAMOUNT	SAN DIMAS	WEST HOLLYWOOD
BELLFLOWER	COVINA	HAWAIIAN GARDENS	LA CANADA-FLINTRIDGE	LYNWOOD	PICO RIVERA	SANTA CLARITA	WESTLAKE VILLAGE
			LA HABRA				WHITTIER

3. Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length and at the end of all cul-de-sacs.
4. The development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of the buildings, their relationship to other structures, property lines, and types of construction used.
5. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
 - a. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
 - b. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced fire hydrant.
 - c. Additional hydrants will be required if the hydrant spacing exceeds specified distances.
6. Submit three sets of water plans to the County of Los Angeles Fire Department, Land Development Unit. The plans must show all proposed changes to the fire protection water system, such as fire hydrant locations and main sizes. The plans shall be submitted through the local Water Company.
7. All access devices and gates shall meet the following requirements:
 - a. Any single gated opening used for ingress and egress shall be a minimum of 28 feet in width, clear-to-sky.
 - b. Gates and/or control devices shall be positioned a minimum of 50 feet from a public right-of-way.
 - c. All limited access devices shall be in compliance with Los Angeles County Fire Department's Regulation 5.
 - d. Gate plans shall be submitted to the Fire Department, prior to installation. These plans shall show all locations, widths and details of the proposed gates.
8. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants.
9. Specific fire and life safety requirements for the construction phase, this includes the proposed Fire Department access tunnels, will be addressed at the building fire plan check. There may be additional fire and life safety requirements during this time.
10. The County of Los Angeles Fire Department, Land Development Unit appreciates the opportunity to comment on this project.

Paul McCarthy, Supervising Regional Planner
January 26, 2010
Page 3

11. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department, Land Development Unit, Inspector Juan Padilla at (323) 890-4243.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

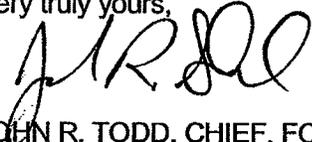
1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance.
2. The areas germane to the statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division have been addressed.

HEALTH HAZARDOUS MATERIALS DIVISION:

1. We have no comments at this time.

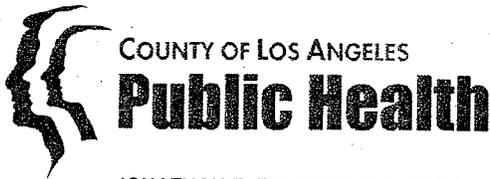
If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



JOHN R. TODD, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

JRT:lj



COUNTY OF LOS ANGELES

Public Health

JONATHAN E. FIELDING, M.D., M.P.H.
Director and Health Officer

JONATHAN E. FREEDMAN
Chief Deputy Director

ANGELO J. BELLOMO, REHS
Director of Environmental Health

ALFONSO MEDINA, REHS
Director of Environmental Protection Bureau

Environmental Hygiene Program

Cole Landowski, MS, CIH, REHS, Head
5050 Commerce Drive
Baldwin Park, California 91706
TEL (626) 430-5430 • FAX (626) 813-3025

www.publichealth.lacounty.gov



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Fifth District

February 22, 2010

Kim K. Szalay
Principal Regional Planning Assistant
Los Angeles County Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

RE: Millennium Playa del Mar Apartments Project, County Project Number R2009-02015

Mr. Szalay:

This is to inform you that after reviewing the Administrative Draft EIR for the above project, and upon visiting the proposed project site at 5550 Grosvenor Boulevard, Playa del Rey, it appears that the proposed project would not have a significant impact on surrounding land uses during the operational phase of the project. However, during the construction phase the noise impacts will remain significant and unavoidable even with mitigation measures. In order to minimize these impacts the following comments are presented:

Noise Element Review Comments (Section 4.3)

1. Environmental Hygiene staff reviewed the noise and vibration section of the ADEIR (section 4.3), and determined that the mitigation measures contained in the ADEIR are adequate in reducing noise impacts resulting from the implementation of the above project.
2. In addition to mitigation measures 4.3-2, idling mode of mobile equipment should be minimized. All equipment not in use longer than five minutes shall be turned off, unless proper silencing features are provided.

3. The Operator shall brief employees and subcontractors on noise control guidelines and procedures prior to construction operations. The implementation of a noise control specific site program is recommended.
4. A noise and vibration complaint hot line shall be established and run by an independent contractor or consultant retained by the operator who can notify the proper authorities as complaints are received. Placement of contact information around the perimeter of the site, website, and email are good measures for proper channeling of complaints addressed by the general public.
5. Mitigation measure 4.3-3 should be revised to shorten the heavy exterior construction activities to the hours between 8:00 A.M. and 5:00 P.M.
6. When feasible, hydraulic equipment should be used instead of pneumatic impact tools and electric powered equipment instead of diesel powered equipment for exterior construction work.
7. For smaller equipment such as air-compressors and small pumps, line powered (electric) equipment should be used when feasible.
8. Any semi-stationary piece of equipment that operates under full power for more than sixty minutes per day should have a temporary noise attenuation barrier if there is a direct line of sight to any residential bedroom window from the equipment to homes along the site perimeter. Consult an acoustical engineer or environmental noise consultant for specific noise attenuation barrier design. Fire hazards and worker safety take priority over this recommendation.

Vibration

1. No operational ground borne vibration impacts were identified in the DEIR. All impacts were classified as less than significant, and therefore to mitigation measures are necessary.

Air Quality

The County of Los Angeles Department of Public Health has no authority over air pollution issues. However, due to the identification of sensitive receptors within 48 feet of the project site the following recommendations are presented:

1. SCAQMD defines sensitive receptors as: residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The following sensitive receptors were identified:
 - Multiple family residences are approximately 82.5 feet south of the project site, along Jefferson Boulevard.
 - Single and multiple family dwellings are approximately 155 feet west of the project site, along Centinela Avenue.
2. The construction and operation of the proposed project would not generate onsite emissions in excess of the site-specific localized significance thresholds for NO_x, CO, PM_{2.5} and PM₁₀.
3. Consolidate truck deliveries when possible.
4. Use propane or butane powered on-site mobile equipment instead of gasoline when economically feasible.
5. Suspend use of all construction equipment operations during second stage smog alerts. Contact SCAQMD at their hot line for daily forecasts.
6. Follow mitigation measures MM4.4-1 through MM-4.4-4, to reduce VOC gas emissions.
7. Toxic air contaminant emissions were identified as less than significant impact.
8. The project operation will not result in significant emissions of TAC and criteria air pollutants. The ratio of daily project-related population vehicle miles traveled (VMT) to county wide VMT would result in a significant cumulative impact.
9. The project will not have a significant impact on climate change, based on the projection submitted in the ADEIR.

These comments are presented in order to minimize public health issues regarding the potential noise impacts associated with the construction and operational phases of the project, regardless of jurisdictional matters.

We appreciate the opportunity to be of service on this project and look forward to working with you in the future. If you have any questions please contact Evenor Masis at (626)430-5430.

Sincerely,



Cole Landowski, MS, CIH
Head, Environmental Hygiene Program

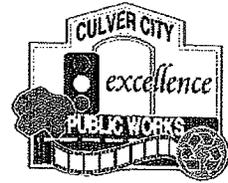


CHARLES D. HERBERTSON
Public Works Director/City Engineer

Culver CITY

PUBLIC WORKS DEPARTMENT

9770 CULVER BOULEVARD, 2ND FLOOR
CULVER CITY, CALIFORNIA 90232-0507



Phone (310) 253-5600
FAX (310) 253-5626

April 22, 2010

Mr. Srinath Raju
Raju Associates, Inc.
524 S. Rosemead Boulevard
Pasadena, California

Dear Mr. Raju:

Re: 5550 Grosvenor Boulevard - Millennium Playa Del Mar Residential Project

We have reviewed the Millennium Playa Del Mar Residential Project report dated December 2009. The development is located at 5550 Grosvenor Boulevard in an unincorporated area of Los Angeles County. It consists of 216 multi-family dwellings, estimated to generate a net total of 88 trips during the morning peak hour and 115 trips during the evening peak hour.

The report on page 5 and elsewhere should indicate the jurisdiction of each intersection. The intersections numbered 4, 13 and 14 are in Culver City. In Appendix B, Intersection Lane Configurations, the report should indicate which development is responsible for the changes between Existing 2009 and Year 2013 Conditions indicated at intersections 1, 4, 6, 7 and 10. Also indicate "ATSAC" instead of "A" at the intersections.

We agree with the findings of the report that the development should not have an impact at any intersection in Culver City.

Figure 6 should be labeled "Related Projects Only Peak Hour Traffic Volumes."

If you have any questions, please call Barry Kurtz at 310.253.5625.

Sincerely,

Charles D. Herbertson, P.E., L.S.
Public Works Director/City Engineer

March 25, 2010

Job No. 06-354C

Mi Kim
Principal Regional Planning Assistant
Los Angeles County Department of Regional Planning
320 West Temple Street, Room 1348
Los Angeles, CA 90012

RE: Project NO. R2009-02015 (CUP No. 200900150) Density Impacts

Dear Mi:

In regard to the comments concerning the density impact of the above project on public services and facilities, DRC Engineering, Inc. has obtained Will-Serve letters from the various utilities that service the project site - specifically sewer, water and storm drain. All letters from each of the agencies indicated the ability to provide service to the site. Electric, gas and telephone purveyors are required to meet the demands of a new development, so we do not anticipate that this will be an issue.

The previous developer had the same density and was going through the tentative map process with the County. The various department comments had been issued and there were not any comments that suggested the density posed a concern to existing public services or facilities. Additionally, the current project team has met with various departments and agencies and the issue of the density overburdening public facilities has not been cause for concern.

Please contact me should you have any questions.

Sincerely,



Gregory R. Cooke, P.E.
Principal

IN
SUPPORT

21 April 2010

TO: Dinerstein Companies

FROM: Matthew Murray

Resident / Adjacent North Boundary to proposed project located at the intersection of Centinela avenue and Jefferson Avenue, in Los Angeles CA 90066.

Subject: Local resident input and HOA representation.

Sir / Ma'am,

This letter has two (2) purposes. One is to provide documented support from local residences adjacent to the proposed development project located at Jefferson and Centinela intersections, in Los Angeles California 90066. Second, is to illustrate the possibility of misrepresentation by local HOA organizations opposed to the project.

My address is identified below. I reside at the North boundary of the project location. If there were an impact or merit scale afforded to residences based on impact, those of us physical abutted to the project boundary would score the maximum. I am supportive of the project based on the following reasoning and thresholds:

- a) The project meets and exceeds all required impact thresholds.
- b) Dinerstein (Josh Vasbinder) has actively engaged the surrounding community with the following mitigation initiatives (none of which are required by law or impact limits):
 - multiple community awareness / disclosure meetings
 - local resident visual impact simulations
 - updated / revised traffic + engineering report data
 - additional traffic lights (none of which are required to be installed)
 - local school landscaping
 - adjacent resident filters / dust screens / relief landscaping
 - continuous open dialogue with local residence (physically/email/phone)
 - revised project scale, class mix and vertical height plans based on input from local HOA organizations.
- c) These type project occur frequently in L.A. County. This specific project is not askew or different from the historical precedence, and it is an inevitable, logical, and legal answer to the growing population of Los Angeles County.
- d) This project does not violate any impact thresholds, nor does it exceed any current environmental limitations imposed by L.A. County. Thus, there is no empirical data to justify blocking the project.
- e) Everyone wants a green pasture adjoining their property. In a perfect world that would be a legitimate desire....but property is scarce in L.A. County, and the population is growing...and there is no specific data or reason to justify denying this project. If there were such a reason, I would be the first to actively pursue an alternate plan.

A local HOA organization has claimed to "represent" the voice of the surrounding residences. There has been no active voting process to make such claims. 390 total HOA members (of which ten are continually active) claiming to represent 30,000 individuals is not only false, but borderline illegal. I have no direct contact with Dinerstein group. I am not affiliated nor have any business dealings with them. My support is strictly based on what is fact, what is required, and whether the impact is within the County guidelines....all else is subjective opinion.

I would love to have a green pasture adjoining my property. That is not reality. There is no reason to block this project from proceeding. If there were, I would support a revision to the plan.

X *Matthew Murray*

Matthew Murray

12426 Beatrice Street, Los Angeles CA 90066

310-306-2067 home / 310-902-9641 cell

murray_m@msn.com

Millennium Project at 5550 Grosvenor Boulevard, Los Angeles, CA

Supplemental Findings for Urban Infill Project

Though the applicant is not seeking entitlement for an Urban Infill Project per the county code, it has prepared these findings to demonstrate how the proposed project nonetheless meets of the various Infill Project burden of proof requirements; this demonstration helps further justify the proposed project density and associated General Plan Amendment and Zone Change being sought by the applicant.

1. Describe why the proposed project will not disrupt sound residential neighborhoods nor adversely affect the character of the established community.

The subject property is currently developed with a church, appurtenant surface parking and a single-family residence which is owned by the church. In contrast to the existing church building and residence, which lack architectural interest and quality design (and which, it could be argued, serve to detract from the character of the established community), the architecture and design of the proposed apartments will be of the utmost quality; in turn, rather than disrupt sound residential neighborhoods or adversely affect the character of the established community, the proposed project's high-quality architecture, design and site plan layout will contribute positively to the quality of the character of development of the established community. The proposed project will also enhance the neighborhood aesthetic through the replacement of outdated structures and acres of surface parking with attractive, environmentally-sensitive housing and lush landscaping.

As further detailed in finding no. 5 below, the proposed massing and scale of the planned development is in keeping with the established development pattern immediately south and west of the site (apartments and light industrial and commercial office uses), yet is responsive to and respectful of existing single-family residences to the north of the site, thereby ensuring compatibility with these nearby homes so as not to adversely affect the established character of the single-family residential community to the north of the site. The project layout and design aim to ensure compatibility between the proposed multi-family buildings and the single-family residences adjoining the site to the north. Compatibility is achieved through the provision of substantial landscaping and building setbacks on the north property line and through designing the project with a transitional building height program, as further described in finding no. 5 below.

The housing project is being proposed on what can be considered an underutilized urban infill site that is appropriate for multi-family housing development at the density being proposed. As noted, the existing church intends to cease church operations at the property. Moreover, the subject site is located close to an expanding commercial office sector, is adjacent to apartments of similar density and is located proximate to public transportation lines. The subject property is located within close walking distance to substantial forthcoming retail uses at Playa Vista's "Village," is adjacent to an assortment of high-quality corporate employers to the west (including the world headquarters of the renowned Chiat/Day advertising agency, which is located just down Grosvenor Boulevard from the site to the northwest), and is located in close proximity to public transit lines on Jefferson and Centinela Boulevards. Moreover, the University of Southern California is in the process of locating 300 employees to an office building across Jefferson Boulevard from the subject property, and, within the next six months, Belkin International will also be locating 500 employees to offices located across Jefferson Boulevard from the subject site. In total, over 1,000,000 square feet of office space has recently been completed or is under construction in close walking distance from the subject property, so the proposed housing will be an ideal "walk to work" living alternative for employees of the existing and future offices in the neighborhood. The project site is also within close walking distance to Playa del Rey Elementary School (a public elementary school), so it is likely that the school's teachers and employees will find the proposed apartments a convenient (and affordable, when compared to the cost of home ownership in the project vicinity) place to reside in close proximity to their work place. All these factors evidence that the property is well situated for the type of high-quality multi-family development proposed.

2. Describe why the proposed project site is of sufficient size to accommodate design features (setbacks, landscaping, buffering, etc.) necessary to ensure compatibility with surrounding uses.

The size and proportions of the site allowed it to be planned in a manner that efficiently placed a majority of the dwelling units in the core of the parcel nestled around two internally facing courtyards. This allowed flexibility on each of the four perimeter edges so that they could be tailored to interface with the adjacent uses in an appropriate but individual manner. As set forth in greater detail in finding no. 5 below, this included increased setbacks and lower building heights on the north edge (where the project is in closest proximity to the single-family residences located north of the property), a soft well landscaped buffer facing the cul-de-sac and alley to the east, internally facing units on the south edge, and units facing to Grosvenor Boulevard on the west edge.

3. Describe why the proposed project will not overburden existing public services and facilities.

The project will not overburden existing public services and facilities because, as outlined in the DEIR, sufficient public services (i.e., fire safety, law enforcement, libraries and schools) and facilities (i.e., roads, sewer, water, electrical and gas) are available to service the project without creating adverse impacts or disruptions to such services and facilities. Moreover, in full conformance with applicable regulations, the project applicant will pay all applicable development impact fees intended to offset potential project burdens/impacts to public services (for example, school fees). (See attached letter from project civil engineering firm confirming availability of public services for the project.)

4. Describe why the proposed use will not disrupt or adversely impact local traffic and parking conditions.

Implementation of the proposed residential project will not result in significant impacts to traffic and transportation. The proposed project is estimated to add a net 1,078 daily trips, of which 88 trips and 115 trips are projected to occur during the morning and evening peak hours, respectively. As outlined in the County and City of LA-approved project traffic report, these trips do not result in a substantial increase in traffic within the circulation system; as such, vehicle trips generated by the project will not cause significant impacts to any of the County intersections or roadways and, therefore, would not require any mitigation measures. The increase in traffic resulting from the proposed project is not expected to conflict with any applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

The project traffic report recommends that the proposed project provide for the installation of a traffic signal along with Automated Traffic Surveillance and Control and Adaptive Traffic Control Systems for improved and enhanced operations. With the installation of the traffic signal at the Grosvenor Boulevard and Jefferson Boulevard intersection, the operations at this currently failing, un-signalized intersection are projected to operate at a very good level of service ("LOS A") in the future with the proposed project.

Additionally, the construction impacts associated with the proposed project are also expected to not be significant since the traffic associated with same would be small and the effects due to the construction traffic would be temporary and not substantial.

The proposed project is also providing a parking structure with the county-required number of parking spaces per code, on site. The number of parking

spaces being provided for this project would be adequate and no significant impacts to parking in the local area adjacent to the site due to neighborhood parking intrusion or parking spillover are projected to occur due to the implementation of the proposed project. The parking and internal circulation system will function satisfactorily.

5. Describe how does the proposed site plan will ensure compatibility of the proposed project with surrounding uses, in terms of scale, intensity and design?

As set forth below, the proposed project has been designed to ensure compatibility with the adjacent uses.

Scale and Edge Conditions

- As depicted on the project site plan, along the northern property edge of the project, the building setback has been undulated from 35 feet to 100 feet in order to sufficiently buffer the proposed building from the single-family residences to the north. In order to further soften this key northerly boundary of the project, three courtyards with interior facing units have been programmed along this edge. The entire building is stepped down along the northern edge to two stories maximum height. In addition, there are a series of one story elements along the northern side, further reducing the building height along this portion of the project.
- Along the project site's eastern edge, the building has been setback a minimum of 15 feet to as much as 35 feet from the adjacent alley, cul-de-sac, and business storage yard. This side of the proposed project has been well landscaped and steps down from four stories on the south end to one and two stories on the northern end, in closest proximity to the single-family residences situated to the north of the project site.
- The southern edge is bounded by high density multi-family apartment buildings that are separated from the subject site by an east-west running alley. These existing buildings have zero setbacks from the ROW and have windows facing directly north. Along this edge, the project has been set back 7 feet from the edge of the alley. To maintain the privacy for the existing apartment residents to the south, all the dwelling units along this edge were oriented toward the north into private courtyards, so that no units faced in a southern direction.
- The western property edge fronts on Grosvenor Boulevard. The project is set back a minimum of 15 feet from the Grosvenor Boulevard right of way. As depicted on the landscape plan submitted with the application, this set back has been attractively landscaped. The dwelling units face towards the street, encouraging a safer "eyes-on-the-street" neighborhood.

In summary, the proposed massing and scale of the planned development is in keeping with the established development pattern immediately south and west of the site (apartments and light industrial and commercial office uses), yet is responsive to and respectful of existing single-family residences to the north of the site. As described above, the project layout and design aim to ensure compatibility between the proposed multi-family buildings and the single-family residences adjoining the site to the north. Compatibility is achieved through the provision of substantial landscaping and building setbacks on the north property line and through designing the project with a transitional building height program, as described above.

Intensity/Density

- The proposed project provides appropriate density and building height transitions from the single family homes to the north of the project site (which have a density of approximately 5.5 DU/AC) to the high-density, multi-family projects to the immediate south of the project site (which have a density of approximately 99 DU/AC). The proposed density for the most northerly approximately 80-foot portion of the subject project (i.e., the portion of the project that is in closest proximity to the single-family homes to the north of the project site) is approximately 17.5 DU/AC while the density of the remaining middle and southerly portions of the project are approximately 65 DU/AC, for a composite project density of 50 DU/AC. As described above, the project has been designed with transitional height, allowing for lower building heights along the project's northerly edge (where the project is in closest proximity to the single-family homes situated north of the project site), transitioning to a higher building as one moves from north to south across the project. The density layout and transitional height of the project ensures a smooth, appropriate transition from 5.5 DU/AC for the single-family residences to the north of the project site, to 17.5 DU/AC over the northerly portion of the project, to 65 DU/AC over the middle and southerly portions of the project, to 99 DU/AC for the existing apartments located adjacent to and southerly of the project south.

Design

The surrounding neighborhood exhibits an eclectic mix of product types and architectural styles. These range from simple utilitarian warehouse and industrial buildings to urban apartment blocks to ranch style single family residences. The vocabulary of the proposed project is a Traditional Urban Residential style that bridges the eclectic styles found within the existing built environment.

As noted above, the subject property is currently developed with a church, appurtenant surface parking and a single-family residence which is owned by the church. In contrast to the existing church building and residence, which lack architectural interest and quality design, the architecture and exterior and interior

design of the proposed multi-family residential structures will be of the utmost quality; the proposed development's high-quality architecture and design will ensure the project's compatibility with surrounding uses.

As described above, the applicant has designed the project with great attention to its single-family residential neighbors to the north. The applicant has addressed compatibility with the residences to the north by buffering the project's northerly edge with attractive landscaping and hardscaping, a combined 34 feet in width, consisting of a new fire lane and landscaped parkways; by setting the planned multi-family residential buildings back from the northerly property line by a substantial distance of between 35 feet and 100 feet and by providing a lush landscape buffer along the northerly property boundary; and by designing the project with a "transitional height" program for the northerly lot frontage (i.e., lower-height one- and two-story residential structures will be sited closest to the northerly property line, and building heights will increase to four stories with the transition from north to south across the property).

Millennium Playa del Mar Outreach

- **Thursday November 5, 2009**- Walked door-to-door, along Beatrice Street and Lucile Street, introducing new development team. Left informational letter, including contact information, at homes where homeowner wasn't available
- **Thursday November 12, 2009**- Walked door-to-door, along Lucile Street, Aneta Street and Hammack Street, introducing new development team. Left informational letter, including contact information, at homes where homeowner wasn't available.
- **Thursday November 12, 2009**- Spoke during the public comment period at the Del Rey Neighborhood Council (DRNC), introduced the Dinerstein Companies (applicant)
- **Thursday November 19, 2009**- Walked door-to-door, along Hammack Street and Beatrice Street, updating homeowners of project status. Left letter at homes where homeowner wasn't available.
- **Week of November 30, 2009**- Distributed Notice of Preparation mailer to residences within 500 feet of the proposed site
- **Tuesday December 1, 2009**- Walked door-to-door informing homeowners of Notice of Preparation hearing on December 8th and 15th. Left letter at homes where homeowner wasn't available.
- **Wednesday December 2, 2009**- Walked door-to-door informing homeowners of Notice of Preparation hearing on December 8th and 15th. Left letter at homes where homeowner wasn't available.
- **Monday December 7, 2009**- Informed Del Rey Homeowners & Neighbors Association (DRH&NA) of NOP dates introduced the Dinerstein Companies and project timeline.
- **Tuesday December 8, 2009**- Initial Scoping Meeting, held at subject property
- **Tuesday December 15, 2009**- DRNC- Land Use and Transportation Subcommittee, informational item to introduce project
- **Wednesday December 16, 2009**- Second Scoping Meeting, held at subject property
- **Thursday January 28, 2010**- DRNC- discussed project in greater detail, addressed questions/comments from board members.

- **February 1, 2010-** Walked door-to-door addressing questions/comments/concerns. Left a letter with a project update for any resident not at home.
- **February 1, 2010-** Had MMW representative, Peter Brown, attend DRH&NA meeting. Members requested information on any “new” changes to the project
- **Monday March 1, 2010-** Met with Playa Del Rey Elementary School principal to inform her about the project, provide contact information and address any comments
- **Monday March 1, 2010-** First formal introduction of project to DRH&NA, addressed DRH&NA letter of opposition dated January 12, 2010. Architect attended the meeting to address any comments
- **Saturday March 6, 2010-** Meet with adjacent property owners and neighborhood stakeholders to discuss project and potential mitigation solutions. Left letter and community benefits questionnaire at homes where homeowner wasn’t available.
- **Wednesday March 10, 2010-** Distributed 500 community benefits questionnaires to parents at Playa del Rey Elementary School.
- **Thursday March 18, 2010-** Met with DRH&NA Board members and adjacent property owners to discuss project and address concerns. Left letter and community benefits questionnaire at homes where homeowner wasn’t available.
- **Friday March 19, 2010-** Met with Playa del Rey Elementary School PTA president to introduce project and discuss potential concerns. Asked to explore neighborhood pocket park feasibility
- **Wednesday March 24, 2010-** Attended Playa del Rey community meeting- spoke to various board members about the project
- **Friday April 2, 2010-** Met with incoming Del Rey Neighborhood Council President and Treasurer to introduce them to the project
- **Monday April 5, 2010-** DRH&NA meeting- discussed lowering the height of the project and new overall heights

**IN
OPPOSITION**

latimes.com/business/la-fi-apartment-rents8-2010apr08,0,5251110.story

latimes.com

REAL ESTATE

Southern California apartment rents are expected to keep falling

A study shows the average cost dropping as much as 3.5% in L.A. County this year, 2.4% in Orange County and less than 1% in San Bernardino and Riverside counties but inching up in San Diego County.

By Alejandro Lazo

April 8, 2010

Apartment rents are expected to fall as much as 3.5% in Los Angeles County this year, according to a study released Wednesday, as landlords compete for tenants in a market battered by stubborn joblessness and saturated with freshly constructed housing units.

For apartment dwellers, falling rents have been the housing bust's thin silver lining: During the boom, rents had climbed in tandem with housing prices.

Southern California's high number of foreclosures and the rampant overbuilding during the housing bubble has resulted in a glut of rentals as demand has slackened with high unemployment, according to the Casden Real Estate Economics Forecast

Meantime, many struggling young adults have moved back in with their parents, and older people who have lost their homes have started living with relatives, according to a separate study for the Mortgage Bankers Assn.

That study -- by Gary Painter, a professor in USC's School of Policy, Planning and Development -- found that a net 1.2 million American households disappeared from 2005 to 2008.

While rents are likely to fall 3.5% in Los Angeles County and 2.4% in Orange County, those declines are expected to be more moderate than in 2009. Rents should fall less than 1% in Riverside and San Bernardino counties but inch up less than 1% in San Diego County, according to the Lusk Center study.

"The take-away is that the economy is showing some small signs of improvement. All markets are going to perform better than the previous year, but for some that still means a decline," said Tracey Seslen, a professor at the USC Lusk Center for Real Estate who co-wrote the Casden study. "L.A. is going to

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perform the worst."

In Los Angeles County, the average monthly rent fell to \$1,488 at the end of 2009, a 5.8% decline from a year earlier.

More than 5,700 apartment units were completed in the county in 2009, about 42% of the new supply for the region last year. This year, 4,805 units are scheduled to be built, representing more than half of new construction in Southern California.

Property owners are feeling the pinch.

"It is a way more competitive marketplace now, where before at the high end you could still rent an apartment quickly," said Mark Howell, who owns the historic La Fontaine building in West Hollywood as well as several smaller rental properties in West Hollywood and Beachwood Canyon.

"You really have to sit on that apartment to get that tenant, so you will often wait two or three months to get what the apartment is worth. You really have to lower the rents," he said.

Howell estimates the income from his buildings has fallen 2% to 3% since 2007. While rents at La Fontaine and other high-end properties have held up, he said he has had to lower his price on units in another building, to \$2,200 from \$2,500 for a two-bedroom apartment, for example, or to \$1,550 from \$1,700 for a one-bedroom. His portfolio hasn't declined more because he has brought other units up to market value as tenants have left, he said. Nevertheless, 2009 was intimidating, he said.

"Everywhere you would go in West Hollywood you would see a 'for rent' sign," he said. "It was scary."

The average Orange County apartment rented for \$1,464 in 2009, a 4.4% decline from 2008, as the fallout from the subprime mortgage crisis took its toll.

Jessica Nicole Filicko, 30, said she was renting a condominium in Fullerton last year for \$1,100 a month when it was foreclosed on by the lender. While the experience was stressful, she said, the lender ultimately paid her \$3,500 to vacate the property, and she found a comparable unit in the same complex for \$995.

"It definitely is a noticeable change," she said. "I do see a little bit more of my income, and I don't have to live paycheck to paycheck. If something were to happen, there is that cushion, which is a little less stressful."

The average rent in the Inland Empire -- San Bernardino and Riverside counties -- fell 3.8% to \$1,024 in 2009 from the year before.

Seslen of USC said that, while investors have poured money into the region snapping up foreclosed properties, they are not putting many on the market as rentals but are rather holding on to them.

"Their holding costs are relatively small compared to your average Joe," she said. "So they may find that it is worthwhile to keep the home unrented until they decide the time is right to resell."

San Diego County's average monthly rent had the smallest decline in the region, 1.3% to \$1,323 at the end of 2009 compared with a year earlier.

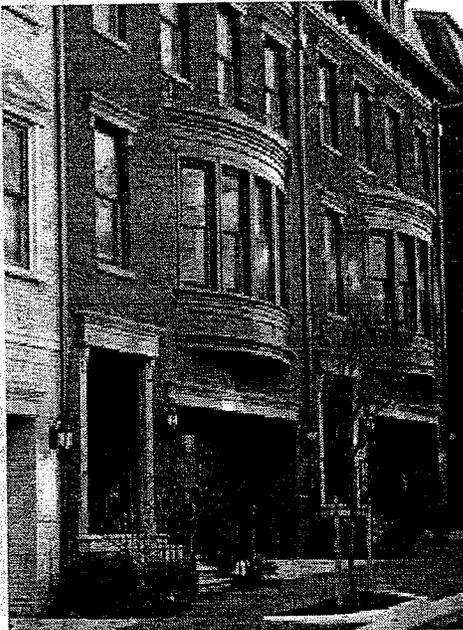
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Times staff writer E. Scott Reckard contributed to this report.

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Southern California *Multifamily* 2010 Report



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April 28, 2010

Via e-mail & Messenger

Ms. Mi Lee & Mr. Anthony Curzi
Department of Regional Planning
Los Angeles County
320 West Temple Street
Los Angeles, CA 90012

Re: County R2009-02015/Millennium-Playa Del Mar Apartments (the "Project")

Dear Ms. Lee & Mr. Curzi:

This office represents the ownership of the apartment building located at 12435 W. Jefferson Boulevard, commonly known as the Club Marina Apartments (the "**Apartment**"). The EIR for the Project is inadequate for the numerous reasons detailed in this letter.

My client's Apartment has three levels of residents to a maximum height of 35 feet (some have a loft). It is located between two other apartment buildings on Jefferson Blvd., immediately abutting the alleyway and the Project.

The Project proposal of 216 apartments has a maximum height of four stories (58 feet), a 4.5 story, 433-space parking structure with a maximum height of 56 feet, (the "**Garage**"); and seeks discretionary approval of a zone change from R-3-DP and R-1-DP to R-4. This does not correspond nor conform to the existing land uses of single family homes to the north and west, and 2-4 story apartment buildings to the south.

All of the environmental impacts directly arise from the Applicant's poorly designed land plan which crams the desired R-4 zoning and 216 dwelling units, and the 4.5 story Garage onto the site instead of accepting a slightly less, but still reasonable density. The land plan also creates various environmental impacts. Apartment residents will be severely impacted by the Project's adjacent, massive Garage and the 1,433 daily vehicle trips (EIR page 4.5-22) which would be funneled onto either a narrow, existing 25' alleyway (proposed widened to 28'), or a future private driveway that abuts single family residents (collectively the "**Access**").

Inadequate EIR Ignores Environmental Impacts & Omits Reasonable Alternative

a) Environmental impacts of noise, light, increased shadows and decreased air quality, combine to severely impact the adjacent residents of the single family homes, the Apartment and the adjacent apartment buildings. These impacts directly and solely arise from the mass and height of the Garage and the poorly planned Access (this series of impacts are collectively referred to herein as the “**Unmitigated Impacts**”). Numerous Court rulings have confirmed that all of the project’s environmental impacts must be considered, City of Santee v. County of San Diego, 214 Cal. App. 3d 1438 (1989), yet the EIR fails to analyze or mitigate these Unmitigated Impacts.

b) The EIR fails to offer sufficient reasoning how the Unmitigated Impacts are not substantial environmental impacts that require mitigation. CEQA requires that reasoning to support a determination of insignificance must be disclosed, (numerous cases, including Protect the Historic Amador Waterways v. Amador Water Agency, 116 Cal. App. 4th 1099 (2004).

c) Alternatives presented in an EIR are described as the “core of an EIR,” Citizens of Goleta Valley v. Board of Supervisors, 197 Cal. App. 3d 1167 (1988). The EIR is inadequate since it fails the CEQA mandate to identify feasible alternatives that could avoid or substantially lessen the Project’s significant environmental impacts (CEQA Guidelines §21002, 21002.1(a)). (Note: all references herein to “Guidelines” are to those CEQA Guidelines as incorporated in the California Code of Regulations).

d) The Traffic Report analysis was based upon a misleading “net” amount of vehicle traffic. The property’s existing use is a Church with almost all of their traffic occurring on the weekend. While the current traffic has ingress and egress at an existing Church driveway, the Project’s proposed access is through a private driveway adjacent to single family residences, and a second access through an alleyway abutting more than 300 apartment residents.

Project Objectives are Conclusionary and Based Upon Non-Relevant Information

In several instances the EIR cites numerous conclusions but omits critical facts and the required analysis. These conclusionary remarks violate CEQA, that an EIR must contain facts and analysis, not just bare conclusions and/or opinions, Citizens of Goleta Valley v. Board of Supervisors, 197 Cal. App. 3d 1167 (1988).

Project Objectives–Unmet Housing Need

Project Objectives justify the Project by proclaiming there is a, “significant unmet demand for housing,” and the area is a, “geographic zone with defined housing need.” (3.0-2). These opinions are not verified by any specific data, but merely rely on broad brushed, general language in the County-wide General Plan.

Recent, current and objective economic data prove the falsity of the Project

Objectives. The University of Southern California Marshall School of Business recently published the "Casden Real Estate Economics Forecast, Southern California Multi-family 2010 Report." This report was quoted in the Los Angeles Times article of April 8, 2010, "Southern California Apartment Rents Are Expected to Keep Falling." The Times quoted the USC Report as detailing the, "high number of foreclosures and rampant overbuilding during the housing bubble has resulted in a glut of rentals as demand has slackened."

Located 2.2 miles away, within the same sub-housing market is Playa Vista. This development received recent approval for 2,800 housing units (stated in EIR as 2,600 dwelling units 4.5-17), adding to its previous approved 3,246 housing units (4.5-17). The Project Objectives supporting an intense land use, dramatic height increase and significant environmental impacts adjacent to lower density uses is contradicted by the area's glut of housing which will be exacerbated by Playa Vista's 5,846 housing units, the existing housing unit vacancies, and the numerous approved and planned housing developments.

This housing statistical data may not be relevant in many environmental impact reports, however this EIR extensively relied upon and seeks justification for the Project, by quoting generalities from the County's General Plan. The Project Objectives that there is an, "unmet demand" for housing, and that this, "geographic zone has a defined housing need" is contrary to third party expert studies.

Project Objectives—Misleading Avoidance of Environmental Impacts

Another Project Objective is to, "avoid unnecessary environmental impacts associated with grading and excavation by building structures above the level grade to the extent feasible." This Objective is misleading. The construction of the Garage immediately adjacent to the 3 story Apartment and the apartments will create long term Unmitigated Impacts and not avoid such. However these impacts could be avoided by the land use plan addressed in the Reasonable Alternative, page 4 herein.

Project Objectives—R-4 & 58' Height Not Compatible with Single Family and R-3 Uses

Another stated Project Objective is to construct, "high quality multi-family housing at a density, physical scale...that is compatible with and complimentary to adjacent uses in the surrounding neighborhood." The Project has numerous elements that are not compatible nor complimentary, including; R-4 zoning in between R-1 and R-3 zoning at a maximum height of 58' and 4 stories, a 4.5 story Garage adjacent to residents, and two Access points of an alleyway and private driveway immediately adjacent to existing residential uses.

One Project Objective seeks to justify the Project by providing, "a height transition between the single family homes northwest of the project site and the multi family homes to the southeast." The Garage is not a transition, but is a harsh, immense, commercially appearing structure adjacent to residential uses. Its mass and location create severe environmental impacts to its residential neighbors.

EIR Omits a Feasible and Reasonable Alternative–The “Reasonable Alternative”

The number and description of the Alternatives are based in part on the disingenuous Project Objectives. The Alternatives fail to comply with CEQA Guidelines which require, “a range of reasonable alternatives to the Project...which would feasibly attain most of the basic objectives of Project that would avoid or substantially lessen any of the significant affects of the Project” (Guideline §15126.6).

The Alternatives address the environmental impacts during construction (6.0-2) however fail to state or analyze the long-term environmental impacts that arise from the Unmitigated Impacts.

Alternative 2

Constructing 26 single-family detached homes on 4.9 gross acres of R-3 zoned property does not meet the CEQA test of being economically feasible and accordingly should not have been included in the EIR.

Notwithstanding the reasons for its exclusion, the EIR deceptively seeks to justify the Project by stating that 26 single-family homes will only “incrementally reduce” the number of vehicle trips compared to the 216 dwelling unit apartment building. Alternative 2 also states that the construction noise impact would be similar to that arising from the proposed Project. This statement strains credibility, the Alternative’s 26 single family homes would certainly result in a greater reduction of vehicle trips than merely “incremental.”

The EIR states this Alternative would “not substantially reduce” the significant construction-related noise and air quality impacts “ (6.0-7). However since this Alternative would not include the Garage, this Alternative would “substantially reduce” the long-term significant noise and air quality impacts.

Alternative 3

Due to the omission of a site plan or details as to the parking design and location of ingress/egress, the lead agency should require further analysis of this Alternative. Alternative 3 claims to generate 835 additional vehicle trips instead of the Projects 1,078 “net” daily trips (6.0-9). This is a significant reduction and should be further analyzed.

Alternative 4

This Alternative of a six-story building is prima facie not feasible for many reasons, the height restriction of the property, the resulting increase in environment impacts and the greater cost of construction. The inclusion of such appears as another diversion from feasible and reasonable alternatives that are omitted. This Alternative should have never been included.

Notwithstanding the above, since all Alternatives must be “feasible,” Alternative

4's underground parking (6.0-10) confirms subterranean parking is feasible for the Project. The immediately adjacent apartments on Jefferson Boulevard have underground parking; 12505 Jefferson has one and one-half levels of subterranean parking, the Apartment at 12435 Jefferson has one subterranean level and to the east at 12427 Jefferson has one-half level of subterranean parking. To mitigate or avoid the long term Unmitigated Impacts, the Project should consider extending the public street Juniette, utilize on-grade parking, and some subterranean parking.

The Omitted Reasonable Alternative

CEQA guidelines require a "rule of reason" when discussing which Alternatives are necessary to permit the reasoned choice (Guideline § 15126.6 f). The Alternatives fail the basic CEQA test of proposing alternatives designed to minimize a project's environmental impacts, cited in innumerable cases, including, Citizens of Goleta Valley v. Board of Supervisors, 197 Cal. App. 3d 1167 (1988), Laurel Heights Improvement Association v. Regents of University of California, 47 Cal. App. 3d 376 (1988) et. al.

The EIR omits the most reasonable Alternative, one with a greater density than the 26 single-family homes of Alternative 2, but less than the proposed 216 units. This Alternative would include a zone of R-3 for the entire project, a height limit of 35', and the requested plan approval to High Density 3. That Alternative would include either on-grade parking or two parking structures with some amount of underground parking spaces (the "**Reasonable Alternative**").

The Reasonable Alternative would also reconfigure the land plan to avoid having 1,433 daily vehicle trips transverse past single family homes and apartment residents. That land plan would extend the existing public Juniette Street as a primary point of access. Juniette is a wider access than either of the two Project proposed access points. A Juniette primary access and elimination of the Garage would avoid the Unmitigated Impacts. CEQA mitigation measures include avoiding an impact by not taking a certain action (Guidelines §15370). This Alternative would strike the proper balance between economic growth and environmental protection.

EIR Fails to Analyze Long Term Impacts of Noise, Air Quality and Light

An EIR must not only identify and describe the project's significant short-term, direct environmental effects, but must include the indirect and long-term effects, (Guidelines §15126.2(a)). (emphasis added).

Noise

The noise levels during construction are termed, "significant and unavoidable during project construction" (2.0-11). The EIR failed to study or project the level of decibel readings to the adjacent neighbors from the construction of the massive Garage. This must be addressed and if deemed significant, mitigation measures proposed.

The EIR accurately cites Appendix G of the CEQA Guidelines, (4.3-14), that a project would have a significant noise impact if it would, "result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project."

There were no studies or decibel readings to calculate long-term, permanent noise generated by the Project to its immediate neighbors, the single family homes to the north and east, and the approximately 300 total apartment residents to the south.

To address the noise to the single family residents to the north, a mitigation of a "a 6-foot block wall is proposed along the property line to the north of the access alley." Yet without a study of noise generated, there is no method to assess if the 6' wall is adequate mitigation. A mitigation measure must minimize the adverse impact (Guidelines §15126.4(a) (1)). The EIR's statement that such "impacts would be less than significant" is conclusionary, without foundation, and must be deemed inadequate.

The proposed Garage will accommodate 1,433 daily vehicle trips. The EIR concedes of a, "substantial permanent increase in ambient noise levels" to the single family homes and the Apartments" (4.3-19). The EIR describes that the noise generated by the parking structure will include, "tires squealing, car alarm sounding, car stereos and horns honking," (4.3-19). Yet there were no studies to specifically assess the Garage's noise impacts to approximately 300 adjacent apartment residents, and address mitigation measures. The Apartment residents cannot close their windows to shutter this din since the building relies on ocean breezes and does not have air conditioning.

Without facts or studies as justification, the EIR offers the conclusionary statement that the "proposed parking structure is not anticipated to introduce a substantial permanent noise source that exceeds County Standards." (4.3-20). County Standards are not the CEQA test for environmental impacts.

Traffic & Access

The Traffic Study of December, 2009 deceptively relied upon two faulty premises affecting the location of the access and the amount of vehicle trips generated by the Project.

The present use of the property is a Church. The present traffic has ingress and egress to the Church at an existing Church driveway, a different location than the Project's proposed access of the existing alleyway and future private driveway adjacent to the single family homes. Obviously the Church's main traffic volumes are on the weekends, not a.m. or p.m. peak weekday hours.

The premise of the Traffic Study is that there will be 1,078 net daily trips (page 26 of the Traffic Study). However nearly all of the current Church traffic occurs on weekends, so the projected 1,433 daily vehicle trips should be the amount analyzed,

not the 1,078 increased generation trips.

For the abutting neighbors, the 1,433 daily trips is the true and accurate amount of vehicle trips arising from the Project. Accordingly, the Traffic Study needs to be amended to analyze the 1,433 daily vehicle trips that will be squeezed into an alleyway and a private driveway.

The EIR accurately cited Appendix G of the CEQA Guidelines, (4.5-11), that a project has a significant traffic and access impacts if it would, "cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system" (emphasis added). In the instant matter, one of the two portions of the "street system" is but an alleyway, not a public street.

Air Quality

The EIR notes that, "motor vehicles are the primary sources of pollutants within the project vicinity (4.4.-24 and 4.4-71). The 108 page "Air Quality" section of the EIR addresses such important impacts as; Regional Climate, Local Climate, Pollutants, Global Climate Change, Greenhouse Gases, the air quality impacts on the South Coast Air Basin, including nine counties from San Diego County, to Imperial County, San Bernardino County and Santa Barbara County (Figure 4.4-1).

Despite this lengthy review, the EIR omits to analyze air quality impacts from those motor vehicles on the adjacent single family homes and apartments. (4.4). While we applaud the County for mandating all multi-family developments receive a LEED Certification, that Certification rings hollow when the Unmitigated Impacts damage the adjacent residents.

Visual Resources

The EIR omits to fully analyze the visual impacts of the 4.5 story Garage upon the adjacent single family homes and approximately 300 total residents in the three apartment buildings to the south.

The EIR offers two mitigation measures for visual impacts. The first is a "green screen" (4.6-17), further described as a, "wire screen with vines," (4.6-17). This is a ludicrous and inadequate mitigation measure for a 4.5 story Garage looming over adjacent residents. The EIR adds that a row of tall, planted trees, that, "when mature, would provide additional screening," is too vague and speculative as an adequate mitigation for the imposing Garage.

Without studies or analysis, the EIR offers that, "shade impacts associated with the proposed project are not considered significant" (4.6-21). This conclusionary view is apparently supported by a series of small, 2" x 3" computer generated renderings (4.6-9a). These renderings fail to detail a visual perspective from any of the single family homes or any of the residences in the multi story apartments.

Recycled Land Plan Creates Severe & Unmitigated Environmental Impacts

My clients support a zone change of the property to R-3 and its corresponding height limit, such would be compatible with the General Plan designation. The EIR's inadequacy and the poor land planning do not justify a zone change to R-4 and 216 dwelling units.

The land plan is a recycled plan, nearly identical to one proposed by another development entity years ago which was rejected (see Geo-technical Report prepared for the same firm). This is not inherently wrong, but since the earlier site plan was rejected, the recycled plan indicates a lack of response to legitimate community concerns which were expressed years ago and have been raised anew.

The land plan is far more intense than typical R-3 and R-4 zoning. In an effort to compensate for the adjacent single family homes, the southern and majority portion of the property is left with an extremely dense 64.7 units/acre and deposits the Garage in immediate proximity to the apartment's residents. (Figure 4.1-2).

The EIR's inadequate assessment of the environmental impacts arise from the land use configuration which does not include the components of the Reasonable Alternative. Due to the Centinela Avenue on and off ramps for the 90 Freeway, many, if not most of the Project's future residents will access the alleyway just south of Juniette since that is the nearest to the freeway point of access. The extension of the existing public Juliette Street would avoid channeling 1,433 daily vehicle trips into a 28' wide alleyway and a driveway adjacent to single family homes.

Inadequate EIR Requires Recirculating

Public Resources Code §21092.1 requires circulation of the EIR if there is "significant" new information. The information presented herein is significant and has not been addressed in the EIR and the Traffic Study does not accurately analyze the traffic impacts.

The herein described Reasonable Alternative and corresponding land plan would reconfigure the Access to lessen the impacts on the single family and apartment residents. This Alternative does not alter the basic nature of the Project, it is economically feasible, has greater density than the 26 dwelling units of Alternative 2, avoids the Unmitigated Impacts with either on-grade parking, or two well designed parking structures to lessen the visual impact and may include subterranean parking. The EIR should explain the basis for excluding this feasible and obvious alternative (Guideline §15126.6(c)).

CEQA requires an explanation of how the alternatives were selected, and also an identification of any alternatives that were rejected as infeasible with an explanation as to the reasons they were rejected (Guideline §15126.6(c)).

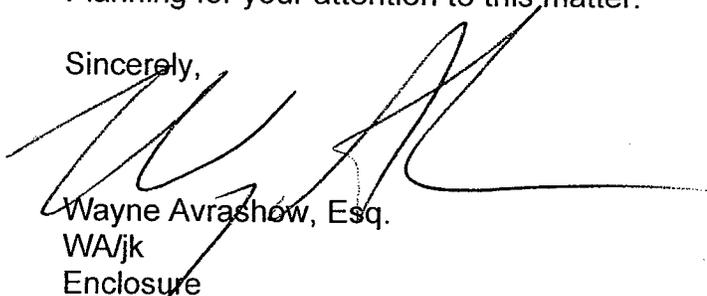
The EIR must provide decision makers with sufficient information to "intelligently take account of environmental consequences," (Guideline §15151). The failure of the Traffic Report to assess the accurate total number of vehicle trips and the location change of the trips to abut residents, the inaccurate Project Objectives and the lack of analysis of the Unmitigated Impacts combine to provide an inadequate level of information.

Examples of when a recirculation is required are incorporated in Guideline §15088.5(a). The two relevant examples for the instant matter are: (i) "When new information shows a substantial increase in the severity of an environmental impact." In this EIR the long-term Unmitigated Impacts and the inaccurate Traffic Study are, "severe environmental impacts." The second example is (ii) when new information, "shows a feasible alternative or mitigation measure, considerably different from those considered in the EIR," that would lessen the environmental impacts of the Project. The Reasonable Alternative is the feasible alternative.

The lead agency should make a, "good faith effort to find and disclose all that it reasonably can," Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova 40 Cal 4th, 412 (2007). Only an amended Traffic Study and re-circulated EIR that addresses the points raised herein would disclose all relevant information.

We respectfully thank the Commissioners and the Department of Regional Planning for your attention to this matter.

Sincerely,



Wayne Avrashov, Esq.
WA/jk
Enclosure

cc: Clients
Los Angeles County Supervisor Mark-Ridley Thomas, Attn: Ms. Karly Katona
Los Angeles City Councilman Bill Rosendahl, Attn: Ms. Nancy Franco

THE LAW OFFICE OF
WAYNE AVRASHOW

16133 VENTURA BLVD. SUITE 920
ENCINO, CALIFORNIA 91436-2413
TEL: (818) 995-1100 • FAX: (818) 995-4801
E-MAIL: walaw@sbcglobal.net
www.walawpro.com
April 28, 2010

VIA MESSENGER

Honorable Planning Commissioners
c/o Ms. Mi Lee, Department of Regional Planning
Los Angeles County
320 West Temple Street
Los Angeles, CA 90012

Re: County R2009-02015/Millennium-Playa Del Mar Apartments (the "Project")

Honorable Planning Commissioners:

This office represents the ownership of the apartment building at 12435 W. Jefferson Boulevard, the Club Marina Apartments (the "Apartment"). This cover letter summarizes the details expressed in the nine-page that is included by DRP staff.

My clients support reasonable development at the property, specifically a zone change of the property from R-1 to R-3. The Project proposal of 216 apartments with a maximum height of four stories (58 feet), a 4.5 story, 433-space parking structure with a maximum height of 56 feet; and a zone change to R-4, is not compatible with adjacent land uses of single family homes and 2-4 story apartment buildings and must be denied.

The significant environmental impacts arise from the Applicant's land plan which is far more intense than typical R-3 or even R-4 zoning. The southern and majority portion of the property crams 64.7 units/acre and locates the 4.5 story garage in immediate proximity to apartment residents (EIR Figure 4.1-2). The land plan funnels the 1,433 daily vehicle trips onto the existing 25' alleyway (proposed widened to 28'), or a future private driveway abutting single family residents. A 54' height parking garage looming adjacent to a 3 story residential use is not a "transitional use" as claimed by the applicant.

As you know, an EIR must not only identify and analyze a project's significant short-term and direct impacts, but must include the indirect and long-term effects. The long term environmental impacts of noise, light, increased shadows and decreased air quality each severely impact the adjacent residents of the single family homes, the Apartment and the adjacent apartment buildings. These impacts arise from the mass, height and location of the garage and the poorly planned access. While the EIR studied the surrounding community to assess these same environmental impacts, there were no comparable studies on the impacts to the immediately adjacent residential neighbors.

The EIR attempted to mollify the adjacent single family residents with a mitigation of a 6-foot block wall to decrease vehicle noise. Yet there was no study to assess the noise generated or the effectiveness of this mitigation. The EIR sought to appease the apartment's residents visual impacts from the parking garage by proposing a "green screen," later described as a, "wire screen with vines." This is a ludicrous and inadequate mitigation measure for a 4.5 story Garage looming over adjacent residents.

The EIR also relies upon faulty, broad brushed statements of the area's "unmet housing need" in the Project Objectives. However a recent study by The University of Southern California Marshall School of Business disclose no housing need in this area which is immediately adjacent to Playa Vista and their projected 5,200 housing units.

The EIR's Traffic Report analyzed traffic from the property's existing Church use. However since almost all of the Church's traffic is on weekends, the amounts of "net" vehicle trips are misleading. Also the current traffic has ingress and egress at an existing Church driveway, while the Project's proposed access is through a private driveway adjacent to single family residences and a second access through an alleyway abutting more than 300 apartment residents.

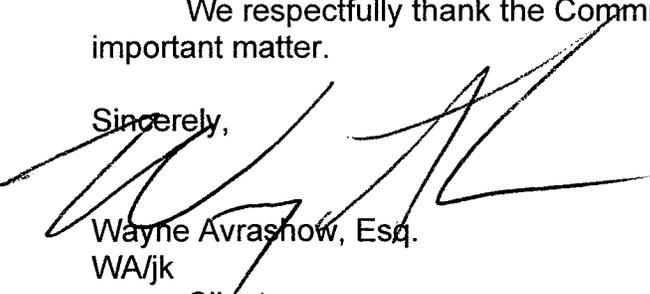
The EIR presents misleading and economically non-feasible alternatives, such as, 26 single family homes on nearly 5 acres of R-3 zoned property, and a six-story high rise which would dwarf adjacent uses. The Alternatives fail to include the most obvious alternative, described in my attached letter as the Reasonable Alternative.

The offered Reasonable Alternative has a zone of R-3 for the entire project, a height limit of 35', and would replace the massive 4.5 story parking structure with either on-grade parking or two parking structures and may have subterranean parking. That Alternative would reconfigure the land plan to avoid having 1,433 daily vehicle trips transverse past single family homes and apartment residents by extending the existing public Juniette Street as a primary point of access.

The EIR's inadequacy requires that the EIR be revised to include a series of studies assessing the environmental impacts to the immediately adjacent residents. Accordingly the EIR must be re-circulated.

We respectfully thank the Commissioners for their time and attention to this important matter.

Sincerely,



Wayne Avrashow, Esq.

WA/jk

cc: Clients

Los Angeles County Supervisor Mark-Ridley Thomas, Attn: Ms. Karly Katona

April 28, 2010

Attention: Anthony Curzi
Department of Regional Planning
320 West Temple Street, Room 1348
Los Angeles, CA 90012

*RE: Millennium Playa del Mar Apartment Project, County Project Number R2009-02015
Case Nos.: RENVT200600147, RCUPT200900150, RZCT200900013, RPAT2009000013*

I am writing to oppose the change of zoning to accommodate the Millennium Playa Del Mar Project. The project proposes to add 216 apartment units (60 feet tall) along with a 433-space parking structure (56 feet tall) in the heart of a neighborhood of single story homes in Del Rey. The General Plan calls for low density in this area. The enormity of this project conflicts with existing land use plans of the General Plan. The families in the community stand to bear a the burden of the environmental impacts such as a permanent increase in ambient noise levels in the project vicinity, a significant impact on air quality, a significant and unavoidable impact on VOC emissions and significant visual impacts. If the project were to be built by the density limit allowed under the existing zoning much of these impacts could be mitigated.

The density limits in the General Plan are intended to mitigate the aesthetic and harmful effects of mismatched development being located adjacent to one another. This project conflicts with the intended density of the General Plan designation for the project site.

Enclosed please find a letter from our Councilman Bill Rosendahl opposing the project, a petition from the residents closest to the project who oppose the proposed development and a recent letter sent by the Del Rey Homeowners & Neighbors Association.

In 2008 a development of the same height and same density was proposed in this location. Residents opposed the project due to the environmental impacts. The project was also opposed by the Del Rey Neighborhood Council, the Del Rey Homeowners & Neighbors Association and our neighboring LA City Councilmember Bill Rosendahl. Please see the attached letters and extensive petition that was submitted in 2008 about the identical project.

I do not oppose the project outright, I only ask that the project be built out as it is allowed under the General Plan today, with no upzoning.

Sincerely,

Elizabeth Zamora
President, Del Rey Homeowners & Neighbors Association



BILL ROSENDAHL

City of Los Angeles
Councilmember, Eleventh District

Committees

Chair, Transportation
Vice Chair, Trade, Commerce & Tourism
Member, Budget & Finance
Member, Ad Hoc on Economic Recovery &
Reinvestment
Member, Board of Referred Powers

April 27, 2010

Anthony Curzi
Department of Regional Planning
320 West Temple Street, Room 1348
Los Angeles, CA 90012

Re: Draft Environmental Impact Report, Playa Del Mar Apartments Project
5550 Grosvenor Boulevard

Dear Mr. Curzi:

I am writing to express my concerns regarding the proposed project located at 5550 Grosvenor Boulevard, in an unincorporated section of the county. Although this property is outside of the City of Los Angeles, the district I represent surrounds the project area, and the families who will be most impacted by this project reside within the City of Los Angeles.

My constituents who live near this project, in the Los Angeles community of Del Rey, have serious concerns about this project. With the proposed increases in height and density, this 216 unit apartment complex potentially threatens this neighborhood's quality of life. My constituents' concerns include, but are not limited to: increased traffic congestion on already gridlocked residential streets, and noise and air pollution from an above-grade parking structure that is out of character and scale with the adjacent community.

As a result of these concerns, I join the Del Rey Neighborhood Council and the Del Rey Homeowners and Neighbors Association in urging Los Angeles County to deny the request for a general plan amendment and to deny the request for a zone change. If you have any questions, please contact my Field Deputy, Nancy Franco, at nancy.franco@lacity.org (310)568-8772.

Regards,

BILL ROSENDAHL
Councilmember, 11th District

Cc: Los Angeles County Supervisor Mark Ridley Thomas

BR:Nf/nf

Westchester Office
7166 W. Manchester Boulevard
Westchester, CA 90045
(310) 568-8772
(310) 410-3946 Fax

City Hall
200 N. Spring Street, Room 415
Los Angeles, CA 90012
(213) 473-7011
(213) 473-6926 Fax

West Los Angeles Office
1645 Corinth Avenue, Room 201
Los Angeles, CA 90025
(310) 575-8461
(310) 575-8305 Fax



To: Department of Regional Planning, Los Angeles County
 Los Angeles County Regional Planning Commission

Re: DEIR for the Millennium-Playa Del Mar Apartments Project (Project No. R2009-02015)

We, the citizens of Los Angeles, strongly OPPOSE changing the current zoning of the property located at 5550 Grosvenor Blvd. We OPPOSE the proposed project MILLENIUM PLAYA DEL MAR APARTMENTS. We OPPOSE the request for a plan amendment from Low Density Residential 1 to High Density Residential 4, a zone change from R-3-DP and R-1 to R-4-DP, and a conditional use permit to develop a 216 unit, maximum four story apartment building on approximately five acres in the unincorporated area. We believe this development will negatively impact the quality of life of the immediate community because of its out of scale height and density.

Sincerely,

The Undersigned Citizens of Los Angeles County

RESIDENT SIGNATURE	RESIDENT NAME	ADDRESS	TELEPHONE/EMAIL
<i>[Signature]</i>	FRANCISCO LINAN	11970 S. TRUMAN AVE HAWTHORNE, CA 90230	
<i>[Signature]</i>	LEO GRIN	12475 W. SEFTON WAY LA CA 90046	
<i>[Signature]</i>	JAY KACIN	2435 W. JEFFERSON MILWAUKEE, WI 53227	
<i>[Signature]</i>	IGNACIO SANDOVAL	3657-W 106 ST INGLESIDE, CA 94028	
<i>[Signature]</i>	MARK GARCIA	2209 N. LINDEN REVEREND, CA 94581	
<i>[Signature]</i>	SARA BURTON	12435 West Jefferson	602 627 - 1111

Shu Wakana	Lynn Matsuzaki	12433 Lucile St.	
Na Co	Mark Matsuzaki	12433 Lucile St	10000010100
Sam Fujinami	Sam Fujinami	12453 Lucile St.	
Brenda	Brenda Fujinami	12447 Duval St	" "
Yutaka Mayeda	YUTAKA MAYEDA	12449 Lucile St	
Kelly Zullo	Kelly Zullo	12454 Lucile St.	
Ronald Zullo	RONALD ZULLO	12454 Lucile St	
Kim Shockley	KIM SHOCKLEY	12460 Lucile St	
Michelle Shockley	^(MAY 21) Michelle Shockley	12460 Lucile St	
Patricia Conner	PATRICIA CANCER	12463 Lucile St	
Timothy V. Conner	TIMOTHY V. CANCER	12463 Lucile St	
Mike Shockley	MIKE SHOCKLEY	12460 Lucile St.	
Brian Reed	BRIAN REED	12412 Lucile St	
James S. Haskins	JAMES HASKINS	12412 Lucile St	
Melissa Kurtz	Melissa Kurtz	12430 Lucile St	
Judy S. Mikawa	JUDY S. MIKAWA	12114 Buxner St.	10000010100

Petition to Oppose zoning variances and increased residential density at 5550 Grosvenor Blvd.
 County Project NO. R2009-02015 | General Plan Amendment NO. 200900013 | Zone Change NO. 200900013
 Conditional Use Permit NO. 200900150 | Environmental Case NO. 200600147

To: Department of Regional Planning, Los Angeles County
 Los Angeles County Regional Planning Commission

Re: DEIR for the Millennium-Playa Del Mar Apartments Project (Project No. R2009-02015)

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Sincerely,

The Undersigned Citizens of Los Angeles County

RESIDENT SIGNATURE	RESIDENT NAME	ADDRESS	TELEPHONE/EMAIL
	LISA CAHILL	10819 WESTMINSTER AV	90034
	F. PHILLIPS	5055 Burbank St	323 242 2000
	SAMMY ROGAN	2823 Marjorie Village Way	323 242 2000
	Tom Loeffler	358 Hampton Dr.	323 242 2000
	Mark Primack	1941 Santa Monica Blvd	310 200 0120
	JUAN FLORES	11476 BRADDECK DR	310 242 2000

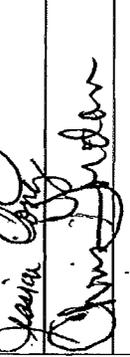
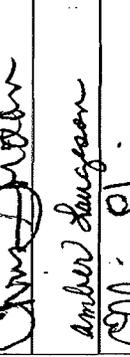
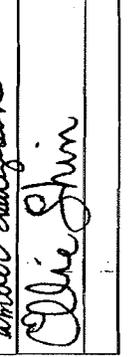
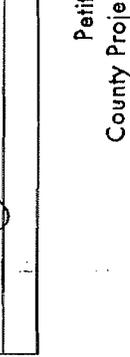
To: Department of Regional Planning, Los Angeles County
 Los Angeles County Regional Planning Commission

Re: DEIR for the Millennium-Playa Del Mar Apartments Project (Project No. R2009-02015)

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Sincerely,

The Undersigned Citizens of Los Angeles County

RESIDENT SIGNATURE	RESIDENT NAME	ADDRESS	TELEPHONE/EMAIL
	L. Boland	5545 W. 78 th St. LA 90045	
	Scot Boland	5545 W. 78 th St. L.A., CA 90045	
	Jessica Bong	12435 W Jefferson LA 90046 Apt # 113	
	CHRIS CORDAY	12435 W Jefferson LA 90046 Apt 110	
	AMBER LAUGESON	12435 W Jefferson LA 90046 Apt 114	
	ELLIE SHIN	Apt 115 12435 W Jefferson LA 90046	

Carolyn Goldsmith	CAROLYN Goldsmith	12464 Lucile St. L.A. CA. 90066	CA
Betty Goldsmith	BETTY Goldsmith	12464 Lucile St. L.A. CA. 90066	CA
Shawn Nguyen	Shawn Nguyen	5355 S. Centinela, LA 90066 S	
Andrew Hasnane	Andrew Hasnane	5355 S. Centinela LA 12414 Junette St.	
Edith Valencia	Edith Valencia	Los Angeles, CA 90066	
Jason Hamel	Jason Hamel	5571 Centinela Ave L.A. CA 90066	
Jason Hamel	JASON HAMEL	12470 Lucile St. L.A. CA 90066	
Steven Rance	Steven Rance	5465 S. Centinela Ave L.A. CA 90066	
Pearl's Kitagawa	PEARL'S KITAGAWA	12459 Lucile St L.A. 90066	
Hueihsiang Chou	Hueihsiang Chou	12459 Lucile St L.A. CA 90066	
Rosa Zamora	ROSA ZAMORA	12414 Beatrice Street 5519	
Alejandro Ponce	Alejandro Ponce	Inglewood Blvd.	
Kate Stevens	Kate Stevens	5517 Inglewood Blvd.	
Elizabeth Zamora	Elizabeth Zamora	12415 Hammett St.	

Petition to Oppose zoning variances and increased residential density at 5550 Grosvenor Blvd.
 County Project NO. R2009-02015 | General Plan Amendment NO. 200900013 | Zone Change NO. 200900013
 Conditional Use Permit NO. 200900150 | Environmental Case NO. 200600147

To: Department of Regional Planning, Los Angeles County
 Los Angeles County Regional Planning Commission

Re: DEIR for the Millennium-Playa Del Mar Apartments Project (Project No. R2009-02015)

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The Undersigned Citizens of Los Angeles County

RESIDENT SIGNATURE	RESIDENT NAME	ADDRESS	TELEPHONE/EMAIL
	5010 MATILIA AVE Guisela Puente	5010 MATILIA AVE SHREVEPORT, LA 70473	
	CHRISTINE DONOVAN	803 N Kemp St Burbank 91505	010 - - -
	Arthur Wang	12455 W. Jefferson #120	414 - - - -
	YUJIN KEBDA	12435 W. Jefferson #102 Los Angeles CA 90066	
	Mary A. Wisner	12435 W. Jefferson #1 Los Angeles, CA 90066	
	ERIN MILLER	12435 W. Jefferson #311 90066	414 - - - -

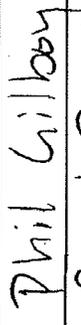
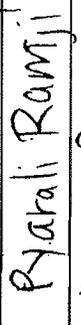
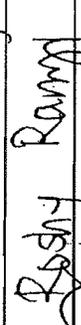
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Sincerely,

The Undersigned Citizens of Los Angeles County

RESIDENT SIGNATURE	RESIDENT NAME	ADDRESS	TELEPHONE/EMAIL
	Phil Gilboay	8119 Sillanvista Dr	
	Parvati Ramji	1030 Barman Ave	
	Rosny Ramji	11020 Barman Ave	
	Julie Fleckenstein	4527 Alalwood	
	Elizabeth Guff	90845 Fairbanks Way	
	Carlos Ortiz	927 E. HING PARK	

To: Department of Regional Planning, Los Angeles County
 Los Angeles County Regional Planning Commission

RE: DEIR for the Millennium-Playa Del Mar Apartments Project (Project No. R2009-02015)

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Sincerely,

The Undersigned Citizens of Los Angeles County

RESIDENT SIGNATURE	RESIDENT NAME	ADDRESS	TELEPHONE/EMAIL
<i>Selma D. Aaito</i>	EONA S. SAITO	12444 ANETA AT LA 90066	
<i>Kevin Gurd</i>	KEVIN STORCK	12423 ANETA ST. GARDLE,	
<i>Selma Duhovic</i>	SELMA DUHOVIC	3722 S. CAUFIELD AVE 90034	

To: Department of Regional Planning, Los Angeles County
 Los Angeles County Regional Planning Commission

RE: DEIR for the Millennium-Playa Del Mar Apartments Project (Project No. R2009-02015)

We, the citizens of Los Angeles, strongly OPPOSE changing the current zoning of the property located at 5550 Grosvenor Blvd. We OPPOSE the proposed project MILLENIUM PLAYA DEL MAR APARTMENTS. We OPPOSE the request for a plan amendment from Low Density Residential 1 to High Density Residential 4, a zone change from R-3-DP and R-1 to R-4-DP, and a conditional use permit to develop a 216 unit, maximum four story apartment building on approximately five acres in the unincorporated area. We believe this development will negatively impact the quality of life of the immediate community because of its out of scale height and density.

Sincerely,

The Undersigned Citizens of Los Angeles County

RESIDENT SIGNATURE	RESIDENT NAME	ADDRESS	TELEPHONE/EMAIL
	Henry Otono	12449 Aneta	-
	Craig Folsom	12423 Aneta	
	Jill Folsom	12423 Aneta	

To: Department of Regional Planning, Los Angeles County
 Los Angeles County Regional Planning Commission

Re: DEIR for the Millennium-Playa Del Mar Apartments Project (Project No. R2009-02015)

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Sincerely,

The Undersigned Citizens of Los Angeles County

RESIDENT SIGNATURE	RESIDENT NAME	ADDRESS	TELEPHONE/EMAIL
<i>Malcolm Walker</i>	MALCOLM WALKER	12210 Hammark St.	
<i>Nellie M. Walker</i>	Nellie M. Walker	12210 Hammark St.	
<i>Justin J. Sirovacka</i>	JUSTIN J. SIROVACKA	12423 Lucile St	
<i>Lorraine Makino</i>	Lorraine Makino	12429 Lucile St	
<i>David Adachi</i>	DAVID ADACHI	12416 Lucile St	

To: Department of Regional Planning, Los Angeles County
Los Angeles County Regional Planning Commission

RE: DEIR for the Millennium-Playa Del Mar Apartments Project (Project No. R2009-02015)

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Sincerely,

The Undersigned Citizens of Los Angeles County

RESIDENT SIGNATURE	RESIDENT NAME	ADDRESS	TELEPHONE/EMAIL
<i>R. K. Ashtakawa</i>	ARTHUR ASHTAKAWA	12450 Lucile St. L.A.	
<i>Miyun Ashkan</i>	Miyun Ashkan	12450 Lucile St. L.A.	
<i>Edward S. Stewart</i>	EDWARD S. STEWART	12442 Lucile St. L.A.	
<i>Jane M. Stewart</i>	JANE M. STEWART	12442 Lucile St. L.A.	
<i>Rolando D. Resel</i>	ROLANDO D. RESEL	12430 Lucile St. L.A. 90046	
<i>Erinda Shrenger</i>	Erinda Shrenger	12423 Lucile St	
<i>Alan M. Matsuzaki</i>	Alan Matsuzaki	12433 Lucile St	
<i>Jane S. Matsuzaki</i>	Jane Matsuzaki	12433 Lucile St	

Petition to Oppose zoning variances and increased residential density at 5550 Grosvenor Blvd.
County Project NO. R2009-02015 | General Plan Amendment NO. 200900013 | Zone Change NO. 200900013
Conditional Use Permit NO. 200900150 | Environmental Case NO. 200600147



Del Rey Homeowners and Neighbors Association
P.O. Box 661450 Los Angeles, CA 90066
www.delreyhome.org

January 14, 2010

VIA EMAIL AND U.S.P.S.

Department of Regional Planning
320 West Temple Street, Room 1348
Los Angeles, CA 90012
Attn: Anthony Curzi

Re: Notice of Preparation
Playa del Mar Apartment Project
County Project Number R2009-02015
Case Nos.: RENVT200600147, RCUPT200900150
RZCT200900013, RPAT2009000013

Dear Mr. Curzi:

The proposed Din/Cal Millennium-Playa Del Mar apartment project is located in the heart of the Del Rey community. Over the course of the last forty-five days the Del Rey Homeowners And Neighbors Association's Board Of Directors has reviewed the Notice of Preparation ("NOP"), attended three presentations by Din/Cal and have gone door-to-door discussing the project with the community. The Board has now voted to oppose any increase in density or up-zoning whatsoever as we cannot find the benefit to the community and surrounding neighborhoods. Furthermore, the Board has also voted to submit the following comments, which we request to be addressed in the final EIR.

Project Size. Our primary concern is with the proposed size and density of this project. Del Rey is primarily a low density, residential community, and we believe it is important to our community to retain that neighborhood character. There is no reason for the County of Los Angeles to approve an up-zoning change from six units per acre to forty-four units per acre for this 4.93 acre parcel of land, a huge increase from what is allowed by the County's General Plan.

Ingress/Egress. An alley is defined as "a narrow service street for serving rear of lots, less than 30 feet in width." (Los Angeles County Department of Public

Works Mapping and Property Management Division, Street Nalley Policy as of 6/28/99). A 216 unit apartment complex cannot be adequately serviced with just an alley on the south and a fire alley on the north. Even with the required three-foot dedication on the southern alley we do not believe these alleys would provide sufficient access for the residents coupled with public services especially if emergency services personnel need to access the property.

The Initial Study portion of the NOP (p. 16) anticipates that the proposed project will generate approximately 111 a.m. and 138 p.m. peak hour trips, i.e. 111+ vehicles leaving the parking structure and entering Grosvenor Blvd. during a single hour, i.e. one car entering every 23 seconds. It is not realistic to expect that the vehicles can get from the alley onto Grosvenor Blvd. quickly enough to keep the traffic flowing, particularly if Din/Cal installs the proposed traffic light at the Grosvenor Blvd. & Jefferson Blvd. intersection.

The ingress/egress onto Centinela Avenue is even more problematic. The nearby intersection of Centinela Ave. & Jefferson Blvd. already is considered to have congestion that cannot be mitigated. Northbound Grosvenor Blvd. is a cul de sac, and there are no traffic controls to protect people entering Centinela Ave. from the residential streets that connect Grosvenor Blvd. with Centinela Avenue.

These streets and alleyways immediately surrounding the proposed development were not designed to meet the demand of a project of this large scale and density and will only burden already congested streets resulting in diminished quality of life.

Parking. There is already insufficient parking on the surrounding streets due to underparked industrial and commercial uses on Grosvenor and the prior parking on Centinela that is now restricted to only a few hours a day as part of Playa Vista's traffic mitigation measures in 2005.

In short, our knowledge suggests the NOP has concluded incorrectly that the project will not result in any hazardous traffic conditions and will not result in parking problems with a subsequent impact on parking conditions (NOP, p.16).

Geology. We have serious reservations about the geotechnical aspects of the project. With the water table just 10 feet below the surface and the methane gas problems that have surfaced at Playa Vista, what impact will the weight of these structures have on the geology of the subsurface?

Parkland. When Din/Cal spoke to our Board in December, they said they were planning to build 216 residential rental units, a clubhouse, business center, fitness center, pool, spa and landscaped courtyards. The project is expected to generate \$370,000 of Quimby Funds.

Del Rey has a dearth of parkland. The 5550 Grosvenor property is centrally located and the last big piece of relatively open land in Del Rey. Ideally, we

would like to see the entire parcel dedicated for use as a park. If Din/Cal chooses to move forward with this project, as allowed within the existing zoning, the recreational facilities should be made available to the general public.

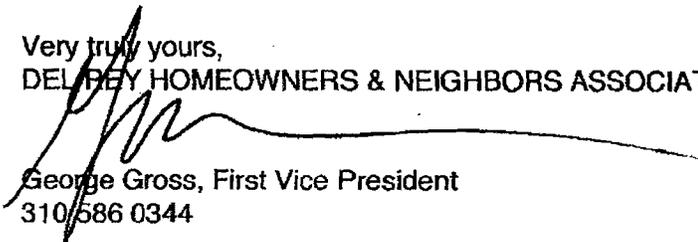
View Impacts. If the zoning change were granted, the apartments would be 60 feet high, the parking structure 56 feet high. (NOP p. 7), However, if the R-1 & R-3 zoning were retained, the maximum height would be 35 feet from the existing or excavated grade (Los Angeles County Zoning Ordinance). The NOP states (p.15), "Building height may create winter shadows on properties to the north" and "Parking structure may cause light and glare problems on properties to the south." These problems will be avoided if the County would simply say "NO" to the proposed zoning change.

Potential Errors Within The NOP. Upon researching the current lots owned by the City Of Angels Church, the proposed development plans and the County's Notice Of Preparation dated December 10, 2009, we am very perplexed by what lots are included and their zoning. According to the NOP the project consists of only two lots (4211-003-068 & 4211-003-041), which the NOP states are zoned R-3DP and R-1. Upon researching the lots with the County's parcel maps and GIS system it appears that the project is actually five lots all zoned LCR1YY & LCR1*, see below. It would appear that this is a major error that must be corrected and the public must be notified in order to not feel that it is being misled.

ADDRESS	A.P.N.	LOT SIZE	BLDG SIZE	ZONING
5550 Grosvenor	4211-003-068	171626	38987	LCR1YY
5550 Grosvenor	4211-003-038	17651	0	LCR1*
5550 Grosvenor	4211-003-040	1202	0	LCR1YY
5544 Grosvenor	4211-003-041	5863	1490	LCR1YY
12414 Juniette	4211-003-042	240	0	LCR1*
Total SF		196582	40477	
Total Acres		4.51		

The Del Rey Homeowners and Neighbors Association is very concerned about the proposed magnitude of this project and its potential impact on the Del Rey community. When the draft environmental impact report is being prepared, we strongly urge that each of the issues above be meticulously examined.

Very truly yours,
 DEL REY HOMEOWNERS & NEIGHBORS ASSOCIATION


 George Gross, First Vice President
 310/586 0344

*Del Rey Neighborhood Council
Planning Committee*

Memorandum

To: Anthony Curzi
From: Jonathon Neumann, Chair of Planning
Date: March 21, 2008
Re: NOP for 5550 Grosvenor Blvd.

Dear Mr. Curzi,

Recently the proposed project located at 5550 Grosvenor Boulevard was heard before the Del Rey Neighborhood Council ("DRNC") for its consideration. Present at the meeting were numerous community members that spoke out against the size and scope of the project.

The DRNC voted to oppose the increase in zoning of the property located at 5550 Grosvenor Boulevard from thirty (30) units per acre to the proposed fifty (50) units per acre.

Of utmost concern of the council is the burden that the increased density will put on the surrounding streets. Parking and traffic flow in the immediate area are of concern already and the increased density of this project will compound the problem.

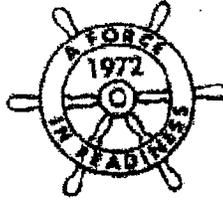
Should you have any questions, please feel free to contact me via email at jonathon.neumann@delreync.org.

Respectfully,



Jonathon Neumann, chair of planning for Del Rey Neighborhood Council

CC: Mike Stafford and Mark Redick, Del Rey Neighborhood Council via email
Whitney Blumenfeld, Councilman Rosendahl's office via email
Various Community Members



Del Rey Homeowners and Neighbors Association
P.O. Box 661450
Los Angeles, CA 90066
www.delreyhome.org

March 14, 2008

VIA EMAIL AND U.S.P.S.
Impact Analysis Section
Department of Regional Planning
320 West Temple Street, Room 1348
Los Angeles, CA 90012
Attn: Anthony Curzi

Re: Notice of Preparation
Playa del Mar Apartment Project
County Project Number TR067206
Case Nos.: RENV200600147, RCUPT20060016
RZCT200600008, RPAT200600007
State Clearinghouse Number 2006 101104

Dear Mr. Curzi:

The proposed Archstone Playa del Mar project is in the heart of Del Rey. We have reviewed the Notice of Preparation ("NOP") and have voted to send you the following comments:

Project Size. Our primary concern is with the proposed size of this project. Del Rey is primarily a low density, residential community, and we believe it is important to our community to retain that neighborhood character. There is no reason for the County of Los Angeles to approve a zoning change from six units per acre to 44 units per acre for this 4.93 acre parcel of land.

Ingress/Egress. An alley is defined as "a narrow service street for serving rear of lots, less than 30 feet in width." (Los Angeles County Department of Public Works Mapping and Property Management Division, Street Name Policy as of 6/28/99) This 218 unit apartment complex cannot be adequately serviced with just an alley on the south and a fire alley on the north. Reportedly, Archstone told

the Department of Public Works last year that it is unwilling to dedicate land so that the alleys can be widened. If there were a major fire in the apartments (remember the MGM Grand?), we do not believe these alleys would provide sufficient access for the emergency services personnel.

The NOP (p. 16) anticipates that the proposed project will generate approximately 155 peak hour trips, i.e. 155 vehicles leaving the parking structure and entering Grosvenor Blvd. during a single hour, i.e. one car entering every 23 seconds. It is not realistic to expect that the vehicles can get from the alley onto Grosvenor Blvd. quickly enough to keep the traffic flowing, particularly if Archstone installs the promised traffic light at the Grosvenor Blvd./Jefferson Blvd. intersection.

The ingress/egress onto Centinela Avenue is even more problematic. The nearby intersection of Centinela Ave./Jefferson Blvd. already is considered to have congestion that cannot be mitigated. Northbound Grosvenor Blvd. is a cul de sac, and there are no traffic controls to protect people entering Centinela Ave. from the residential streets that connect Grosvenor Blvd. with Centinela Avenue.

Parking. Presently, the property serves as a parking lot for about 500 cars driven by employees of local businesses – Chiat Day, Rhythm & Hues, Investor's Business Daily. Where are those people going to park if this property is developed? There is already insufficient parking on the surrounding streets.

In short, our knowledge of the area suggests to us that the NOP has concluded incorrectly that the project will not result in any hazardous traffic conditions and will not result in parking problems with a subsequent impact on traffic conditions. (NOP, p.16)

Geology. We have serious reservations about the geotechnical aspects of the project. With the water table just 10 feet below the surface and the methane gas problems that have surfaced at Playa Vista, what impact will the weight of these structures have on the geology of the subsurface?

Parkland. When Archstone representatives spoke to our board on April 9, 2007, they said they were planning to build 218 residential rental units, a clubhouse, business center, fitness center, pool, spa and landscaped courtyards. The project is expected to generate \$370,000 of Quimby funds.

Del Rey has a dearth of parkland. The 5550 Grosvenor property is centrally located and the last big piece of relatively open land in Del Rey. Ideally, we would like to see the entire parcel dedicated for use as a park, but if the county is going to allow Archstone to build this project, the recreational facilities should be

Impact Analysis Section
Department of Regional Planning
320 West Temple Street, Room 1348
Los Angeles, CA 90012
Attn: Anthony Curzi
March 14, 2008
Page 2

made available to the general public, and the roof of the parking structure should be used for a greenscape of some kind.

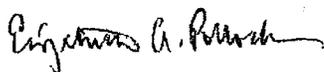
Economics. In their meetings with our board on April 9 and October 1, and with members of the community on September 27, 2007, Archstone said that 10 per cent of the units will be "workforce housing," but reportedly, they have told the County that only five percent of the units will be "workforce housing." The rent for a workforce housing unit should be about \$1500 per month, calculated using 120% of an annual income of \$62,000 as "workforce" income. However, we also were told that half of the units will be one bedroom and are expected to rent for \$2000 per month. The two bedroom units will rent for about \$2600 per month. Given that the developer has applied for a tract map so that the units can be sold as condominiums or rented as apartments, we have our doubts that this project will do anything to increase the availability of affordable housing in Del Rey.

View Impacts. If the zoning change were granted, the apartments would be 60 feet high, the parking structure 56 feet high. (NOP p. 7). However, if the R-3 zoning were retained, the maximum height would be 35 feet from the existing or excavated grade. (Los Angeles County Zoning Ordinance) The NOP states (p.15), "Building height may create winter shadows on properties to the north. Parking structure may cause light and glare problems on properties to the south." These problems could be avoided if the county would simply say "no" to the proposed zoning change.

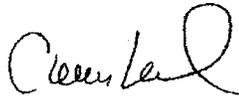
The Del Rey Homeowners and Neighbors Association is very concerned about the proposed magnitude of this project and its potential impact on the Del Rey community. When the draft environmental impact report is being prepared, we strongly urge that each of the issues above be meticulously examined.

Very truly yours,

DEL REY HOMEOWNERS & NEIGHBORS ASSOCIATION



Elizabeth A. Pollock
Recording Secretary



Chris Nevil
President

Lucile St

To: Department of Regional Planning, Los Angeles County

We, the undersigned citizens of Los Angeles, strongly **OPPOSE** changing the current zoning to allow high-density residential type buildings over the limit currently allowed to be built at 5550 Grosvenor Boulevard. We **OPPOSE** the current plans in development for the **4 Story Playa del Mar Apartments**. We further **OPPOSE** a request for a tract map to combine two parcels into one; a zone change from **R-3-DP to R-4-DP**; a general plan amendment to change the land use designation from Low Density 1 to High Density Residential; and a Conditional Use Permit to allow 218 apartments in one building with a maximum height of four stories (60 feet) along with a 448-space parking structure with maximum height of five and one half stories (56 feet).

We believe that the character and quality of life of Los Angeles **MUST** be preserved through intelligent planning and design that considers proper scope and scale along with the composition of surrounding neighborhoods.

Sincerely,

The Undersigned Citizens of Los Angeles County

RESIDENT SIGNATURE	RESIDENT'S NAME	ADDRESS	TELEPHONE OR EMAIL
<i>Kelly L. Zullo</i>	Kelly L. Zullo	Lucile St	
<i>Ronald L. Zullo</i>	RONALD L. ZULLO	LUCILE ST.	
<i>Arthur Ashikawa</i>	ARTHUR ASHIKAWA	LUCILE ST.	
<i>Shizue Ashikawa</i>	SHIZUE ASHIKAWA	LUCILE ST.	
<i>Sac Gamba</i>	SAC GAMBAA	LUCILE ST.	
<i>Aceisha Gamba</i>	ACEISHA GAMBAA	LUCILE ST.	
<i>Adam Gamba</i>	Adam Gamba	LUCILE ST.	
<i>Armando Gamba</i>	Armando Gamba	LUCILE ST.	
<i>Carol Gamba</i>	Carol Gamba	LUCILE ST.	
<i>Roland Drese</i>	ROLAND DRESEL	LUCILE ST.	319

LUCILE ST
 18 LUCILE
 1 CENTINELA

Melissa Kurtz	Melissa Kurtz	Lucile St
Ahira Rashidi	Ahira Rashidi	Lucile St
Mark Rashidi	Mark Rashidi	Lucile St
Erlinda Shrenger	Erlinda Shrenger	Lucile St
Class M. Matsuzaki	Matsuzaki, Alan	Lucile St
Jane Matsuzaki	Matsuzaki, Jane	Lucile St
John F. Matsuzaki	Matsuzaki, John	Lucile St
Mark Matsuzaki	Matsuzaki, Mark	Lucile St
Judy Shigekawa	Shigekawa, Judy	Lucile St
Grace Shigekawa	Shigekawa, Grace	Lucile St
Yoshimi Shigekawa	Shigekawa, Yoshimi	Lucile St
IM CANCEL	IM CANCEL	LUCILE ST
Lisa Naitano	Lisa Naitano	LUCILE ST
Jason Hanel	JASON HANEL	Lucile St
Carolyn Goldsmith	CAROLYN Goldsmith	Lucile St
Betty Goldsmith	Betty Goldsmith	Lucile St
Ed Stevard	ED STEVARD	LUCILE ST
LA Stewart	LA STEWART	Lucile St
Karen Tokub	KAREN TOKU BO	S. CENTINELA AVE

18-2 1-0

LUCILE ST
 5 CENTINELA
 14 LUCILE ST

Sal Delia	Sal Delia	S Centinela Ave	✓
Hilda F. Delia	Hilda F. Delia	S. Centinela Ave	✓
MARIA ALESSANDRI	MARIA ALESSANDRI	5 CENTINELA	✓
JOHN F. ALESSANDRI	JOHN F. ALESSANDRI	CENTINELA AVE	✓
ESTER LA FEYER	ESTER LA FEYER	24 Lucile St	
IRENE ADAMCH	IRENE ADAMCH	LUCILE ST	
DAVID ADAMCH	DAVID ADAMCH	LUCILE ST	
YOSHIKO WASHITA	YOSHIKO WASHITA	LUCILE ST	
MARCELO BELTRAN	MARCELO BELTRAN	WOLFE ST	
RAOUL BELTRAN	RAOUL BELTRAN	WOLFE ST	
OLIVIA DUADRADO	OLIVIA DUADRADO	WOLFE ST	
DEAN FUJIMORI	DEAN FUJIMORI	LUCILE ST	
YUTAKA NAYEDA	YUTAKA NAYEDA	LUCILE ST	
SAM FUJIMORI	SAM FUJIMORI	LUCILE ST	
BRENDA FUJIMORI	BRENDA FUJIMORI	LUCILE ST	
MARY L. SHOCKLEY	MARY L. SHOCKLEY	LUCILE ST	
DENNIS KITAGAWA	DENNIS KITAGAWA	LUCILE ST	
HUI HSING CHOW	HUI HSING CHOW	LUCILE ST	
LUCIA DIAZ	LUCIA DIAZ	ILWSON AVE	

Petition to OPPOSE zoning variances and increased residential density at 5550 Grosvenor Blvd.
 Playa Del Mar Apartment Complex - County Project Number TR067206
 Page 3

W. J. H.

ANETA STREET

To: Department of Regional Planning, Los Angeles County

We, the undersigned citizens of Los Angeles, strongly **OPPOSE** changing the current zoning to allow high-density residential type buildings over the limit currently allowed to be built at 5550 Grosvenor Boulevard. We **OPPOSE** the current plans in development for the 4 Story Playa del Mar Apartments. We further **OPPOSE** a request for a tract map to combine two parcels into one; a zone change from R-3-DP to R-4-DP; a general plan amendment to change the land use designation from Low Density 1 to High Density Residential; and a Conditional Use Permit to allow 218 apartments in one building with a maximum height of four stories (60 feet) along with a 448-space parking structure with maximum height of five and one half stories (56 feet).

We believe that the character and quality of life of Los Angeles **MUST** be preserved through intelligent planning and design that considers proper scope and scale along with the composition of surrounding neighborhoods.

Sincerely,

The Undersigned Citizens of Los Angeles County

RESIDENT SIGNATURE	RESIDENT'S NAME	ADDRESS	TELEPHONE OR EMAIL
	TED R. ENDOW	ANETA ST. L.A. 90066	
	TORU ENDOW	ANETA ST. L.A. 90066	
	EDNA SAITO	ANETA ST. L.A. 90066	
	Ethel Yasuda	ANETA ST. L.A. 90066	
	GML YAMADA-MIYAHATA	ANETA ST. L.A. 90066	
	HARRY OTONARI	ANETA ST. L.A. 90066	
	ROBERT SHIOA	ANETA ST. L.A. 90066	
	MICR KAYAHARA	ANETA ST. L.A. 90066	
	ALICIA SAITO	ANETA ST. L.A. 90066	
	April Maykahara	ANETA ST. L.A. 90066	

Petition to OPPOSE zoning variances and increased residential density at 5550 Grosvenor Blvd.
 Playa Del Mar Apartment Complex - County Project Number TR067206
 Page 1

ATTEN

TELEPHONE / E-MAIL

ADDRESS

PRINT NAME

SIGNATURE

SIGNATURE	PRINT NAME	ADDRESS	TELEPHONE / E-MAIL
Mario Silva	Mario Silva	Aneta St	
Tony Fober	Tony Fober	Aneta St	
Michael Fober	Michael Fober	Aneta St	
Dolores Phillip	Dolores Phillip	Aneta St	
Robert Phillip	Robert Phillip	Aneta St	
Patrick J Dempsey	Patrick J Dempsey	Aneta St	
Welly Effendy	Welly Effendy	3 Aneta St	
Leni Kumalasari	Leni Kumalasari	Aneta St	
Gwen Learned	Gwen Learned	0 Aneta St. 90066	
Robert Learned	Robert Learned	Aneta St. 90066	
M.L. Sawicki	M.L. Sawicki	Aneta St. CA 90066	
Tom Birt	Tom Birt	Aneta St. LA	
Evangelina Esquivel	Evangelina Esquivel	" "	
Joan Lara	Joan Lara	Aneta St.	
Mark Lara	Mark Lara	" "	
Nico Volz	Nico Volz	Aneta St.	
Diane Dempsey	Diane Dempsey	Aneta St.	
Volie James Lara	Volie James Lara	30 Aneta St	
Bruce B. James	Bruce B. James	" "	

Hammack Street

To: Department of Regional Planning, Los Angeles County

We, the undersigned citizens of Los Angeles, strongly **OPPOSE** changing the current zoning to allow high-density residential type buildings over the limit currently allowed to be built at 5550 Grosvenor Boulevard. We **OPPOSE** the current plans in development for the 4 Story Playa del Mar Apartments. We further **OPPOSE** a request for a tract map to combine two parcels into one; a zone change from R-3-DP to R-4-DP; a general plan amendment to change the land use designation from Low Density 1 to High Density Residential; and a Conditional Use Permit to allow 218 apartments in one building with a maximum height of four stories (60 feet) along with a 448-space parking structure with maximum height of five and one half stories (56 feet).

We believe that the character and quality of life of Los Angeles **MUST** be preserved through intelligent planning and design that considers proper scope and scale along with the composition of surrounding neighborhoods.

Sincerely,

The Undersigned Citizens of Los Angeles County

RESIDENT SIGNATURE	RESIDENT'S NAME	ADDRESS	TELEPHONE OR EMAIL
<i>Elizabeth Zamora</i>	ELIZABETH ZAMORA	12415 Hammack St.	elizabeth.zamora@gmail.com
<i>Mary Stanes</i>	MARY STANES	S. Centineo Ave.	
<i>Aurelia Barrera</i>	Aurelia Barrera	Hammack St.	
<i>Veronica Perez</i>	Veronica Perez	Hammack St.	
<i>Shirley Bean</i>	SHIRLEY BEAN	Hammack	
<i>Irene Babo</i>	Irene Babo	Hammack St.	
<i>Priscilla S. Quejara</i>	PRISCILLA S. QUEJARA	1 HAMMACK ST.	
<i>Romulo C. Quejara</i>	ROMULO C. QUEJARA	HAMMACK ST.	
<i>Sachiko Ito</i>	SACHIKO ITO	HAMMACK ST.	

Beatrice St

To: Department of Regional Planning, Los Angeles County

We, the undersigned citizens of Los Angeles, strongly **OPPOSE** changing the current zoning to allow high-density residential type buildings over the limit currently allowed to be built at 5550 Grosvenor Boulevard. We **OPPOSE** the current plans in development for the **4 Story** Playa del Mar Apartments. We further **OPPOSE** a request for a tract map to combine two parcels into one; a zone change from R-3-DP to R-4-DP; a general plan amendment to change the land use designation from Low Density 1 to High Density Residential; and a Conditional Use Permit to allow 218 apartments in one building with a maximum height of four stories (60 feet) along with a 448-space parking structure with maximum height of five and one half stories (56 feet).

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Sincerely,

The Undersigned Citizens of Los Angeles County

RESIDENT SIGNATURE	RESIDENT'S NAME	ADDRESS	TELEPHONE OR EMAIL
	Paul Suzuki	Beatrice St, LA	
	Richard Andersen	Beatrice St	
	ABIGAIL CAMACHO	Beatrice St	
	STEVE CAMACHO	BEATRICES ST	
	TEINADAB CAMACHO	BEATRICES	
	Darwin Foat	Beatrice St	
	Martina March	Beatrice St.	
	Jacqueline S. Gottlieb	Beatrice St.	
	Louis A. Gottlieb	Beatrice St.	
	MAX GOTTBLIEB	Beatrice St.	

BEATRICE

SIGNATURE NAME ADDRESS PHONE

	NOAH GOTTLIEB	Beatrice St	
	EUGENE TANABE	1-110 Beatrice St	310
	Anou Mebar	1-110 Beatrice St	
	William W. Tanabe	1-110 Beatrice St	
	Colleen Yoshimura	1-110 Beatrice St	
	Angel Alvarez	1-110 Beatrice St	
	Eusebio Zamora	1-110 Beatrice St	
	Carlos Zamora	Beatrice St	(310) 10
	Ruby Zamora	1-110 Beatrice St	
	Royelia Zamora	Beatrice St	310
	Florentina Zamora	Beatrice St	310
	Cory Watkins Sirochi	1-110 Beatrice St	310
	BRANDON TOOLLEY	BEATRICE ST	
	MANUEL S. VIERA	BEATRICE ST	
	Theresa Luo	Beatrice St	
	SARA PRATZELLA	1-110 Beatrice St	
	Gto Masalci	1-110 Beatrice St	
	April Ligato	Beatrice St	

Re: 12435 West Jefferson Blvd. and the Dinerstein Project

Dear Ms. Kim and Mr. Curzi:

We are writing to express our sincere concerns about the proposed development at 5550 Grosvenor Blvd. in an unincorporated part of the County of Los Angeles as proposed. Our attorney Wayne Avrashow will give you a detailed review of our objections for the record but we also wanted to make a statement for the record to you both on behalf of the 62 families who live in our building and will be greatly impacted by this project. Their health and quality of life is our concern.

There are land use / zoning issues with this project if an up zone is granted.

While development is good for jobs and the economic growth of Los Angeles, a development of this size and density in a low-density residential area is out of character for this neighborhood of single family homes to the north and the existing apartment buildings to the south.

We do not oppose a development on this parcel. We do oppose a development of the size, density and design that a zone change would allow for. We oppose it because of it's environmental impact on those living in close proximity.

This project will tower 20 + feet taller then the three existing apartment buildings on Jefferson Blvd. to the south. This parcel does not front any busy thoroughfares like Jefferson Blvd. or Centinella, yet it will be larger and taller then the apartments on these busier streets.

One architect when reviewing this project wrote," They have designed a massive wall of structure to the south side. The north side of the property is proposed to be built with a graduated structure that will be more architecturally appealing. The south side is proposed with a block wall of structure. The proposed design actually pushes the bulk of the structure toward the south property line to achieve the lessened impact to the north. There is no buffer of green and a narrow alley is little separation. It is highly unusual for a parking structure to be opposite the patios, windows and decks of an apartment complex, yet this proposed design allows for that."

To give you a perspective: our property is directly to the south of this development and almost the entire length of their garage is behind the entire length of our building.

To the south it will be separated from our property by only a small 28-foot alley. All 3 apartment buildings to the south are configured at R-3 zoning and the tallest is 35 feet high. This project will be out of character to their size, as well, since it is proposed at it's highest points over 55 feet. This is 20 feet higher than any buildings on Jefferson.

None of the existing apartment buildings on Jefferson enters or exits on the alley but this project wants total access to this alley for their moving vans, 433 cars and garbage trucks.

In summary, Up zone to R-4 for this property will allow 218 units to be built and a 433-above ground car parking garage all interior to any busy streets. This proposed dense complex would enter and exit on to a small narrow alley. This entire project is out of scale for this area and will place an enormous burden on this small alley. While Dinerstein proposes a 3 feet widening which is minimal at best, they do not explain how they will widen the full length of this alley since it is not all part of their purchase agreement.

Most importantly, the flawed design because of its density and configuration has our property at 12435 West Jefferson looking **solely** at the 433 open parking structure, at 28 feet from the windows, patios and decks of our apartment units on the back side of our building.

30 of our units on the backside of our building face this garage venting fumes into the alley and their patios will now look directly at the open air parking structure. Six side units have bedroom windows that will also look into this garage and all 18 top floor front-facing units with lofts, will have their lofts and decks also facing this parking structure. Therefore, 55 of the 62 units in our building will be directly impacted by the faulty design and extreme density of this project. None of our units have AC, only energy saving ceiling fans. The lack of light, view, air, increased noise and emissions will make leasing these 55 units impossible because of the hazards to our tenants' health that will be encountered.

When visiting a similar complex that is being built by this company with a similar above ground parking garage, no units from their complex or those nearby were forced to look at a similar parking structure. It would be highly

unusual to find a parking garage at a 28 ft distance away from the decks, windows and patios of another apartment building.

Environmental issues that this project will cause have not been adequately addressed.

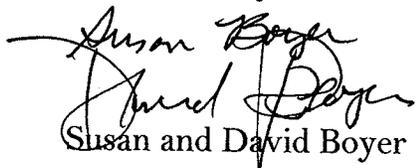
Our property will face the open air-parking garage that will have entrance and exit to this small alley creating traffic and traffic noise on this alley from the 433 cars parked there. Air pollution, loss of light, car alarms at all hours of the day and night as well as the noise from moving vans and garbage trucks will affect our tenant's quality of life after construction.

During construction this large complex has foundations proposed that require it to be 26-33 feet below mean sea level. As the site is 14-26 feet above sea level, the foundations will need to be approximately 50' below the existing grade. The piles are to be drilled with a BG25 drilling machine. There will likely be a significant noise impact to the surrounding neighborhood from this drilling and especially our units that have no AC to close their windows to the noise and vibrations.

They are proposing construction time to be 16-18 months. The first month is proposed for demolition of the existing structure and facility and would require approximately 750 round trip hauling trucks, or an average of about 38 per day. They propose that the subsequent grading will also take about a month, with approximately 9-13 round trip trucks per day. Please note that footnote 4 of section 3.4.3.3 reads 15000 cubic yards / 58 days. That is a tremendous amount of dirt to be moved! The EIR states in TABLE 4.4-13 Estimated Unmitigated Construction Emissions of proposed project would have a SIGNIFICANT impact on air quality. The EIR did not adequately address this issues.

We were very disappointed that the planning commission did not find it essential to view this project site from our apartment units. I extend an invitation to you both again in hopes of better illustrating our concerns.

Most sincerely,


Susan and David Boyer

Alan and Debby Berg

Alan Berg Debby Berg

Owners of 12435 West Jefferson

April 7, 2010

APR 21 2010

Attention: Anthony Curzi
Department of Regional Planning
320 West Temple Street, Room 1348
Los Angeles, CA 90012

*RE: Millennium Playa del Mar Apartment Project, County Project Number R2009-02015
Case Nos.: RENV200600147, RCUPT200900150, RZCT200900013, RPAT2009000013*

I am writing to oppose any change of zoning to accommodate the Millennium Playa Del Mar Project. The project proposes to add 216 apartment units (60 feet tall) along with a 433-space parking structure (56 feet tall) in the heart of a neighborhood of single story homes in Del Rey. The General Plan calls for low density in this area. The enormity of this project conflicts with existing land use plans of the General Plan. I am a resident of Del Rey and I believe our families will be negatively impacted by the increased noise, diminished air quality, dangerous traffic and access, and incompatible aesthetics that will rob all neighbors of the quality of life we enjoy today.

The General Plan land use map currently designates the project site as Low-Density 1 (1 to 6 du/acre) while the zoning code designates the project site as R-3-DP (4.22 net acres) and R-1 (0.14 net acre). The proposed project wants a change in these land use designations. As proposed, General Plan Land Use designation will be changed from Low-Density 1 to High Density 4 (22 or more du/acre), while the zoning designation will be changed from R-3-DP and R-1 to R-4-DP. This is an extreme upzoning that is discordant with our existing neighborhood.

The density limits in the General Plan are intended to mitigate the aesthetic and harmful effects of mismatched development being located adjacent to one another. This project conflicts with the intended density of the General Plan designation for the project site.

In 2008 a development of the same height and same density was proposed in this location. Residents requested a reduction of the height and density. The project was also opposed by the Del Rey Neighborhood Council, the Del Rey Homeowners & Neighbors Association and our neighboring LA City Councilmember Bill Rosendahl.

I do not oppose the project outright, I only ask that the project be built out as it is allowed under the General Plan today, with no upzoning.

Sincerely,

DENNIS KITAGAWA



4-19-10

Huei-Hsiang Chou



4-19-10

From:

Sent: Wednesday, December 16, 2009 10:53 AM

To: Curzi, Anthony

Cc:

Subject: Dinerstein Project / City of Angreles Church

To the County Regional Planning Center:

Re: a zone change for county project # R2009-02015

From: Susan Boyer -owner 12435 West Jefferson

Last week the Dinerstein Company of Texas revealed a proposed plan for a 4.9 acre parcel behind a 62 unit building that I am co-owner of at 12435 West Jefferson. My property that is also Playa Vista adjacent has suffered with construction from the Playa Vista development down the street for many years. Jefferson has been torn up; the property that Playa Vista owns across the street has produced construction noise, dust and debris on a daily basis for all who have lived nearby.

The idea of an assault on our property from the rear is absolutely intolerable. It will be a huge assault if the proposed zone change (R-3 to R-4) is allowed to go through--160 units will be bad, but 216 WORSE. It will produce even more noise, congestion, debris and dirt than the construction from Playa Vista did as it is closer and touches my property from the rear and it will have a lasting impact from the increase in density with the cars, traffic, and noise in the alley and on the surrounding streets. 216 families will bring possibly 800-1,000 more people to what was a quiet residential area for many years.

This project if allowed to go forward as planned, creates many problems for the single family homes as well as the three apartment complexes that join it at the alley on the south border of the Dinerstein property.

This project would be built on a lot that doesn't face any large streets--only small streets that are used by the single family homes to the north of my property at 12435 West Jefferson. Even a 160 unit apt complex will be a problem for the nearby residents. Certainly if there was an allowed zone change, 216 would be far too dense and would create many too many traffic and congestion problems for all those residents that surround it. The increase in auto emissions and noise will certainly affect everyone's quality of life and it will decrease property values for the homes and the three apartment complexes, as well.

I have underground parking. My parking does not open to the alley. The two buildings on either side of me have underground parking and do not open to the alley either. Why is this project allowed to propose a huge and ugly parking structure taller than my building to add to the traffic on a small alley that will become a shortcut for their units? It will tower over our property! We are only 3 floors. This will be 4!

Dinerstein wants to build a 433 4 story car parking structure directly behind my property with an opening to the alley. It will tower over my property. It will block the views my tenants presently have of the mountains and will probably block all the sunlight as well. I have neither double paned windows for noise or air conditioning because of the proximity to the beach, but with no light and no air and the noise of a 433 car parking structure directly behind me, my tenants will want to move out and I will be financially hurt by the losses that I will most certainly incur with this proposed project behind my building.

The Dinerstein Company tried to scale down the height of their units that face the single-family homes to appease the homeowners but when asked that they put the parking structure underground--they didn't want to have the extra expense. They don't care if the 3 buildings on Jefferson are adversely affected! At the meeting last week, Dinerstein didn't even provide elevations for the 3 properties that join it at the alley. Presently we have a beautiful view of the mountains.

They don't care, but I hope the county does! This project should never be allowed! Put their parking underground and keep the height limit of this project to correspond with the rest of the neighborhood. I hope that the city will consider the interests of the current landowners over this outside group wanting to move in and profit for there Texas based company.

Thank you-
Susan Boyer

Debby Berg other owner's

Sent: Friday, March 19, 2010 9:13 PM

To: Curzi, Anthony

Subject: Playa del Mar Apartment Project (County Project No. R2009-02015)

Case Nos. RENV200600147, RCUPT200900150, RZCT200900013, PAT2009000013

As a neighbor of the apartment project proposed for the former church site at Centinela north of Jefferson, I am once again struck by the absence of restraint regarding projects in my area (Mar Vista/Del Rey). Residents of this area are not fundamentally anti-development, but they ask: What has happened to scale? Developers are unfettered, and permitted to squeeze inappropriately large projects onto small lots, without regard to traffic (which is already gridlocked), the overall community, environmental concerns, and lastly aesthetics (a quaint concept that has disappeared almost completely). We are inevitably led to the conclusion that developers must run local government, because they so blatantly get their way. How else to explain the total absence of common sense and concern for consequences of recent developments?

The proposed Playa del Mar Apartment project is a prime example of this. This project is adjacent to established, single family neighborhoods. Who with any scruples would consider a 60 foot monolith looming over these modest homes? No one is saying all development is evil, but how about something sympathetic to the neighborhood? Must greed and a quick buck always prevail? We are hoping Los Angeles County Planning will at last take the high road and say "no" to overdevelopment. Do something you will be proud of and maybe, just maybe, this idea will catch on.

Leonard and Valerie Brownrigg
4220 Neosho Avenue
Los Angeles, CA 90066
(310) 391-5603

