



Los Angeles County
Department of Regional Planning



Planning for the Challenges Ahead

Richard J. Bruckner
Director

July 8, 2010

TO: Wayne Rew, Chair
Pat Modugno, Vice-Chair
Esther Valadez, Commissioner
Leslie G. Bellamy, Commissioner
Harold V. Helsley, Commissioner

FROM: Mi Kim 
Principal Regional Planning Assistant
Zoning Permits I Section

**SUBJECT: July 14, 2010 RPC PUBLIC HEARING
AGENDA ITEM NO. 7
PROJECT NO. R2009-02015-(2)
GENERAL PLAN AMENDMENT NO. 200900013
ZONE CHANGE NO. 200900013
CONDITIONAL USE PERMIT NO. 200900150
ENVIRONMENTAL ASSESSMENT NO. 200600147
MILLENNIUM-PLAYA DEL MAR APARTMENTS**

This item was continued from May 12, 2010 to June 16, 2010 to July 14, 2010 to allow continued community dialogue on the project.

The applicant and the community, consisting of adjacent homeowners, representatives from Del Rey Homeowners and Neighborhood Association, Del Rey Neighborhood Council, and other stakeholders met at the project site for three meetings. At these meetings, the community expressed their concerns regarding noise, traffic, height, and access points. In response, the applicant presented an alternative site plan at each meeting. To date, there is no unanimous agreement on the alternative designs proposed by the applicant; however, the community has stated that they are not opposed to the redevelopment of the subject property with a residential development, but disagree with the scale, massing, and density of the proposed project.

The applicant submitted a revised project proposal subsequent to these meetings.

This supplemental report provides an analysis and a recommendation of the revised project submitted by the applicant for the Commission's consideration.

This report supplements the staff report provided to your Commission previously. The previous staff report provided a context for the proposed project, including zoning and land use of the subject property and surrounding area, existing site conditions, project data, General Plan policies, and applicable development standards. The previous staff report did not make a recommendation as a community meeting was pending and the applicant expressed a desire to work with the community.

ORIGINAL PROJECT DESCRIPTION

The project proposal was to construct a 216-unit apartment complex (Millennium-Playa Del Mar Project) on 4.93-gross-acre property spanning from Grosvenor Blvd on the west to nearly Centinela Ave on the east.

The project consisted of one apartment building wrapped around a parking structure with 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 project was 294,980 square feet with a floor area ratio of 1.55.

The parking structure was four and one-half stories with 433 parking spaces. Access was taken from Grosvenor Blvd via a 28-foot wide driveway on the northerly property line. An alley on the south provided second means of egress and ingress.

Building height was graduated from north to south, ranging in height from two stories to four and one-half stories on the south. Project design on the north consisted of a 6-foot wide setback, 28-foot wide driveway, finger courtyards, and stepped back height from two stories to four stories with the four-story height element beginning at 78 feet from the northern property line. Project design on the south consisted of a four and one-half story (or 56 feet) parking structure, four-story apartment building, a 28 foot wide alley, seven to nine-foot landscape setback, and egress and ingress from the parking structure onto the alley.

COMMUNITY MEETINGS

May 11, 2010

The meeting was attended by the applicant's project team (architect, landscape architect, traffic engineer, EIR consultant, developer); community members (homeowners, Del Rey Homeowners and Neighborhood Association, Del Rey Neighborhood Council, other stakeholders); representative from the Second Supervisorial District, LA Councilmember Bill Rosendahl, and Regional Planning. Approximately 20 people attended the meeting.

Concerns regarding the number of apartment units and density, parking and traffic, location of the driveway, egress and ingress at the alley, location of the parking structure, light and shadow, noise, and air quality were raised by the residents and stakeholders at the meeting. The residents wanted to see alternative designs that addressed these issues. The residents were amenable to requiring less than required parking to reduce the height of the parking structure.

May 26, 2010

The applicant presented three conceptual site design alternatives. One alternative relocated the driveway to the center of the property as proposed by the residents. With the same density, this alternative pushed the height closer to the north near the single-family residences.

Another alternative showed an R-3 zoning density (i.e. 30 dwelling units per acre as opposed to the requested 44 dwelling units per acre) preferred by the residents. The R-3 alternative showed a development with surface parking tucked under bungalow-style apartments. The applicant noted that lower density would result in inferior project quality.

The applicants also presented their third and preferred design. This alternative revised the original design by decreasing the height at the southern edge, near the existing four-story and three-story apartment buildings, by one story. The height of the parking structure was reduced to 35 feet by reducing the number of parking spaces from 2.1 spaces per unit as was originally proposed to 1.8 parking spaces unit for an 18 percent reduction.

The number of proposed units was reduced from 216 to 203. To address noise and air quality issues raised by the apartment owner to the south, the applicant offered to fully enclose the parking structure and provide a ventilation system. The applicant also offered to treat the exterior wall of the parking structure with a faux façade designed to resemble dwelling units. To address traffic concerns along the alley also raised by the adjacent apartment owner, the applicant offered left turn exit only onto the alley.

Residents also expressed concern over the location of the driveway and traffic adjacent to single-family residences on the north. The applicant and the Del Rey Homeowners and Neighborhood Association agreed to meet with each of the six single-family homeowners adjacent to the driveway to get their input.

June 3, 2010

The six homeowners adjacent to the driveway attended this meeting.

The applicant presented a revised site plan that addressed the concern about the location of the driveway near single-family residences. This iteration of the site plan relocates the driveway further south and away from the single-family residence. Two-

story carriage-style apartment units buffer the relocated driveway from the single-family residences.

The neighboring residents could not agree on any one of the three project alternatives presented by the applicant. The neighbors requested further reduction in height and density of the project.

In the absence of an agreement on the three project alternatives, the applicant is submitting the third project alternative with the relocated driveway to the Commission for consideration.

REVISED PROJECT DESCRIPTION

The revised project consists of the following changes: relocation of the driveway further south, provision of carriage units as buffers for the single-family residences; further reduction in the number of units; reduction in the number of parking spaces and corresponding height of the parking structure; enclosure and ventilation of the parking structure to mitigate against noise and air pollution; provision of a landscape buffer near the single-family residences on the north; and provision of a green screen and architectural articulation on the south near the apartments.

The applicant will be filing two additional permits for the revised submittal: parking deviation to reduce the number of required parking by 10 percent, and a permit to exceed the six-foot block wall height limit on the northern property boundary in order to provide a ten-foot and eight-foot block walls requested by the single-family homeowners. These block walls are being requested to buffer against noise and traffic. These permits will need to be filed and noticed prior to the Commission's action.

The revised projects consists of 196 apartment units consisting of 95 one-bedroom units and 101 two-bedroom units ranging in size from 724 square feet to 1,137 square feet. The gross floor area of the project is 261,447 square feet with a floor area ratio of 1.38.

The parking structure is three-stories or 35 feet high with 353 parking spaces. The reduction in parking will require a parking deviation permit, which needs to be filed and noticed.

Access is taken from Grosvenor Blvd via a 28-foot wide driveway located on the northerly property line. The eastern half of the driveway is a gated, dedicated fire lane.

Building height is graduated from the north and south towards the center of the subject property. On the north, height graduates from one to two-stories to four stories at the

center. On the south, height graduates from three stories or 35 feet to four stories at the center.

To the north, the site plan shows 8-foot and 10-foot block walls, 10-foot wide setback, 28-foot wide driveway in front of the carriage units, and finger courtyards. A permit will be required to increase the height of the block wall.

To the south, the site plan shows a three-story parking structure, three-story apartment building, 28-foot alley, seven to nine-foot setbacks, and egress from the parking structure onto the alley.

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.

In addition, the applicant will need to file the following additional permits.

- **Parking Deviation:** To authorize 10 percent reduction in the number of required parking spaces.
- **Modification of Wall Height:** A permit will be required to authorize the block walls to exceed the six-foot height limit.

COUNTYWIDE GENERAL PLAN CONSISTENCY

Land Use Policy Map Designation

The subject property is currently classified as Category 1 - Low Density Residential, which allows one to six dwelling units per acre. A plan amendment is requested to change the category to Category 4 - High Density Residential, which would allow 22 or more dwelling units per acre.

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 - High Density Residential. 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.

The low-density land use policy designation is inconsistent with the R-3-DP (Limited Multiple Residence) Zone designation of the subject property. The subject property was rezoned from R-1 (Single-Family Residence) to R-3-DP in 1984 in conjunction with Tentative Tract 33003 and Conditional Use Permit No. 2341, which approved an 88-unit condominium complex. The conditional use permit for the condominium complex lapsed when the subdivision final map failed to record; thus, the project was never constructed. The appropriate General Plan Land Use Policy Designation for the R-3-DP zoning is 4 – High Density Residential, which should have been adopted when the zone change was effectuated in 1984. The proposed development is consistent with the higher density land use envisioned by the zone change in 1984 when the property was rezoned from R-1 to an R-3-DP.

The subject property was developed with a church with an occupant load of 1,200 and 320 parking spaces in 1987. The website notes that since May 2007, the church no longer holds Sunday and Wednesday night services and the property has been underutilized since. The market demand in the area, as allowed by the General Plan policy and attested by the development and entitlements of the Playa Vista project in the City of Los Angeles, seems to be higher density residential development.

The project's density of 45 dwelling units per acre is consistent with the density of the neighborhood to the south and west. The density of the existing apartments to the south is, on average, 98 dwelling units per acre. Further south is the Phase II of Playa Vista ("The Village") in the City of Los Angeles. The approved entitlements for The Village would allow for a density range of 55 to 109 per acre as the site is designated a "High Medium" land use category. To the west is commercial and some high density residential uses stretching to Lincoln Blvd.

The proposed project is consistent with the requested land use classification. The project is a high-density residential development located in an area conveniently accessible by major highways, and near commercial, recreational, and employment opportunities. Regional access to the project site is provided by SR-90 (Marina Fwy) to the north and I-405 (San Diego Fwy) to the east. The project is located in an urban area bounded by Culver City on the north, Loyola Marymount University and Playa Del

Rey on the south, and Marina Del Rey on the west. The proposed project also promotes jobs and housing balance by locating housing near commercial and light industrial activities to the west. Additionally, in the future, the commercial and recreational activities of the Village at Playa Vista will be within walking distance of the proposed project.

The project has been designed to be compatible with the existing neighborhood and preserve the residential character of the neighborhood. On the northern edge, near single-family residences, the site plan shows a 10-foot landscaped buffer, two-story carriage apartment units, dedicated fire lane, finger court yards, and graduated height of the apartment building. The project concentrates the four-story height at the center of the property at approximately 90 feet from the northern property line. On the southern edge, near the existing two and one-half story to four-story apartment buildings, the site plan shows a 28-foot wide alley, seven to nine-foot setback, and proposed project height of three stories or 35 feet.

General Plan Housing Element Goals and Policies

The proposed project is consistent with the goals and policies of the General Plan Housing Element, adopted on August 5, 2008, 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.

The project would add 196 dwelling rental units to the existing housing stock. The addition of the rental units will ensure that a range of housing types are available to household and persons who may not be able to afford a single-family home or a condominium in the area.

Housing Affordability

Goal 3: A housing supply that ranges broadly in housing costs to enable all households, regardless of income, to secure adequate housing.

The project site is located on the Westside, near Marina Del Rey and the ocean, in an area where the cost of homeownership is prohibitive to many. The new homes being constructed as part of the Playa Vista project, in the City of Los Angeles, near the proposed project site, consists of luxury homes, townhomes, lofts, and condos, which start at \$600,000. The proposed project would provide one-bedroom and two-bedroom

rental units near the same amenities as Playa Vista to a broader group and to those who may not be able to afford housing costs in the area otherwise.

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.

The proposed residential construction would redevelop a site that is currently underutilized by the existing use, a church, which according to the church website, has not convened Wednesday and Sunday services since 2007. The proposed project would upgrade the existing property by constructing a new residential development with amenities such as landscaped courtyards with fountains and benches, pool, clubhouse, and fitness center.

COMPLIANCE WITH APPLICABLE ZONING STANDARDS

R-4-DP Zone Development Standards

The applicant is requesting a zone change to R-4-DP.

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 minimum setback requirements. The site plan depicts front and rear yard setbacks of 15 feet each, side yard setback of ten 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 is 218. The proposed density is 196 units, which is within the allotted density for an R-4 Zone.

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 proposed project has 196 units. The total required parking for the 95 one-bedroom units and 101 two-bedroom units, and guest parking is 394 parking spaces. The parking table on the site plan indicates that 353 parking spaces are provided. The applicant is asking for a 10 percent reduction in parking.

Parking Deviation

The applicant will be filing a Parking Deviation Permit to reduce the number of parking spaces from the required 2.0 spaces per unit to 1.8 spaces per unit. The reduction in parking together with the reduction in the number of units make it possible to reduce the height of the parking structure from four and one-half stories (56 feet) to three stories (35 feet). The applicant will need to file the permit and the permit has to be noticed before the Commission can take action on the request.

Modification of Block Wall Height

The applicant will be filing a permit to modify the height of the block wall to exceed the six feet allowed by the Zoning Code. Block walls ranging in height from 10 feet to 8 feet are being shown on the site plan to buffer the single-family residences from the proposed driveway at the request of the homeowners. A permit will need to be filed and noticed before the Commission takes action on the request.

PUBLIC COMMENTS

The attorney representing the Club Marina Apartments to the south submitted a letter opposing the project. The letter states that “environmental issues remain unresolved” and the project does not meet zone change burden of proof. (Letter Attached)

Single-family homeowners to the north submitted a letter opposing the height of the project and requesting subterranean parking that would eliminate the need for a driveway on the north.

STAFF EVALUATION

The subject property is developed with a church, which has been underutilized since the limited operations of the church in 2007. The project proposes to redevelop the site for residential use by constructing a 196-unit apartment.

The project site is located in an area that is bounded by single-family residences to the north; commercial and single-family residences to the east; apartment buildings to the south; and commercial, retail, and multi-family uses to the west.

The subject property is a transition parcel from north to south, between single-family residences on the north to apartment buildings on the south, between average density of 7 dwelling units per acre on the north to average density of 98 dwelling units per acre on the south. Looking east to west, the property is bounded by Centinela Ave to the east and Grosvenor Blvd to the west. The proposed density of 45 dwelling units per acre is compatible with the density in the area. The average density within a 1,000-foot radius of the subject property is 41 dwelling units per acre.

To ensure compatibility with the existing development to the north and south, the project's massing has been designed to transition from the edges towards the center of subject property. At the northern edge, near the single-family residences, the height of the project is stepped back from two-stories to four stories towards the center of the subject property. At the southern edge, near the apartment buildings, the height is stepped back from three stories to four stories towards the center of the subject property.

At the northern edge, to further ensure compatibility with the existing single-story single-family residences, the project provides a 10-foot wide landscape buffer, 28-foot wide driveway, and finger courtyards. The four-story element is located approximately 90 feet from the northern property line.

At the southern edge, to further ensure compatibility with the existing apartment buildings, tallest of which is four stories or 48 feet, the proposed three-story or 35-foot parking garage is enclosed and ventilated, the exterior wall of the parking garage is architecturally articulated to look like a residence, the alley is widened from 25 feet to 28 feet, and seven to nine-foot setbacks near the alley is to be landscaped.

The proposed project is located in an urban area already developed with infrastructure and near major highways. The project site is bounded by Culver City on the north; Loyola Marymount University, Playa Del Rey, and LAX to the south; and 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.

The project site is also near recreational, entertainment, retail and employment centers. Commerce and light industry extend westward from the project site to Lincoln Blvd. The future commercial and industrial part of the Playa Vista Project is located to the south of the project site, as is the Phase II of the Playa Vista Project, The Village. The Village consists of 99.3 acres with 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.

In conclusion, the project is urban infill providing the type and variety of housing encouraged by the Housing Element's goals and policies in an already urbanized area taking advantage of the neighboring commercial, recreational, and employment opportunities.

STAFF RECOMMENDATION

The following recommendation is made prior to the public hearing and is subject to change based upon testimony and/or documentary evidence presented at the public hearing.

If the Commission agrees with staff analysis, then staff recommends the approval of the project; however, before the Commission can take action, additional permits for the parking reduction and modification of the wall height will have to be filed and noticed and the environmental document will have to be updated accordingly.

SUGGESTED MOTION

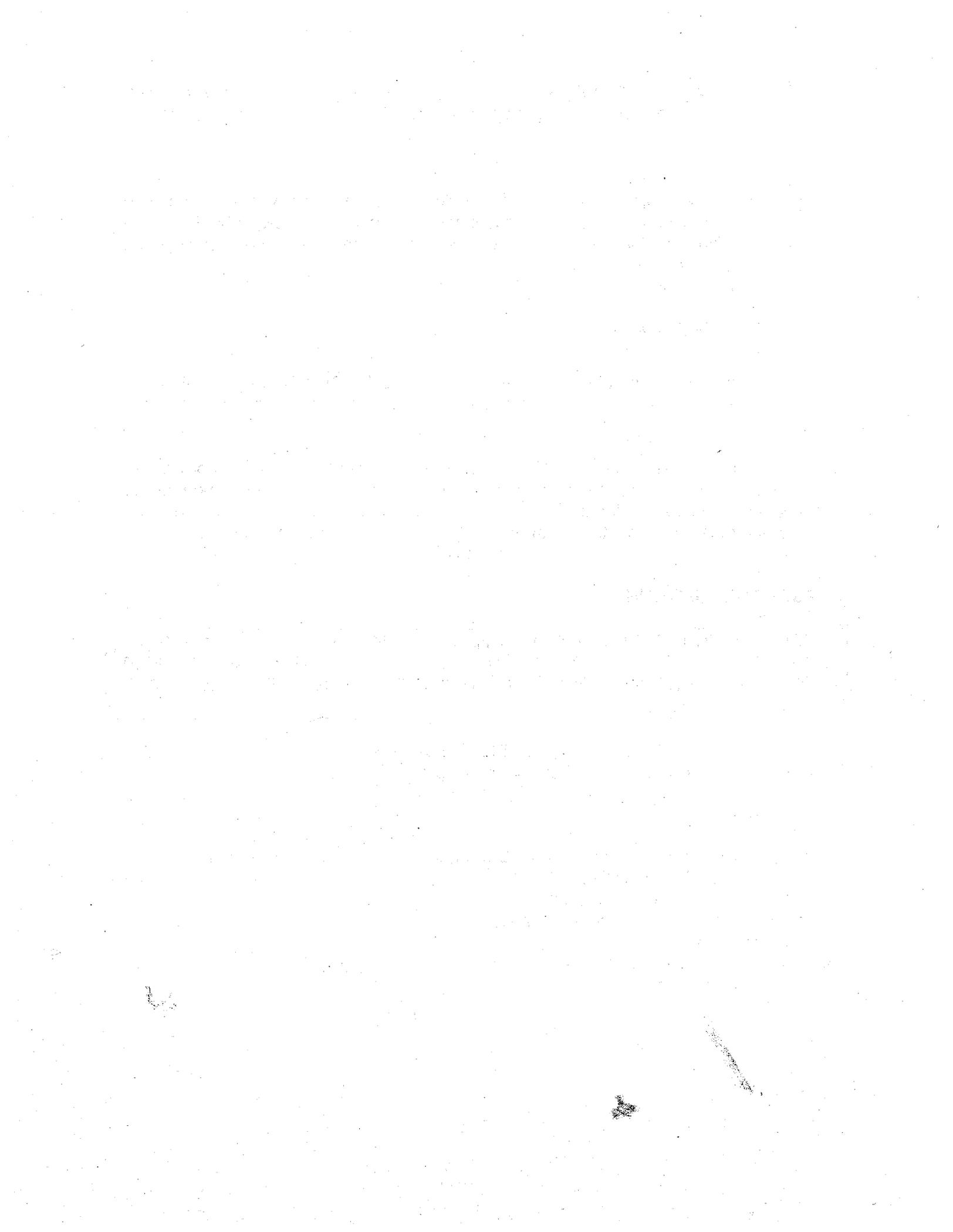
I MOVE THAT THE REGIONAL PLANNING COMMISSION CONTINUE THE PUBLIC HEARING TO _____ TO ALLOW TIME FOR THE APPLICANT TO FILE APPROPRIATE PERMITS AND STAFF TO PREPARE THE DEIR AND DRAFT FINDINGS AND CONDITIONS.

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

Attachments:

Draft Findings
Draft Conditions of Approval and Other Department Conditions and Comments
Plan Amendment Map and Resolution
Zone Change Map and Resolution
Attachment A: Revised Project Description
Attachment B: Parking Study
Attachment C: Opposition Letters
Site Plan and Elevations

MC:MKK
7/7/10



**FINDINGS AND ORDER OF THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES**

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

REGIONAL PLANNING COMMISSION HEARING DATES: May 12, 2010, June 16, 2010, July 14, 2010

SYNOPSIS:

The applicant, Din/Cal, Inc., ("Applicant"), has requested a conditional use permit, zone change, and general plan amendment to authorize the development of a multi-family residential project within the unincorporated community of West Fox Hills, adjacent to the Village at Playa Vista. The applicant is proposing to construct 196 apartments, together with appurtenant structures and facilities, including a pool, fitness center, and parking for 353 cars. The apartments will vary in size from one bedroom to two bedroom units, ranging in size from 724 square feet to 1,137 square feet. The construction will require grading and off-site transport of more than 31,900 cubic yards of earth, and the export of 15,000 cubic yards of demolition debris. The subject property is located at the intersection of Grosvenor Blvd and Jefferson Blvd, near Centinela Ave.

PROCEEDINGS BEFORE THE COMMISSION

Findings

REGIONAL PLANNING COMMISSION FINDINGS

1. The Los Angeles County Regional Planning Commission ("Commission") conducted a duly noticed public hearings on the General Plan Amendment No. 200900013, Zone Change No. 200900013, Conditional Use Permit No. 200900150, and Environmental Case No. 200600147 on May 12, 2010.
2. The applicant, Din/Cal, Inc. ("Applicant"), is proposing to construct a residential development on the subject property consisting of 196 dwelling units, together with appurtenant structures and facilities, including a pool, fitness center, and parking structure.

3. The subject property is located at 5544 and 5550 Grosvenor Blvd within the unincorporated community of West Fox Hills, Playa Del Rey Zoned District, Second Supervisorial District.
4. The subject property is 4.93 gross acres in size including relevant parcels and easements and is rectangular in shape with 2-foot contours. The site is currently developed with a church, paved surface parking lot, and single-family residence.
5. The subject property is currently zoned R-3-DP (Limited Multiple Residence – Development Program). Concurrent with this approval, the Commission considered and indicated its intent to approve the zone change, and after its effective date, the subject 4.93 gross acre property will be zoned R-4-DP (Unlimited Residence – Development Program).
6. Surrounding zoning is as follows:
 - North: R-1
 - East: C-3 (Unlimited Commercial), City of Los Angeles
 - South: City of Los Angeles
 - West: City of Los Angeles
7. Existing land uses as follows:
 - North: Single-family residence
 - East: Unincorporated County: office buildings, single-family residence. City of Los Angeles: elementary school
 - South: City of Los Angeles: apartments
 - West: City of Los Angeles: office buildings, manufacturing, gymnastics center
8. The existing R-3-DP zoning of the subject property was established in 1984 by Ordinance No. 84-012Z. 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 entitlements 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.
9. The property is depicted within the Low Density Residential land use classification on the Land Use Policy Map of the Los Angeles County General Plan (“General Plan”). The Low Density Residential land use category allows one to six dwelling units per acre, which would permit a maximum of 29 units on the 4.93-gross-acre property. The proposal to create 196 units is not consistent with the density permitted under the Low Density Residential category but is consistent with the density permitted under the High Density Residential

FINDINGS

category, which allows densities that exceed 22 units per acre. Concurrent with this approval, the Commission considered and indicated its intent to approve the General Plan Amendment, and after its effective date, the subject property will be depicted within the High Density Residential land use classification on the Land Use Policy Map of the General Plan. The proposed residential project will increase the supply of housing, promote the efficient use of land through a more concentrated pattern of urban development, improve the jobs-housing balance and concentrate well-designed high-density housing in and adjacent to job centers and recreational centers.

10. The proposed residential project is consistent with the goals and policies of the General Plan Housing Element policies to provide 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; and to provide housing supply that ranges broadly in housing costs to enable all households, regardless of income, to secure adequate housing.
11. The current Low Density Residential designation would permit only single-family housing units. Single-family residences are predominant to the north, but to the south, east and west, land uses are varied and compatible with the proposed residential density. To the south, are two and one-half story to four story apartments with a density of 99 units per acre; to the west are office buildings and light manufacturing; and to the east are elementary school, office buildings, and single-family residences. A high-density residential development stepped in height and density to transition from the single-family neighborhood to the mid-rise high-density apartment is consistent with the character of the adjacent uses and would provide much-needed housing.
12. Approval of Conditional Use Permit 200900150 will not become effective until the Board of Supervisors of Los Angeles County ("Board") has adopted an ordinance effecting the proposed change of zone to R-4-DP and plan amendment to High Density Residential.
13. The Applicant's site plan ("Exhibit A") depicts 196 residential units and community facilities, including a pool, fitness center, and courtyards. The apartment complex would consist of 95 one-bedroom rental units, 101 two-bedroom rental units ranging in size from 724 square feet to 1,137 square feet. 353 parking spaces are provided pursuant to a parking deviation that allows for 10 percent reduction.

14. The proposed use is subject to all applicable development standards and requirements of the R-4 zone, as set forth in section 22.20.380 et.seq. of the County Code.
15. In compliance with Zone Change Case No. 200900013, the proposed residential project does not exceed 50 units per net acre.
16. The applicant has demonstrated the suitability of the subject property for the proposed use by providing graduated height and density at the northern boundary. The project will complement the existing office and light industry to the west, a job center, and high density housing to the south, and elementary school to the east.
17. Establishment of the proposed use at such location is in conformity with good zoning practice. Adjacent density to the south is higher than the proposed density at the subject property. The property is in proximity to SR-90 and I-405 that provide regional access, and to Marina Del Rey and Playa Del Rey that provide recreational opportunities within walking or bicycling distance.
18. At its public hearing, the Commission received oral testimony and written comments from the proponents and the opponents.
19. The DEIR prepared for the project concluded that with the exception of noise and air quality during construction, potentially significant environmental impacts, including geology, traffic and access, visual resources, and hydrology and water quality can be mitigated to a level of no significance 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.
20. Approval of the project requires adoption of a Statement of Overriding Considerations, including a finding that the benefits of the project outweigh the potential unavoidable adverse impacts and that the unavoidable impacts are nonetheless acceptable based on specific overriding considerations.
21. The project is subject to California Department of Fish and Game fee for the project's affect on fish and wildlife.
22. The project is also subject to the Los Angeles County Library Mitigation Fee for each dwelling unit.

FINDINGS

23. The Findings of Fact and Statement of Overriding Considerations that have been prepared for the project are incorporated herein by this reference as if set forth in full.
24. After considering the evidence presented, the Commission approved Conditional Use Permit Case No. 200900150, and recommends approval of Zone Change Case No. 200900013 and General Plan Amendment Case No. 200900013.
25. The documents and other materials constituting the record of proceedings upon which the Commission's decision is based in this matter are located at the Los Angeles County Department of Regional Planning, 13th Floor, Hall of Records, 320 West Temple Street, Los Angeles, California 90012. The custodian of such documents and materials shall be the Section Head of the Zoning Permits I Section, Los Angeles County Department of Regional Planning.

**BASED ON THE FOREGOING, THE REGIONAL PLANNING COMMISSION
CONCLUDES THAT:**

WITH RESPECT TO CONDITIONAL USE PERMIT CASE NO. 200900150

The proposed use with the attached conditions and restrictions will be consistent with the adopted General Plan;

- A. That the proposed use with the attached conditions and restrictions will be consistent with the adopted General Plan;
- B. That with the attached conditions and restrictions, the requested use at the proposed location will not adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area; will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site; and will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety, and general welfare;
- C. 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 Title 22 of the County Code, or as is otherwise required in order to integrate said use with the uses in the surrounding area; and
- D. That the proposed site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and adequately served by other public or private service facilities as are required.

E. The project has been designed to be compatible with the surrounding area in terms of land use patterns, design, and established community character.

AND, THEREFORE, the information submitted by the Applicant presented at the public hearing substantiates the required findings for a conditional use permit as set forth in Sections 22.56.090 of the Los Angeles County Code, as well as a zone change and general plan amendment.

REGIONAL PLANNING COMMISSION ACTION:

The Regional Planning Commission of the County of Los Angeles hereby:

1. Approves the Draft Environmental Impact Report finds that the DEIR has been prepared in compliance with CEQA and County CEQA Guidelines and reflects the independent judgment of the Commission as to the environmental consequences of the project;
2. Approves and adopts the Mitigation Monitoring Program for the Proposed Residential Project, incorporated in the FSEIR, and pursuant to section 21081.6 of the Public Resources Code, finds that the Mitigation Monitoring Plan is adequately designed to ensure compliance with the mitigation measures during project implementation;
3. Approves Conditional Use Permit Case No. 200900150 subject to the attached conditions; and
4. Recommends approval of General Plan Amendment No. 200900013 and Zone Change Case No. 200900013.

VOTE:

Concurring:

Dissenting:

Abstaining:

Absent:

Action Date:

MC:MKK
7/8/10

This grant authorizes the construction, of a 196-unit apartment complex on 4.93 acres called the Millennium-Playa Del Mar Project. The apartment complex consists of one building wrapped around a 353-space parking structure with a maximum height of 56 feet as depicted on the approved Exhibit "A". The grant is subject to all of the following conditions of approval.

1. Unless otherwise apparent from the context, the term "permittee" shall include the applicant and any other person, corporation or other entity making use of this grant.
2. This grant shall not be effective for any purpose until the permittee, and the owner of the subject property if other than the permittee, have filed at the office of the Department of Regional Planning their affidavit stating that they are aware of and agree to accept all of the conditions of this grant, and that the conditions of the grant have been recorded as required by Condition 6, and until all required monies have been paid pursuant to Condition 8 and Condition 9. The recorded affidavit shall be filed and the required monies shall be paid by **September 15, 2010**. Further, this grant shall not become effective unless and until the County of Los Angeles Board of Supervisors has adopted General Plan Amendment Case No. 200900013 and Zone Change Case No. 200900013, and an ordinance effecting such change of zone has become effective.
3. The permittee shall defend, indemnify and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void or annul this permit approval, which action is brought within the applicable time period of Government Code Section 65009. The County shall promptly notify the permittee of any claim, action, or proceeding and the County shall cooperate reasonably in the defense. If the County fails to promptly notify the permittee of any claim action or proceeding, or if the County fails to cooperate fully in the defense, the permittee shall not thereafter be responsible to defend, indemnify, or hold harmless the County.
4. In the event that any claim, action, or proceeding as described above is filed against the County, the permittee shall within ten days of the filing pay the Department of Regional Planning an initial deposit of \$5,000, from which actual costs shall be billed and deducted for the purpose of defraying the expenses involved in the department's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance to permittee or permittee's counsel. The permittee shall also pay the following supplemental deposits, from which actual costs shall be billed and deducted.

- a. If during the litigation process, actual costs incurred reach 80 percent of the amount on deposit, the permittee shall deposit additional funds sufficient to bring the balance up to the amount of the initial deposit. There is no limit to the number of supplemental deposits that may be required prior to completion of the litigation.
- b. At the sole discretion of the permittee, the amount of an initial or supplemental deposit may exceed the minimum amounts defined herein.

The cost for collection and duplication of records and other related documents will be paid by the permittee according to Los Angeles County Code Section 2.170.010.

5. If any provision of this grant is held or declared to be invalid, the permit shall be void and the privileges granted hereunder shall lapse.
6. Prior to the use of this grant, the property owner or permittee shall **record the terms and conditions** of the grant in the office of the County Recorder. In addition, upon any transfer or lease of the property during the term of this grant, the property owner or permittee shall promptly provide a copy of the grant and its conditions to the transferee or lessee of the subject property.
7. This grant shall expire unless used within two years from the date of final approval by the County. The date of final approval is the date of the approval action plus any applicable appeal period. A single one-year time extension may be requested in writing and with the payment of the applicable fee prior to such expiration date.
8. The subject property shall be maintained and operated in full compliance with the conditions of this grant and any law, statute, ordinance, or other regulation applicable to any development or activity on the subject property. Failure of the permittee to cease any development or activity not in full compliance shall be a violation of these conditions. The permittee shall deposit with the County of Los Angeles the sum of **\$600.00**. The deposit shall be placed in a performance fund, which shall be used exclusively to compensate the Department of Regional Planning for all expenses incurred while inspecting the premises to determine the permittee's compliance with the conditions of approval. The deposit provides for **three(3) annual** inspections. Inspections shall be unannounced.

If additional inspections are required to ensure compliance with the conditions of this grant, or if any inspection discloses that the subject property is being used in violation of any one of the conditions of this grant, the permittee shall be financially

responsible and shall reimburse the Department of Regional Planning for all additional enforcement efforts necessary to bring the subject property into compliance. Inspections shall be made to ensure compliance with the conditions of this grant as well as adherence to development in accordance with the approved site plan on file. The amount charged for additional inspections shall be \$150.00 per inspection, or the current recovery cost, whichever is greater.

9. Within 3 days of the approval date of this grant, the permittee shall remit processing fees payable to the County of Los Angeles in connection with the filing and posting of a Notice of Determination (NOD) for this project and its entitlements in compliance with Section 21152 of the Public Resources Code. Unless a Certificate of Exemption is issued by the California Department of Fish and Game pursuant to Section 711.4 of the Fish and Game Code, the following applicable fee is required, **\$2,867.25** (\$2,792.25 for an Environmental Impact Report plus \$75.00 processing fee). No land use project subject to this requirement is final, vested or operative until the fee is paid.
10. Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Regional Planning Commission or a hearing officer may, after conducting a public hearing, revoke or modify this grant, if the Commission or hearing officer finds that these conditions have been violated or that this grant has been exercised so as to be detrimental to the public's health or safety or so as to be a nuisance.
11. Upon receipt of this letter, the permittee shall contact the Fire Prevention Bureau of the Los Angeles County Fire Department to determine what facilities may be necessary to protect the property from fire hazard. Any necessary facilities shall be provided as may be required by said Department.
12. All requirements of the Zoning Ordinance and of the specific zoning of the subject property must be complied with unless otherwise set forth in these conditions or shown on the approved plans.
13. All structures shall conform with the requirements of the Division of Building and Safety of the Department of Public Works.
14. All structures, walls and fences open to public view shall remain free of extraneous markings, drawings or signage that was not approved by the Department of Regional Planning. These shall include any of the above that do not directly relate to the business being operated on the premises or that do not provide pertinent information about said premises.

15. In the event of graffiti or other extraneous markings occurring, the permittee shall remove or cover said markings, drawings, or signage within 24 hours of such occurrence, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces. The only exceptions shall be seasonal decorations or signage provided under the auspices of a civic or non-profit organization.
16. The subject property shall be developed and maintained in substantial compliance with the plans marked Exhibit "A." If changes to the site plan are required as a result of instruction given at the public hearing, a Revised Exhibit "A" shall be submitted to the Department of Regional Planning within sixty (60) days of the date of approval for the Conditional Use Permit.
17. Three copies of a landscape plan shall be submitted to and approved by the Director of Planning before issuance of a building permit. The landscape plan shall show the size, type, and location of all plants, trees, and watering facilities. The landscape plan may be incorporated into the revised site plan required in condition 16. All required landscaping shall be continuously maintained in good condition, including proper pruning, weeding, removal or litter, fertilizing and replacement of plants when necessary.
18. The permittee shall comply with the attached Mitigation Monitoring Program. The applicant shall deposit the sum of \$3,000 with the Department of Regional Planning to defray the cost of reviewing and verifying the information contained in the required mitigation monitoring reports. This deposit is due and payable within 30 days of the approval date of this grant.
19. Pursuant to Chapter 22.72 of the County Code, a Library Facilities Mitigation Fee in the amount of \$172,152 (\$797 per dwelling unit) or the amount required by Chapter 22.72 at the time of payment, if different, shall be paid to the County of Los Angeles Public Library. The fee must be paid prior to the issuance of the building permit and proof of payment shall be provided to the Department of Regional Planning. Contact the County Librarian at (562) 940-8430 regarding payment of fees.
20. The construction, operation and maintenance of the apartment complex is subject to all of the following conditions:
 - a. The permittee shall maintain all areas of the premises in a neat and orderly fashion, free of litter and debris;

- b. Roof-top mechanical equipment such as air conditioning units shall be screened from pedestrian view;
- c. A minimum of 353 automobile parking spaces including spaces for guests, shall be provided and maintained pursuant to County Code Section 22.52.1180. The required parking shall be continuously available for vehicular parking only and shall not be used for storage, vehicle repair, or any other unauthorized use.
- d. During construction, the permittee and its contractor shall comply with section 12.12.010 – 12.12.100 of the Los Angeles County Code regarding building construction noise, to the extent feasible;
- e. To reduce construction traffic, grading and construction equipment shall be stored on the project site while in use, to the extent feasible.
- f. If the site is graded and left undeveloped for over three weeks, the permittee shall employ various methods to inhibit dust generation including seeding, watering, spreading soil binders, and other dust suppression methods. Dust generated by Project construction shall be kept on-site through the use of dust control measures, including watering or sprinkling the site at least twice daily or as necessary, covering or watering exposed pits, erecting dust fences, tarping debris transport trucks, and/or other measures as appropriate;
- g. All improvements shall be completed prior to the final certificate of occupancy for the project;
- h. The permittee shall comply with the conditions of the County of Los Angeles Fire Department as outlined in their letter dated April 28, 2010, attached hereto, except as otherwise required by said department.
- i. The permittee shall comply with the conditions of the County of Los Angeles Department of Public Works conditions as outlined in their letter dated June 29, 2010, attached hereto, except as otherwise required by the said department.
- j. The permittee shall comply with the conditions of the County of Los Angeles Department of Public Health conditions as outlined in their letter dated April 22, 2010, attached hereto, except as otherwise required by the said department.

- k. Prior to issuance of building permits the applicant shall pay all required library and school mitigation fees.

Attachment:

Letter from Department of Public Works dated June 28, 2010

Letter from Fire Department dated April 28, 2010

Letter from Department of Public Health dated April 22, 2010

MC:MKK

7/8/10

DRAFT



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: **LD-1**

June 29, 2010

TO: Mark Child, AICP
Zoning Permits I Section
Department of Regional Planning

Attention: ~~Mi Kim~~

FROM:  Steve Burger
Land Development Division
Department of Public Works

CONDITIONAL USE PERMIT (CUP) NO. 200900150
PROJECT NO. R2009-02015
5550 GROSVENOR BOULEVARD—MILLENNIUM PLAYA DEL REY
UNINCORPORATED COUNTY AREA OF MARINA DEL REY

- Public Works recommends approval of this CUP.
- Public Works does **NOT** recommend approval of this CUP.

We reviewed the site plan for CUP No. 200900150, located in the unincorporated County area of Marina del Rey at the intersection of Centinela Avenue and Jefferson Boulevard. The proposed project is for the construction of a new 216-unit apartment.

Upon approval of the site plan, we recommend the following conditions:

1. Grading

- 1.1 Submit a grading plan to Public Works' Land Development Division for approval. The grading plans must show and call out the construction of at least all drainage devices and details, paved driveways, elevation and drainage of all pads, and the Standard Urban Stormwater Mitigation Plan (SUSMP) devices if applicable.

- 1.2 Submit the latest drainage concept/hydrology/SUSMP/Low-Impact Development (LID) plan for review and approval to Land Development Division, Storm Drain and Hydrology Section.
- 1.3 Execute a maintenance agreement for privately maintained drainage devices.
- 1.4 Provide Public Works' Geotechnical and Materials Engineering Division's soil/geology approval, as applicable.
- 1.5 Regulatory agency approvals/permit may be required prior to grading plan approval.

For questions regarding the grading requirements, please contact Patricia Constanza at (626) 458-4921 or by e-mail at pconstan@dpw.lacounty.gov.

2. Road Improvements

- 2.1 Dedicate additional right of way (3 feet from the existing right-of-way line) in the alley north of Jefferson Boulevard along the property frontage.
- 2.2 Construct new driveways to meet current Americans with Disabilities Act (ADA) requirements to the satisfaction of Public Works.
- 2.3 Reconstruct the alley entrances to meet current ADA requirements to the satisfaction of Public Works.
- 2.4 Construct pavement widening along the alley north of Jefferson Boulevard, along the property frontage, to the satisfaction of Public Works. Relocate any above-ground utilities along the pavement widening to the satisfaction of Public Works.
- 2.5 Close any unused driveways along the property frontage on Grosvenor Boulevard and Juniette Street to the satisfaction of Public Works.
- 2.6 Plant street trees along the property frontage on Grosvenor Boulevard and Juniette Street to the satisfaction of Public Works. Existing trees in dedicated right of way shall be removed and replaced if not acceptable as street trees.

- 2.7 Repair any displaced, broken, or damaged curb, gutter, sidewalk, and pavement, along the property frontage, during construction to the satisfaction of Public Works.
- 2.8 Acquire street improvement plan approval or direct check status before obtaining a grading permit or building permit, whichever comes first.
- 2.9 Execute a covenant for private maintenance of curb/parkway drains to the satisfaction of Public Works.
- 2.10 Execute an Agreement to Improve for the street improvements prior to issuance of a building permit.

For questions regarding the road improvement requirements, please contact Patricia Constanza at (626) 458-4921 or by e-mail at pconstan@dpw.lacounty.gov.

3. Street Lighting

- 3.1. Provide street lights on concrete poles with underground wiring along the property frontage on Grosvenor Boulevard and Juniette Street to the satisfaction of Public Works. Submit street lighting plans for review and approval as soon as possible to Public Works' Traffic and Lighting Division, Street Lighting Section, to allow the maximum time for processing and approval.
- 3.2. Upon approval of the CUP, the applicant shall enter into a secured agreement with the County of Los Angeles for the installation of the street light in the amount of \$75,000. This amount is subject to revision at the time of street lighting plan approval.
- 3.3. The proposed development, or portions thereof, are not within an existing Lighting District. Annexation and assessment balloting are required. Upon tentative map approval, the applicant shall comply with conditions listed below in order for the Lighting District to pay for the future operation and maintenance of the street lights. The Board of Supervisors must approve the annexation and levy of assessment (should assessment balloting favor levy of assessment) prior to filing of the final subdivision maps for each area with the Registrar-Recorder/County Clerk.

- (1) Request the Street Lighting Section to commence annexation and levy of assessment proceedings.
- (2) Provide business/property owner's name(s), mailing address(es), site address, Assessor parcel number(s), and parcel boundaries in either Microstation or Auto CADD format of territory to be developed to the Street Lighting Section.
- (3) Submit a map of the proposed development, including any roadways conditioned for street lights that are outside the proposed project area, to Street Lighting Section. Contact the Street Lighting Section for map requirements and with any questions at (626) 300-4726.

3.4 The annexation and assessment balloting process takes approximately 10 to 12 months to complete once the above information is received and approved. Therefore, untimely compliance with the above will result in a delay in receiving approval of the street lighting plans or in filing the final subdivision map for recordation. Information on the annexation and the assessment balloting process can be obtained by contacting Street Lighting Section at (626) 300-4726.

3.5 For acceptance of street light transfer billing, the area must be annexed into the Lighting District and all street lights in the development, or the current phase of the development, must be constructed according to Public Works-approved plans. The contractor shall submit one complete set of As-built plans. Provided the above conditions are met, all street lights in the development, or the current phase of the development, have been energized, and the developer has requested a transfer of billing at least by January 1 of the previous year, the Lighting District can assume responsibility for the operation and maintenance of the street lights by July 1 of any given year.

For questions regarding the street lighting requirements, please contact David Stringer at (626) 300-4754 or by e-mail at dstring@dpw.lacounty.gov.

4. Traffic Studies

4.1 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 and Jefferson Boulevard. The project shall be fully responsible for the design and construction of the new traffic signal and make a deposit of \$200,000 to the City of Los Angeles for the installation.

- 4.2 The project shall coordinate with the City of Los Angeles to determine the milestone as to when the traffic signal shall be operational.
- 4.3 The design and construction phases will be processed through a B-permit issued by the City of Los Angeles' Department of Public Works, Bureau of Engineering.
- 4.4 Submit a 40-foot-scale site plan of the project showing access location in relationship to adjacent intersections and driveways to Land Development Division and the City of Los Angeles' Department of Transportation, West Los Angeles Development Review Section, for review and approval.
- 4.5 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.

For questions regarding the traffic studies requirements, please contact Jeff Pletyak at (626) 300-4721 or by e-mail at jpletyak@dpw.lacounty.gov.

5. Drainage

- 5.1 Comply with the requirements of the LID plan, which was conceptually approved on June 8, 2010, to the satisfaction of Public Works.
- 5.2 Comply with the requirements of the drainage concept/hydrology study/SUSMP, which was conceptually approved on August 20, 2008, to the satisfaction of Public Works.
 - 5.2.1 The project site ultimately discharges to the City of Los Angeles maintained catch basin located on Grosvenor Boulevard, per the approved drainage concept/hydrology study/SUSMP.

Mark Child
June 29, 2010
Page 6

5.2.2 The project is in substantial conformance with the approved drainage concept/hydrology study/SUSMP, despite variations to proposed on-site drainage devices, as long as the ultimate discharge point does not change and the allowable Q criteria specified by the City of Los Angeles, for the proposed catch basin connection, is satisfied.

5.3 Provide a permit from the City of Los Angeles for proposed connection to the catch basin fronting the project site on Grosvenor Boulevard to the satisfaction of Public Works.

For questions regarding the drainage requirements, please contact Lizbeth Cordova at (626) 458-4921 or by e-mail at lcordova@dpw.lacounty.gov.

If you have any other questions or require additional information, please contact Ruben Cruz at (626) 458-4910 or by e-mail at rcruz@dpw.lacounty.gov.

RC:ca

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COUNTY OF LOS ANGELES

FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040-3027

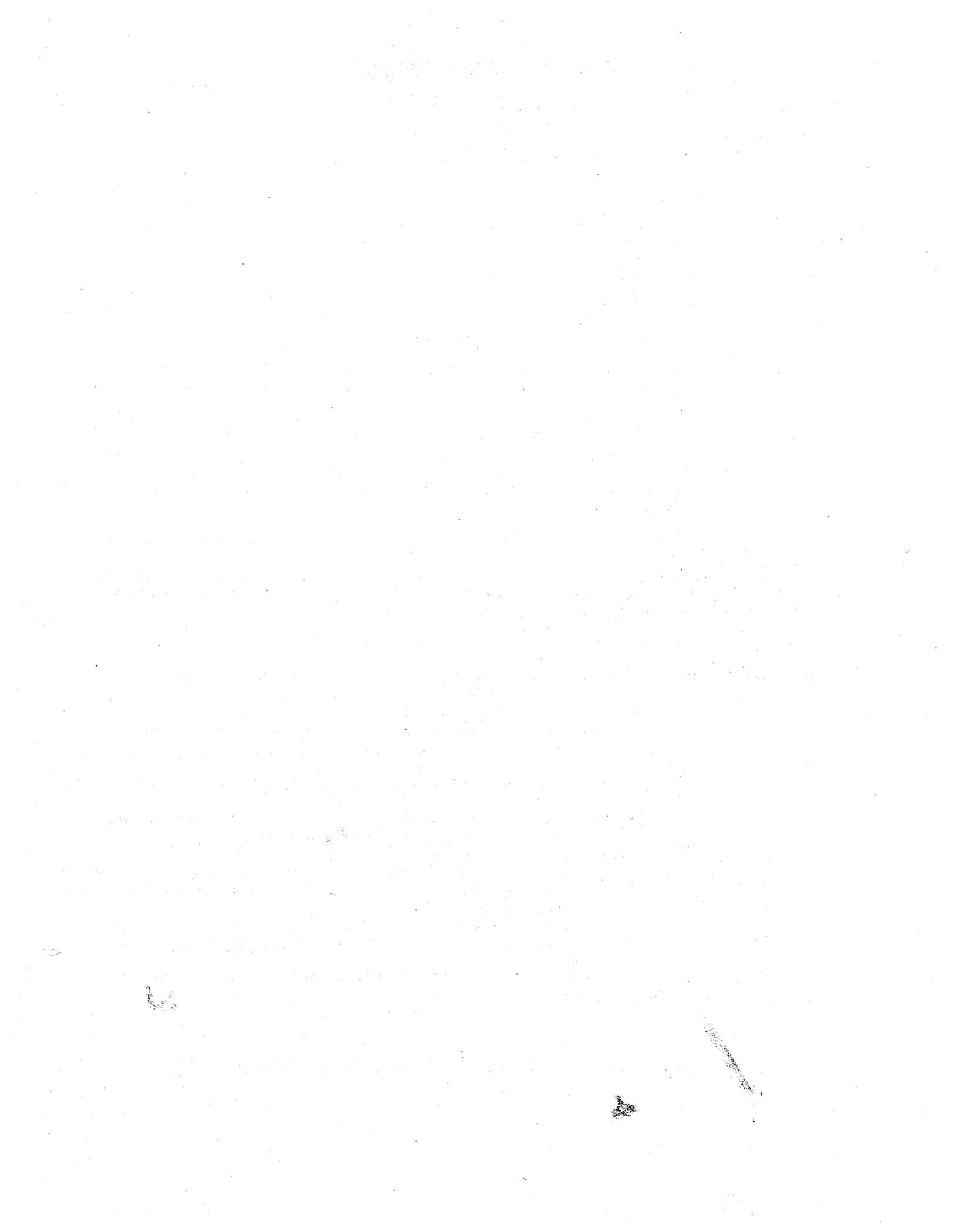
DATE: April 28, 2010
TO: Department of Regional Planning
Permits and Variances
PROJECT #: CUP R2009-02015
LOCATION: 5550 Grosvenor Blvd., Los Angeles

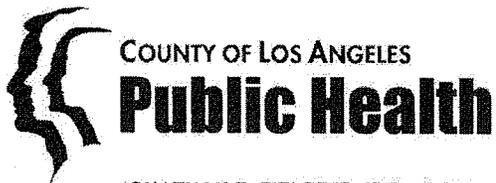
- The Fire Department Land Development Unit has no additional requirements for this permit.
- The required fire flow for this development is **5000** gallons per minute for **5** hours. The water mains in the street, fronting this property must be capable of delivering this flow at 20 pounds per square inch residual pressure.
- Install **5** Public 6" X 4" X 2 1/2" fire hydrants, conforming to AWWA C503-75 or approved equal. All installations must meet Fire Department specifications. Fire hydrant systems must be installed in accordance with the Utility Manual of Ordinance 7834 and all installations must be inspected and flow tested prior to final approval.
- Comments:** The Fire Department has cleared this project for Public Hearing with conditions as specified in the Special Requirements section.
- Water:** Per the LADWP fire flow tests dated May 14, 2010 and June 29, 2010, the existing water system is adequate.
The required fire hydrants, as indicated in the site plan filed in our office, shall be installed and tested prior to construction. The required fire flow maybe reduced during the architectural plans review by the Fire Department prior to building permit issuance.
- Access:** Access is adequate as shown on the site plan filed in our office.
- Special Requirements:**
- The proposed permeable concrete pavers on the Fire Lane(s) shall be designed to support a minimum live load of 75,000lbs. Submit details with the architectural plans for review and approval prior to building permit issuance.
 - The proposed Fire Dept Access Tunnels shall be reviewed and approved during the architectural plan review prior to building permit issuance. Detail drawings will be required at that time.
 - All proposed gates shall provide 28' of unobstructed access when fully opened and shall comply with LA County Fire Department Regulation 5.
 - Permanent exterior stairs will be required to provide firefighter access from the 2 stories roof and the 4 stories roof from the exterior of the structures. Requirements will be determined during the architectural plan review.
 - The southernly alley, Private Driveway and Fire Lane, shall provide adequate signage and stripping with NO PARKING/FIRE LANE in compliance with the Department of Public Works and the Fire Department standards.
 - The proposed development shall be in compliance with all applicable Building Code, Fire Code, and Departmental Regulations/Standards at the time of submittal for Building Permit.

Fire Protection facilities; including access must be provided prior to and during construction. Should any questions arise regarding this matter, please feel free to call our office at (323) 890-4243.

Inspector: Juan C. Padilla

Land Development Unit – Fire Prevention Division – Office (323) 890-4243 Fax (323) 890-9783





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

KEN HABARADAS, MS, REHS
Acting Environmental Health Staff Specialist
5050 Commerce Drive
Baldwin Park, California 91706
TEL (626) 430-5280 • FAX (626) 960-2740

April 22, 2010

Mi Kim
Zoning Permits I Section
Los Angeles County
Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

**SUBJECT: PROJECT NO. R2009-02015
RCUPT 200900150
MILLENNIUM-PLAYA DEL MAR APARTMENTS PROJECT**

- Environmental Health recommends approval of this CUP.
- Environmental Health does **NOT** recommend approval of this CUP.

Dear Ms. Kim:

The Los Angeles County Department of Public Health – Environmental Health has reviewed the information provided for the subject project and has no objection to the approval of the CUP with the following conditions:

1. The proposed project shall utilize established public water supply and public sewer.
2. The proposed project shall comply with the requirements of the County Noise Control Ordinance as found in Title 11 of the Los Angeles County Code.

If you should have any questions or need additional information, please let me know.

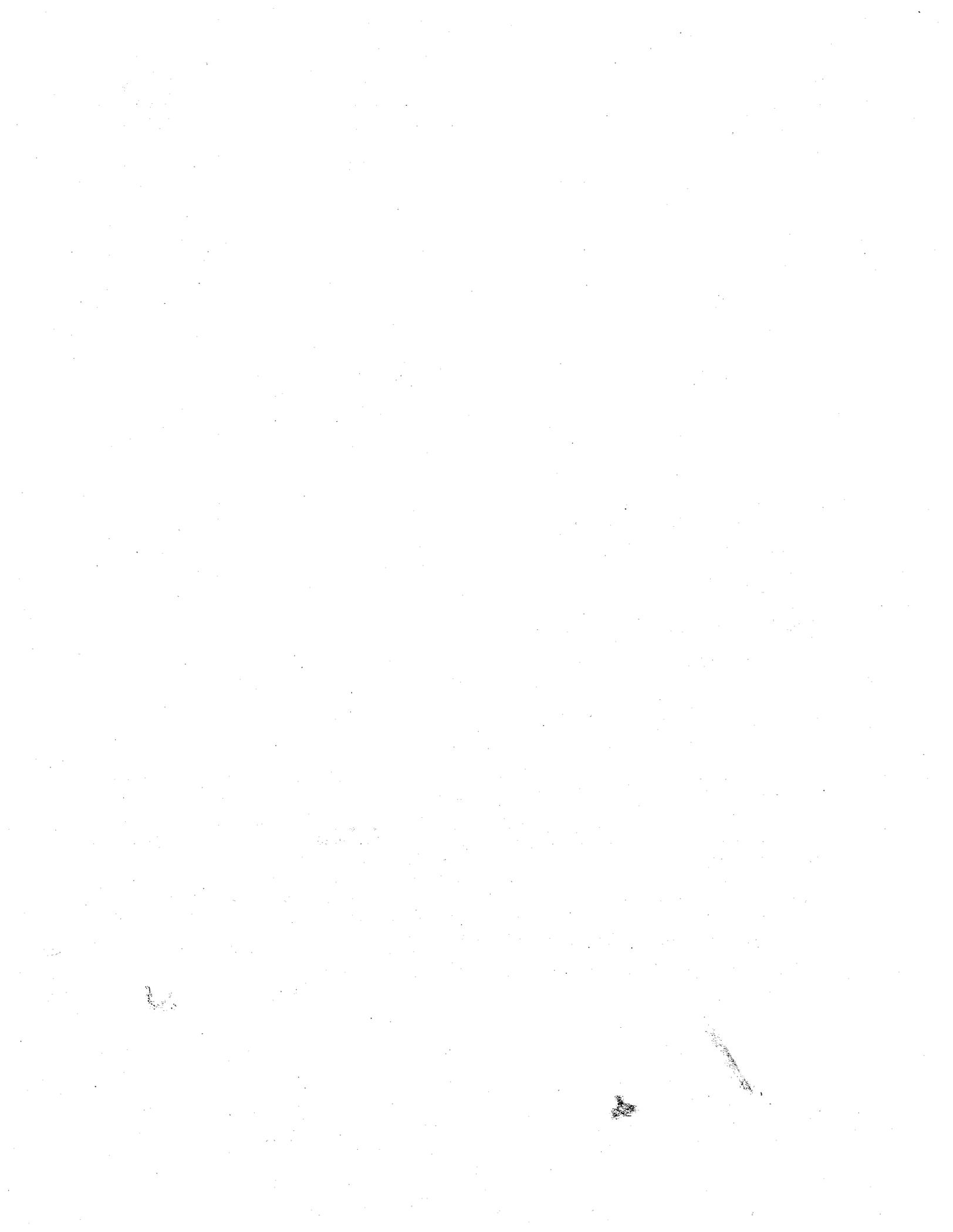
Sincerely,

Ken Habaradas, MS, REHS
Bureau of Environmental Protection



BOARD OF SUPERVISORS

- Gloria Molina
First District
- Mark Ridley-Thomas
Second District
- Zev Yaroslavsky
Third District
- Don Knabe
Fourth District
- Michael D. Antonovich
Fifth District



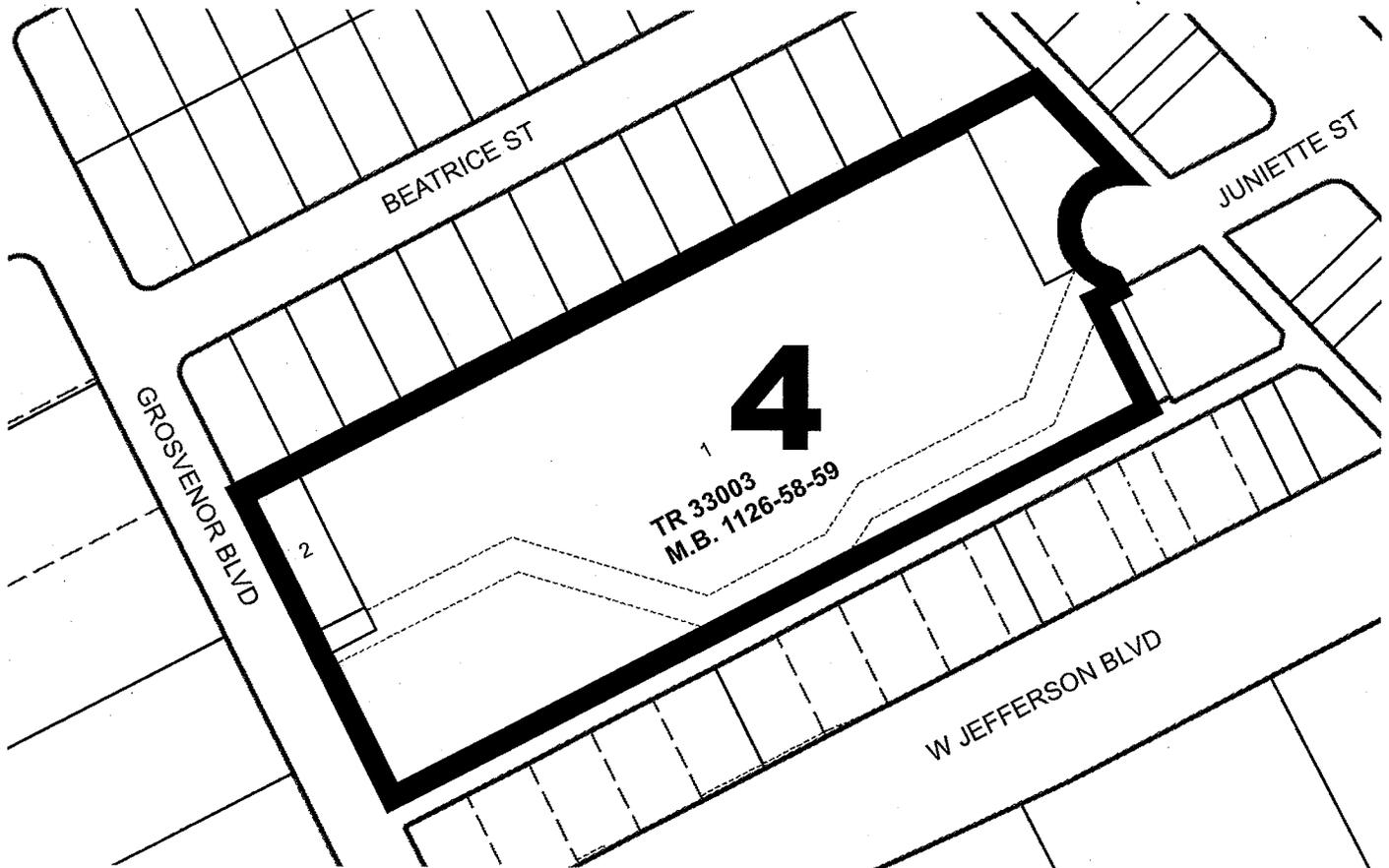
AMENDMENT TO COUNTYWIDE GENERAL PLAN
WEST FOX HILLS COMMUNITY

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

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**THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
GENERAL PLAN AMENDMENT CASE NO. 200900013**

WHEREAS, the Regional Planning Commission of the County of Los Angeles has conducted public hearings in the matter of General Plan Amendment Case No. 200900013 on xxx and,

WHEREAS, the Regional Planning Commission finds as follows:

1. The applicant has requested an Amendment to the Los Angeles County General Plan to change the land use designation from Low Density Residential to High Density Residential on the 4.93-gross-acre subject property.
2. The subject property is located at 5544 and 5550 Grosvenor Blvd within the unincorporated community of West Fox Hills, Playa Del Rey Zoned District, Second Supervisorial District.
3. The plan amendment request was heard concurrently with Zone Change Case No. 200900013 and Conditional Use Permit Case No. 200900150 at the xxxx public hearings.
4. Zone Change Case No. 200900013 is a related request to authorize a change of zone from "R-3-DP" (Limited Multiple Residence – Development Program) and "R-1" (Single Family Residence) to R-4-DP (Unlimited Residence – Development Program).
5. Conditional Use Permit Case No. 200900150 is a related request to authorize the development of a multi-family residential project on the subject property. The applicant is proposing to construct 196 apartments, together with appurtenant structures and facilities, including a pool, fitness center, and parking structure for 353 cars.
6. The Conditional Use Permit No. 200900150 site plan, the Exhibit "A," depicts the subject property with one apartment building wrapped around two courtyards, and a parking structure. Access to the site is off of Grosvenor Blvd via Jefferson Blvd to the south.
7. The applicant is requesting an amendment to the Countywide General Plan to change the land use designation of the 4.93-acre parcel from Low Density Residential to High Density Residential. The High Density Residential areas 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.

8. In reaching its decision the Regional Planning Commission considered the whole record, including testimony for and against the project.
9. The proposed plan amendment is consistent with the goals and policies of the Countywide General Plan. The proposed residential project will increase the supply of housing, promote the efficient use of land through a more concentrated pattern of urban development, improve the jobs-housing balance in the area and concentrate well-designed high-density housing in and adjacent to job centers and local transit service.
10. An Initial Study was prepared for the project in compliance with the California Environmental Quality Act (Public Resources Code section 21000, et seq.) ("CEQA"), the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines of the County of Los Angeles. The Initial Study concluded that there was substantial evidence that the Proposed Residential Project may have a significant impact on the environment in the following areas: land use, noise, air quality, traffic/access, visual resources, hydrology and water quality, sewer service, and solid waste service. The Initial Study determined that an Environmental Impact Report ("EIR") would be required.
11. The EIR prepared for the project concluded that with the exception of noise and air quality during construction there are no significant impacts that cannot be mitigated to a level of no significance. All other potentially significant environmental impacts, including geology, traffic and access, visual resources, and hydrology and water quality can be mitigated to less than significant levels through the implementation of mitigation measures identified in the EIR.
12. The Findings of Fact and Statement of Overriding Considerations that have been prepared for the project are incorporated herein by this reference as if set forth in full.
13. The Commission approves the Final Environmental Impact Report prepared for the project and presented to the Commission; certifies that it has reviewed and considered the environmental information contained in the document; certifies that the FEIR has been completed in compliance with CEQA, the CEQA Guidelines, and County CEQA Guidelines and reflects the independent judgment of the Commission as to the environmental consequences of the project; determines that the conditions of approval and mitigation measures discussed in the FSEIR are the only mitigation measures for the project which

are feasible; determines that the remaining unavoidable environmental effects of the project have been reduced to the extent possible and to an acceptable level and are outweighed by specific social, economic, and environmental benefits of the project; and adopts the Findings of Fact and Statement of Overriding Considerations prepared for the project.

RESOLVED, That the Regional Planning Commission recommends to the Board of Supervisors of the County of Los Angeles as follows:

1. That the Board of Supervisors hold a public hearing to consider General Plan Amendment Case No. 200900013, a change of classification within the Countywide General Plan from Low Density Residential to High Density Residential on approximately 4.93 acres;
2. That the Board of Supervisors certify completion of and approve the attached EIR along with the Findings of Fact and Statement of Overriding Considerations dated xxx for Countywide Plan Amendment Case No. 200900013; and
3. That the Board of Supervisors adopt the above recommended Countywide Plan Amendment Case No. 200900013

I hereby certify that the foregoing resolution was adopted by a majority of the voting members of the Regional Planning Commission in the County of Los Angeles on xxx

Rosie Ruiz, Secretary
County of Los Angeles
Regional Planning Commission



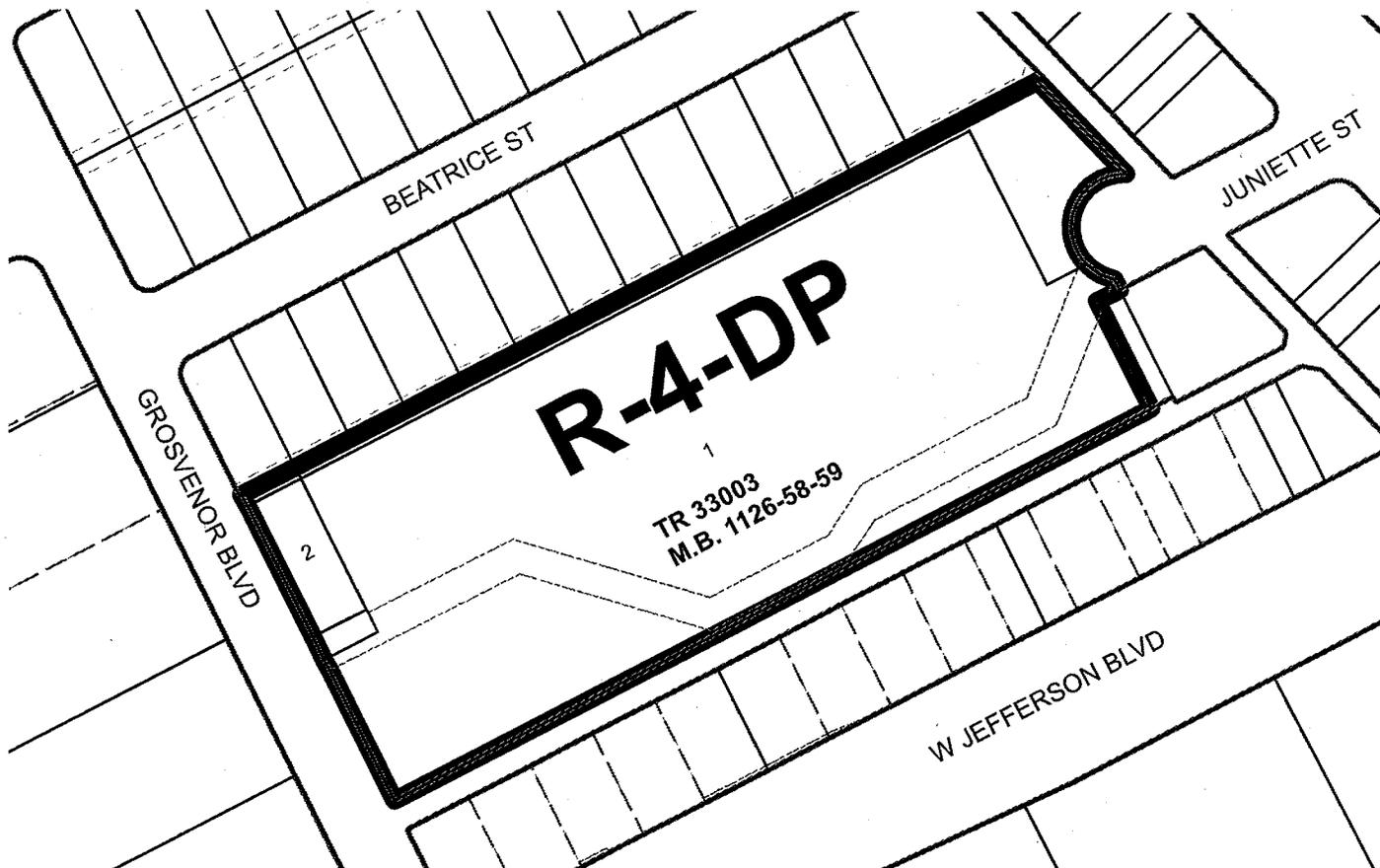
CHANGE OF PRECISE PLAN
PLAYA DEL REY ZONED DISTRICT

ADOPTED BY ORDINANCE: _____

ON: _____

ZONING CASE: **ZC 200900013**

AMENDING SECTION: 22.16.230 OF THE COUNTY CODE



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
-  ZONE CHANGE AREA



0 75 150
FEET

COUNTY ZONING MAP
105H161

DIGITAL DESCRIPTION: ZCOVD_PLAYA DEL REY

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



**THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
ZONE CHANGE CASE NO. 200900013**

WHEREAS, the Regional Planning Commission of the County of Los Angeles has conducted public hearings in the matter of Zone Change Case No. 200900013 on xxx and,

WHEREAS, the Regional Planning Commission finds as follows:

1. The applicant is requesting a change of zone from "R-3-DP" (Limited Multiple Residence – Development Program) and "R-1" (Single Family Residence) to "R-4-DP" (Unlimited Residence – Development Program).
2. The subject property consists of approximately 4.93 gross acres 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.
3. The Zone Change request was heard concurrently with Plan Amendment Case No. 200900013 and Conditional Use Permit Case No. 200900150.
4. General Plan Amendment Case No. 200900013 is a related request to authorize a change of land use classification in the Countywide General Plan from Low Density Residential to High Density Residential on the approximately 4.93-gross-acre subject property.
5. Conditional Use Permit Case No. 200900150 is a related request to authorize the development of a multi-family residential project on the subject property. The applicant is proposing to construct 196-unit apartment building with appurtenant structures and facilities, including a pool, fitness center, and parking structure for 353 cars.
6. The site plan for Conditional Use Permit No. 200900150, the Exhibit "A", depicts the subject property with one apartment building wrapped around two courtyards, and a parking structure. Access to the site is via Grosvenor Blvd from Jefferson Blvd to the south.
7. The subject property is currently zoned R-3-DP (Limited Multiple Residence – Development Program) established in 1984 and 1987 by Ordinance No. 84-0121Z and 87-0048Z respectively.
8. The subject property is developed with a church, parking lot, and single-family residence. Existing zoning allows for a density of 22 dwelling units per acre. The property south of the subject property is developed with three apartment

buildings with a density of 99 dwelling units per acre. Further south, the residential portion of the Village at Playa Vista is entitled for 55 to 109 units per acre. A zone change to allow for higher density residential development would be consistent with the goals and policies of the General Plan Housing Element goals and policies, which promotes a wide range of housing types and housing costs to sufficiently meet the needs of current and future residents.

9. The zone change is compatible with the goals and policies of the Countywide General Plan. The proposed residential project will increase the supply of housing and promote the efficient use of land through a more concentrated pattern of urban development.
10. The subject property is a proper location for the R-4-DP zoning in that the proposed development provides an improved jobs-housing balance and concentrates well-designed high-density housing adjacent to job centers recreational amenities, and interstate freeway.
11. Surrounding land use pattern has changed since the R-3-DP zoning was established in 1984 increasing the density in the area. To the south, three apartment buildings with an average density of 98 dwelling units per acre were constructed from 1987 to 1989. Further south, Phase II of the Playa Vista Project was approved in 2010. The mixed use project would allow for density range from 55 to 109 dwelling units per acre.
12. The proposed Zone Change from R-3-DP and R-1 to R-4-DP is consistent with General Plan Amendment 200900013 and, as reflected therein, with the goals and objectives of the Countywide General Plan.
13. An Initial Study was prepared for the project in compliance with the California Environmental Quality Act (Public Resources Code section 21000, et seq.) ("CEQA"), the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines of the County of Los Angeles. The Initial Study concluded that there was evidence that the project may have a significant impact on the environment in the following areas: land use, geology, noise, air quality, traffic/access, visual resources, hydrology and water quality, sewer service, and solid waste service. The Initial Study determined that a Environmental Impact Report ("EIR") would be required.
14. The EIR prepared for the project concluded that with the exception of noise and air quality during construction there are no significant impacts that cannot be mitigated to a level of no significance. All other potentially significant environmental impacts, including geology, traffic and access, visual resources, and hydrology and water quality can be mitigated to less than significant levels through the implementation of mitigation measures identified in the EIR.

15. The Findings of Fact and Statement of Overriding Considerations that have been prepared for the Proposed Residential Project are incorporated herein by this reference as if set forth in full.
16. The Commission approves the Final Environmental Impact Report prepared for the project and presented to the Commission; certifies that it has reviewed and considered the environmental information contained in the document; certifies that the FEIR has been completed in compliance with CEQA, the CEQA Guidelines, and County CEQA Guidelines and reflects the independent judgment of the Commission as to the environmental consequences of the project; determines that the conditions of approval and mitigation measures discussed in the FEIR are the only mitigation measures for the project which are feasible; determines that the remaining unavoidable environmental effects of the project have been reduced to the extent possible and to an acceptable level and are outweighed by specific social, economic, and environmental benefits of the project; and adopts the Findings of Fact and Statement of Overriding Considerations prepared for the project.

THEREFORE, BE IT RESOLVED, THAT the Regional Planning Commission recommend to the Board of Supervisors of the County of Los Angeles as follows:

1. That the Board of Supervisors hold a public hearing to consider the recommended change of zone from R-3-DP and R-1 to R-4-DP as provided by the related Conditional Use Permit Case No. 200900150.
2. That the Board of Supervisors certify completion of and approve the attached EIR along with the Findings of Fact and Statement of Overriding Considerations dated xxx for the General Plan Amendment Case No. 200900013.
3. That the Board of Supervisors find the recommended zoning is consistent with the Los Angeles County General Plan and with the adoption of General Plan Amendment Case No. 200900013 by the Board;
4. That the Board of Supervisors find that the public convenience, the general welfare and good zoning practice justify the recommended change of zone; and
5. That the Board of Supervisors adopt the above recommended change of zone.

I hereby certify that the foregoing resolution was adopted by a majority of the voting members of the Regional Planning Commission in the County of Los Angeles on xxx

Rosie Ruiz, Secretary
Regional Planning Commission
County of Los Angeles

ATTACHMENT A

REVISED PROJECT DESCRIPTION

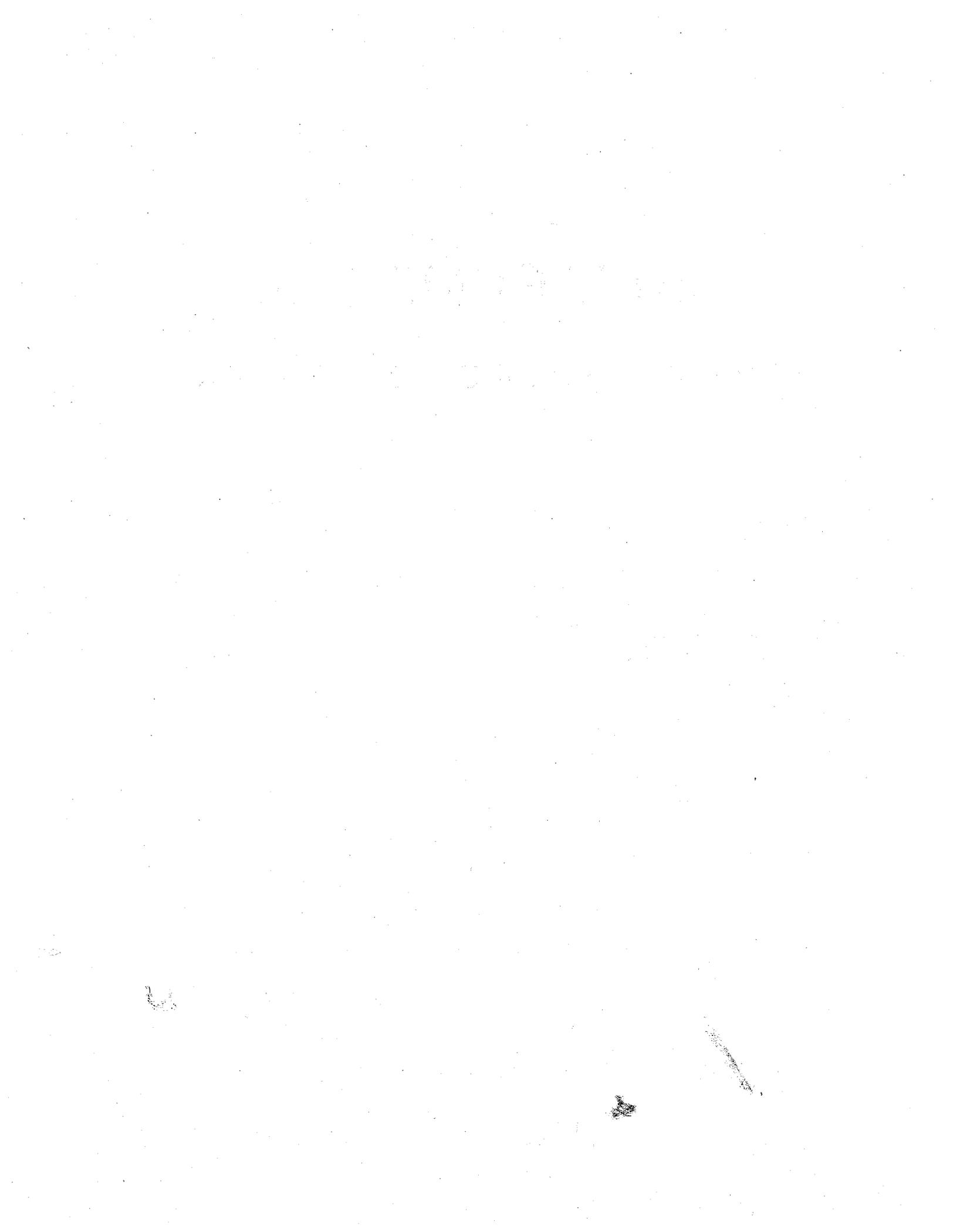


Exhibit "A": "Millennium-Playa Del Mar" Project Description

The Millennium-Playa Del Mar project will be a luxury apartment community with an exceptional design and a contemporary appearance that provides an oasis of peace, comfort and tranquility amidst the hustle and bustle of Los Angeles. The project will offer seven unit types, ranging in size from 724 sq. ft. one-bedroom units up to 1,137 sq. ft. two-bedroom units. Each unit will be meticulously appointed with the latest in upscale amenities like European-inspired bathrooms, granite countertops, and 10-foot ceilings (on the 1st and 4th floors). The units will also feature exposed ductwork, stained concrete floors and wood flooring.

Other project features and amenities will include seeking a LEED Silver designation to promote environmental responsibility and to maximize efficiency and conservation measures. Green homes are healthier, more durable, and more energy and water efficient than conventional code built homes. Additionally, the project will provide five courtyards, one of which will feature a pool and spa, while the other four courtyards will have a different theme to appeal to the tenants.

Prior to the construction of the new buildings, the Project would involve the demolition of two existing buildings (a single-family residence owned by the church and the adjacent church structure) and appurtenant surface parking facilities associated with the church. The existing church to be demolished totals approximately 39,000 square feet of interior space and the existing single-family residence to be demolished totals approximately 1,700 square feet of floor area. Excavation would take place to remove materials currently mounded in the center of the site, under the existing buildings, and to prepare the site for the proposed parking garage.

Requested land use entitlements include: **General Plan amendment** to amend subject property's General Plan land use designation from "Low Density Residential" to "High Density Residential"; **Zone Change**, changing site zoning from "R-3-DP" (4.21 acres) and "R-1" (0.14 acre) to "R-4-DP"; a **Conditional Use Permit** (for Development Program associated with Zone Change); a **Parking Deviation** to allow an approximate 10% reduction in the Code-required parking for the proposed project (the Zoning Code requires provision of 394 parking spaces on-site, but the applicant has justified providing 353 parking spaces on-site through the County's Parking Deviation procedure); and a **Variance** to allow construction of an 8-ft.-tall concrete block wall on the northerly side yard property line (in lieu of the maximum 6-ft.-tall wall otherwise allowed under the zoning code).

Exhibit "A": "Millennium-Playa Del Mar" Project Description

The Millennium-Playa Del Mar project will consist of one apartment building and five (5) "carriage" units (to be sited in the northwesterly portion of the site) containing a total of 196 apartment units (95 one-bedroom units and 101 two-bedroom units). The apartment building is organized on three sides to the north, east and west around a 4-level parking structure. The parking structure will be a maximum of 35 feet in height. The garage is also proposed to be mechanically ventilated to reduce noise and air pollution along the alley. The garage will step down along the alley from west to east, from 35 feet to 27 feet. This will break up the "bulk" of the garage and allow for multiple facades. Between the garage face and alley there will be a 9-foot-wide landscape area to help screen the garage from the adjacent, higher-density apartments to the south.

As noted, the project's five carriage units will be sited in the northwesterly portion of the site as a mechanism to provide additional visual and noise screening to the single-family residences located northerly of the subject property. These carriage units are each 1-bedroom units which are attractively designed to sit directly over a 4-car private garage. The units are approximately 791 sq. ft. in size and have been designed to be accessed by a private stair. The units have been designed such that there are no windows in the wall oriented to the single-family residences sited to the north.

The project will also provide an 8-foot-tall concrete block wall along the north property line, which will serve as an effective visual and noise buffer for the single-family residences sited northerly of the subject property. There will be a minimum 6-foot-wide landscape buffer south of the concrete block wall, increasing to 10 feet where adjacent to the private drive. The apartment building will be stepped in height from two and three stories along the northern edge of the complex (in proximity to the single-family residences located north of the site), increasing to a maximum of four stories along the center of the property and transitioning down to three stories along the alley north of the existing apartment complex that is located adjacent to and southeast of the subject property. Building height will range from 27 feet 6 inches to a maximum of approximately 54 feet 6 inches.

The proposed project will provide a total of 353 parking spaces on-site, 329 of which will be in the proposed parking structure that is wrapped/concealed on three sides by the apartment building (electric vehicle charging stations will be conveniently located within the main parking garage). The exposed side of the garage along the alley will be set back 9 feet from the alley and will have a façade similar to the residential buildings, in addition to being mechanically ventilated. There will be four (4) additional uncovered surface parking spaces situated across from the leasing office. 20 private garages (containing 20 vehicle parking spaces) will be located north of the private drive. These garages will serve the dual function of providing a visual and noise buffer to the single-family residents north of the project site and providing parking for the project's residents.

ATTACHMENT B

PARKING STUDY



MEMORANDUM

TO: Mr. Anthony Curzi and Ms. Mi Kim
Los Angeles County Planning Department

FROM: Srinath Raju, P.E.

SUBJECT: Millennium-Playa Del Mar Residential Project Parking Study

DATE: July 7, 2010

REF: RA312

This memorandum provides documentation of a parking study conducted for the Millennium Playa Del Mar Residential Project located in Los Angeles County, CA. The documentation includes a description of the purpose and goals of the study, the estimated project parking demand and the comparisons to required parking supply. An evaluation of the peak parking demand of the proposed project to the parking supply proposed for the project is also conducted to assess parking supply adequacy, and consequently, the parking impact of the proposed project.

PURPOSE & GOALS

The purpose of this Study is to determine the appropriate supply of parking spaces to be provided to satisfy the projected parking demand of the Millennium Playa Del Mar Residential Project and thereby not cause any significant parking impact by limiting the likelihood that project residents or their guests would be inclined to park on local streets in the vicinity of the subject property. This evaluation estimated the parking demand for the project using several methods – calculation based on nationally-published parking demand rates, and estimating based on historical data from actual observed demands in Southern California.

This study also compared the parking demand derived from nationally published sources, previously completed studies of similar projects and local requirements.

PROJECT BACKGROUND

The proposed project site is located along Grosvenor Boulevard immediately north of Jefferson Boulevard within the County of Los Angeles. This site currently includes a 38,987 square-foot church, a single family residential unit (rented out by the church) and associated surface parking. The existing site can be accessed from Juniette Street as well as Grosvenor Boulevard.

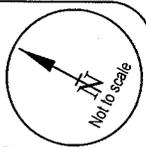
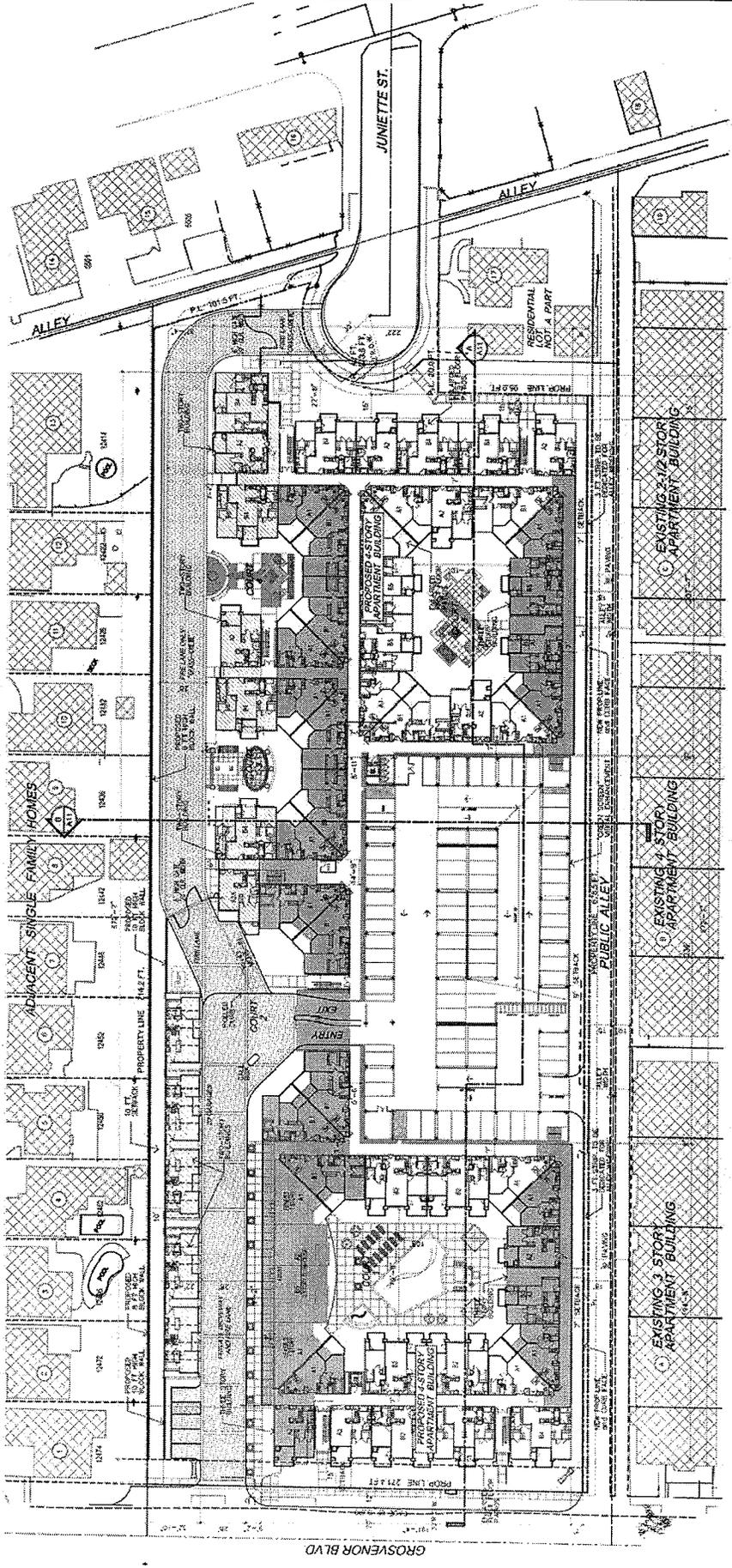
The proposed Millennium Playa Del Mar Residential Project consists of 196 apartments. The Project also includes provision of a multi-level parking structure containing 329 parking spaces for residents and guests. The parking structure would obtain access from Grosvenor Boulevard. The Proposed Project Site Plan is shown in Figure 1.

The Project proposes to provide a total parking supply of 353 parking spaces – 329 in a parking structure and 24 surface parking spaces (20 in private parking garages and 4 spaces for the leasing facility). This translates to a parking supply ratio of 1.8 spaces per dwelling unit. While this parking supply will satisfy the actual demand of the Project, and meets the requirements of the State of California for residential projects with low-income housing, it does not meet the County of Los Angeles' standard Code parking requirements for rental apartments; as such, the applicant has requested a Parking Deviation of the County Zoning Code to allow a reduced parking ratio for the Project of 1.8 parking stalls per dwelling unit.

COUNTY OF LOS ANGELES ZONING CODE

The proposed project consisting of 196 units has the following breakdown:

- 95 one-bedroom units
- 101 two-bedroom units



SOURCE: ARCHITECTS ORANGE

FIGURE 1
PROJECT SITE PLAN

The County of Los Angeles zoning code specifies the following requirements for rental apartments:

- 1-bedroom apartment – one-and-a-half (1½) covered spaces per dwelling unit
- 2-bedroom apartment - one-and-a-half (1½) covered spaces plus one-half (½) uncovered space per dwelling unit
- Guest parking (a minimum of 10 dwelling units) – one (1) space for every four (4) units

Based on the County parking requirements, the Project would require a total of 394 parking spaces, as follows:

- 95 one-bedroom units – 143 parking spaces
- 101 two-bedroom units – 202 parking spaces
- Guest parking (196 units) – 49 parking spaces

As noted, the 353 spaces being provided for the Project thus falls short of meeting the general parking requirements per the County zoning code. Raju Associates has conducted a review of parking zoning codes from various cities within the United States as well as within the State of California. A discussion of these parking zoning codes follows.

PARKING ZONING CODES

Many cities in the U.S. have recognized the trend toward smaller units and reduced the number of persons per unit and, consequently, adjusted their parking requirements accordingly. Some of the examples of such changes include:

Dallas, Texas (Urban District)	1.0 space per dwelling unit
Dallas, Texas (Remainder)	1.5 spaces per dwelling unit
Seattle, Washington	1.1 to 1.5 spaces per dwelling unit based on location
Chicago, Illinois	1.0 space per dwelling unit
Tucson, Arizona	1.25 spaces per dwelling unit
Salt Lake City, Utah	0.5 to 1.0 space per dwelling unit

Table 1 shows a summary of parking zoning code requirements for selected California cities and counties. The parking requirement for each size unit along with guest parking requirement, if any, is shown in the table. The final column in the table shows the calculation of the parking requirement for the Millennium Playa Del Mar Project if it were built under that code. It can be seen from Table 1 that the parking provisions for the Millennium Playa Del Mar Project would exceed the parking requirement in 32 cities and counties in California.

It is now more important than ever to recognize that the various cities and counties are adapting to match the parking supply with the actual demand, and the parking zoning code requirements are being reduced to reflect lower parking demands.

PARKING SUPPLY AND DEMAND SURVEYS

There are various residential parking studies that have been conducted over the last decade and a half. Raju Associates has reviewed several studies to compile parking surveys conducted at numerous sites. The sites were all rental units ranging in size from 142 to 532, the smallest being in Long Beach, CA and the largest in Santa Monica, CA.

Table 2 shows the cities, sizes of the projects and the actual parking supply provided. Also included in this table is the ratio of number of parking spaces per dwelling unit. It can be observed from the table that the parking supply ratio is less than or equal to 1.8 at all but one location in San Diego where the ratio was 1.94 spaces per dwelling unit. All these locations are operating adequately relative to parking. In the vicinity of the Project Site, the supply varied from 1.32 spaces per dwelling unit in Santa Monica to 1.57 spaces per dwelling unit in Marina Del Rey.

The parking demands at a number of these sites were also surveyed and the results of the same are summarized in Table 3. The parking demands varied from 0.66 spaces per occupied dwelling unit to 1.59 spaces per occupied dwelling unit. In the vicinity of the Proposed Millennium Playa Del Mar Project, the parking demands varied from 0.91 spaces per occupied dwelling unit in Marina Del Rey to 1.22 spaces per dwelling unit in Santa Monica. Three of these project sites have sizes similar to or in the range of that proposed for the Millennium Playa Del Mar Project. The supply varies from 1.26 to 1.59 spaces per dwelling unit while the observed peak demands at the same sites varied from 0.77 to 1.59 spaces per occupied dwelling unit.

**TABLE 1
PARKING ZONING CODE REQUIREMENTS--CALIFORNIA CITIES**

CITY	PARKING SPACES REQUIRED PER UNIT(1)					RESULTING SPACES REQ'D FOR MILLENNIUM
	STUDIO	1 BR	2 BR	3 BR	GUEST	
Daly City	1	1.5	2	2	0	345
Fairfield	1	1.3	1.5	2	0.2	314
Fresno	1.5	1.5	1.5	1.5	0	294
Hawaiian Gardens	1	1	1	1	0.33	261
Hayward	1.7	1.7	1.7	1.7	0	333
Irvine	1	1.4	1.6	2	0.25	344
La Mirada	1.5	1.5	2	2	0	345
Los Angeles	1	1	1	1.5	0	196
Napa	1.25	1.25	1.5	1.75	0.25	319
Newport Beach	1.5	1.5	1.5	1.5	0	294
Oakland	1.5	1.5	1.5	1.5	0	294
Oceanside	1.5	1.5	2	2	0	345
Palm Springs	1	1.25	1.5	2.25	0.25	319
Pasadena	1	1	2	2	0.1	317
Redlands	1	1	1.5	2	0	247
Richmond	1	1	1	1	0	196
Riverside	1.5	1.5	2	2	0	345
Riverside County	1.25	1.25	2.25	2.75	0	346
Sacramento	1.5	1.5	1.5	1.5	0.07	308
Salinas	1.6	1.6	1.6	1.6	0	314
San Buenaventura	1	1	2	2	0.25	346
San Diego CBD	1	1	2	2	0	297
San Diego County	1.5	1.5	1.5	2	0	294
San Francisco	1	1	1	1	0	196
San Jose	1.5	1.5	1.8	2	0	324
San Luis Obispo County	1	1	1.5	2	0.25	296
Santa Barbara County	1	1	2	2.5	0.2	336
Santa Maria	1.5	1.5	1.75	2	0	319
Stockton	1	1	1	1	0	196
Thousand Oaks	1	1	1.5	2	0.5	345
Visalia	1	1	1	1	0	196
Westminister	1.5	1.5	2	2.5	0	345

(1) Source: California Parking Standards for Selected Cities and Counties, Walker Parking Consultants, June 1995

TABLE 2
RENTAL MULTI-FAMILY RESIDENTIAL PARKING SURVEY

LOCATION	TOTAL NUMBER OF DWELLING UNITS	PARKING SUPPLY	
		SUPPLY PROVIDED	RATIO (sp/du)
SAN DIEGO	387	387	1.00
SAN DIEGO	192	241	1.26
SAN DIEGO	514	902	1.75
SAN DIEGO	312	566	1.81
SAN DIEGO	318	616	1.94
LONG BEACH	142	212	1.49
LONG BEACH	184	292	1.59
MARINA DEL REY	224	351	1.57
SANTA MONICA	532	700	1.32
LOS ANGELES	438	759	1.73
WOODLANDS	393	681	1.73
HOUSTON	309	525	1.70
CHARLOTTE	369	376	1.02
TAMPA	379	598	1.58

- Sources:
1. Residential Parking Demand Study, Southern California Coastal Zone, Kaku Associates, Inc., June 2001
 2. Parking Study for the Avventura Apartment Complex, Darrell & Associates, Inc., December 1996
 3. Data assembled by Raju Associates, Inc. June 2010

TABLE 3
RENTAL MULTI-FAMILY RESIDENTIAL PARKING SURVEY

LOCATION	TOTAL NUMBER OF DWELLING UNITS	PARKING SUPPLY/DEMAND			
		SUPPLY PROVIDED	RATIO (sp/du)	DEMAND	RATIO (sp/occ du)
SAN DIEGO	387	387	1.00	251	0.66
SAN DIEGO	192	241	1.26	145	0.77
SAN DIEGO	514	902	1.75	607	1.18
SAN DIEGO	312	566	1.81	431	1.38
SAN DIEGO	318	616	1.94	482	1.52
LONG BEACH	142	212	1.49	174	1.26
LONG BEACH	184	292	1.59	292	1.59
MARINA DEL REY	224	351	1.57	256	1.22
SANTA MONICA	532	700	1.32	455	0.91

- Sources:
1. Residential Parking Demand Study, Southern California Coastal Zone, Kaku Associates, Inc., June 2001
 2. Parking Study for the Avventura Apartment Complex, Darrell & Associates, Inc., December 1996

Two national publications provide information on parking demand ratios for residential products. They include:

- *Parking Generation, Third Edition; An Informational Report* by the Institute of Transportation Engineers (ITE), 2004.
- *Shared Parking, Second Edition; A Report* by the Urban Land Institute (ULI), 2005.

These publications provide parking demand data for apartments. The ITE's *Parking Generation Informational Report* provides a relationship between average peak parking demand and number of dwelling units for projects in both suburban and urban locations. The peak average parking demand per the ITE for mid-rise apartments was 1.02 spaces per dwelling unit. Attachment A includes relevant information from the *Parking Generation Report*.

The ULI sponsored a national study that updated the basic methodology for analyzing parking demand in mixed-use developments and developed averages for parking rates by land uses. The ULI study noted base peak parking demands of 1.65 spaces per dwelling unit (1.5 spaces for residents and 0.15 space per dwelling unit for guests). Attachment B includes excerpts from the ULI *Shared Parking, Second Edition* reference.

Two recent parking surveys at sites in Long Beach that were surveyed in 2001 by Kaku Associates, Inc. were conducted again by Fehr and Peers Transportation Consultants in March, 2008. The peak parking demand ratio at these two sites was observed to be 1.26 spaces per occupied dwelling unit and 1.52 spaces per occupied dwelling unit.

Utilizing the ULI parking demand rates, the peak parking demand for the Millennium Playa Del Mar Project would be equal to 324 (1.65*196) spaces. As noted, the Project is proposing to provide 353 parking spaces on-site. Therefore, using ULI's well recognized and established parking demand rates, there would be a surplus of 29 parking spaces on-site, and there would be no parking impact due to the Proposed Millennium Playa Del Mar Project.

ANALYSIS FINDINGS AND CONCLUSION

A summary of residential parking rates per unit, inclusive of resident and guest parking, based on nationally-recognized published sources and recent counts at dense residential developments around southern California is provided below:

<i>Parking Generation, Third Edition, ITE Reference:</i>	1.02 spaces per dwelling unit
<i>Shared Parking, Second Edition, ULI Reference:</i>	1.65 spaces per dwelling unit
<i>Residential Parking Study, California Coastal Commission:</i>	1.59 spaces per dwelling unit
<i>Recent Counts in Long Beach, Fehr & Peers Study:</i>	1.26 spaces per dwelling unit
	1.52 spaces per dwelling unit

Utilizing the highest rate shown above, the peak parking demand for the Millennium Playa Del Mar Project would be 324 spaces (1.65×196). The Project therefore proposes an adequate on-site parking supply of 353 parking spaces, with a surplus of 29 spaces. There would be no parking impact from the proposed Millennium Playa Del Mar Project.

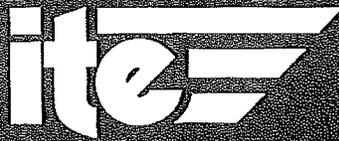
The parking zoning code requirements at 32 different California cities and counties were examined and the parking requirements for the Millennium Playa Del Mar Project built under those codes were evaluated. It was determined that the parking provisions for the Proposed Project would exceed the parking requirements per the codes of all the 32 California cities and counties.

Finally, parking demands at sites in the vicinity of the Proposed Project for products similar in size were examined. Based on recent surveys, it was observed that the maximum observed parking demand was 1.59 spaces per unit. The Proposed Project intends to provide 1.8 spaces per unit. The Proposed Project will provide adequate parking and will not cause any parking impact.

ATTACHMENT A

3rd Edition

Parking Generation



Author: Ransford S. McCourt, P.E., PTOE
Technical Editor: Kevin G. Hooper, P.E.

Institute of Transportation Engineers

1

Introduction

Purpose of Report

The 3rd Edition of *Parking Generation* is an update to *Parking Generation*, 2nd Edition published in 1987 by the Institute of Transportation Engineers (ITE). The data included in the 2nd Edition were transferred to a digital data warehouse and a substantial number of new studies were added to the ITE parking demand database. Several new features were added to summarize the data and statistical information of the studies submitted.

It should be understood that collection and assemblage of data contained in this report is done by volunteers and is not the result of a financed research effort. The ranges of information and statistics are provided *only* as an informational guide to planners and designers regarding parking demand. **This informational report does not provide authoritative findings, recommendations, or standards on parking demand.**

The Database

Data submitted to ITE have been reviewed, analyzed and organized to provide users with as much understanding of the strengths and weaknesses of the *Parking Generation* data warehouse as practical. The review included screening of all data submissions to ensure that adequate information was provided (parking demand observations, time and date of

observations and independent variable). Issues associated with the data submitted were resolved with the data provider before entry. In some cases, data were rejected.

The data submitted represent parking demand studies where one or more hours of observations were conducted on a given day. While the majority of data are from the 1980s (mostly the late 1980s), significant new parking study data have been added in the 1990s and from the past few years due in part to ITE requests for new data in 2000 and 2001.

Parking demand data are included for 91 land uses. A few land uses have extensive data sets that enable statistical analysis of parking demand by hour of day, day of week, month of year and area type.

Several land uses have sufficiently large data sets to enable parking demand evaluation by time of day and day of the week (weekday vs. weekend).

Most land uses enable modest levels of parking demand evaluation, such as peak period parking demand ratios and some background regarding variability during the course of a day. The evaluation typically demonstrates a reasonable relationship between parking demand and a single

independent variable. The findings for these land uses are likely the starting point of parking demand analysis and suggest the need for supplemental data collection.

Numerous land uses have small data sets that provide only an initial indication of parking demand. In a few cases, good correlation between an independent variable and parking demand appears to exist. However, data from these data sets should be viewed as speculative in terms of parking demand estimation due to limited quantity.

Even when only one study was submitted for a land use category, the data are provided as a reference point. **Users of this report should exercise caution when utilizing data that is based on small numbers of data points or when quality of data indices are outside reliable ranges.**

There is one more group of land uses—those with no data. Membership surveys conducted by ITE in the 1990s identified the lack of adequate data as the most common complaint regarding the 2nd Edition of *Parking Generation*. With publication of the 3rd Edition, many of the gaps in data availability were filled. It is hoped this new edition of *Parking Generation* will stimulate new data collection and submission, further filling the gaps in the current data warehouse.

Parking Demand Data Analysis

In the first two editions of *Parking Generation*, emphasis was placed on averaging the maximum observed parking demand ratios from study sites that were primarily isolated, suburban sites. This edition begins a process of segregating parking data records for future analysis and research into various factors that may affect parking demand. Parking data are linked to the hour of observation

to provide a temporal understanding of parking demand and the peak hour of parking demand. Additionally, this update separates out the influences of area type¹ on parking demand, including (where data are available) information about sites that have priced parking.

The 3rd Edition only begins to explore the variations in parking demand based upon these other factors. **Most of the data currently available are from suburban sites with isolated single land uses with free parking.** More parking data are needed in order to understand the complex nature of parking demand. As future studies are submitted, the findings will provide a basis to assess factors such as type of area, parking pricing, transit availability and quality, transportation demand management plans, mixing of land uses, pedestrian friendly design, land use density, trip chaining/multi-stop trip activity, the split between employee and visitor parking, the split between long-term and short-term parking and other issues in more detail. Where information of this type is available, it has been reported. However, at this time, the extent of data in these areas is limited.

Cautions

The quality and quantity of parking demand data vary significantly by land use code. While obtaining statistically reliable data for each land use is a long-term goal, it will take substantially more data to achieve that end.

Parking Generation is only the beginning point of information to be used in estimating parking demand. Local conditions and area type can influence parking demand. *Parking Generation's* wide array of data blends many site conditions and may not best reflect local conditions. Therefore, surveys of comparable local conditions should

¹ Some land uses have enough data from sites other than suburban settings to distinguish potentially different parking demand characteristics. Where those conditions exist for a land use, data are presented to illustrate the potential effects of variations between area types on parking demand.

always be considered as one of the best means to estimate parking demand to account for local factors.

While *Parking Generation* is not the final word on parking demand or an authoritative standard, this report contains the *best available data* on the subject of parking demand related to land use. It represents only the *beginning* of information that may be necessary to accurately determine what the parking demand may be for a specific land use given unique site characteristics. It is provided as information to help analysts seek accurate estimates of parking demand.

Organization of Report

The 3rd Edition of *Parking Generation* provides the following sections:

- **Issues to Consider in the Use of *Parking Generation***
Chapter 2 identifies considerations to ensure proper understanding and application of the data contained in this report. This section identifies several important relationships between parking demand and various independent variables.
- **Definitions**
*Chapter 3 provides a glossary of terms used in this document to describe parking demand statistics and other terms within the context of *Parking Generation*.*
- **Parking Demand Data Summaries**
*Chapter 4 presents a description of the core data for *Parking Generation*, including a summary of how the data for each land use code are organized and where key information can be found.*
- **Parking Demand Data**
*This section of the report provides the core data for *Parking Generation*, organized by land use code.*

- **Parking Demand Data Reduction Methodology**

Appendix A presents the methodology used to consolidate the submitted parking demand data into the data presented in the data summaries and plots.

- **Mixed-Use/Multi-Use Parking Demand Data**

Appendix B summarizes a limited number of studies submitted to ITE for mixed-use/multi-use sites. Although little statistical data are provided, these studies provide analysts with sample parking demand case studies.

- **Parking Demand Data Collection**

Appendix C provides information on how to collect parking demand information and includes resources such as the parking demand data collection form. It also suggests some approaches that local ITE chapters, sections, districts, or others may employ to increase the quantity and quality of parking demand data.

- **ITE Land Use Codes**

Appendix D presents a list of all ITE Land Use Codes used in either Trip Generation or Parking Generation.

- **Index**

*Appendix E provides a comprehensive index of *Parking Generation*.*

Land Use: 221

Low/Mid-Rise Apartment

Land Use Description

Low/mid-rise apartments are rental dwelling units located within the same building with at least three other dwelling units, for example quadrplexes and all types of apartment buildings. The study sites in this land use have one, two, three, or four levels. High-rise apartment (Land Use 222) is a related use.

Database Description

The database consisted of a mix of suburban and urban sites. Parking demand rates at the suburban sites differed from those at urban sites and therefore the data were analyzed separately.

- Average parking supply ratio: 1.4 parking spaces per dwelling unit (44 study sites). This ratio was the same at both the suburban and urban sites.
- Suburban site data: average size of the dwelling units at suburban study sites was 1.7 bedrooms and the average parking supply ratio was 0.9 parking spaces per bedroom (three study sites).
- Urban site data: average size of the dwelling units was 2.2 bedrooms with an average parking supply ratio of 0.8 spaces per bedroom (eight study sites).

Saturday parking demand data were only provided at two suburban sites. The average Saturday parking demand at these two sites was 1.13 vehicles per dwelling unit.

One urban site with 15 dwelling units was counted on a Sunday during consecutive hours between 1:00 p.m. and 5:00 a.m. Peak parking demand occurred between 12:00 and 5:00 a.m. and was measured at 1.00 vehicle per dwelling unit.

About half of the urban sites were identified as affordable housing.

Several of the suburban study sites provided data regarding the number of bedrooms in the apartment complex. Although these data represented only a subset of the complete database for this land use, they demonstrated a correlation between number of bedrooms and peak parking demand. Study sites with an average of less than 1.5 bedrooms per dwelling unit in the apartment complex reported peak parking demand at 92 percent of the average peak parking demand for all study sites with bedroom data. Study sites with less than 2.0 but greater than or equal to 1.5 bedrooms per dwelling unit reported peak parking demand at 98 percent of the average. Study sites with an average of 2.0 or greater bedrooms per dwelling unit reported peak parking demand at 13 percent greater than the average.

Land Use: 221 Low/Mid-Rise Apartment

For the urban study sites, the parking demand data consisted of single or discontinuous hourly counts and therefore a time-of-day distribution was not produced. The following table presents a time-of-day distribution of parking demand at the suburban study sites.

Based on Vehicles per Dwelling Unit (Suburban)	Weekday Data	
	Hour Beginning	Percent of Peak Period
12:00-4:00 a.m.	100	19
5:00 a.m.	96	15
6:00 a.m.	92	22
7:00 a.m.	74	15
8:00 a.m.	64	2
9:00 a.m.	—	0
10:00 a.m.	—	0
11:00 a.m.	—	0
12:00 p.m.	—	0
1:00 p.m.	—	0
2:00 p.m.	—	0
3:00 p.m.	—	0
4:00 p.m.	44	1
5:00 p.m.	59	1
6:00 p.m.	69	1
7:00 p.m.	66	10
8:00 p.m.	75	9
9:00 p.m.	77	11
10:00 p.m.	92	26
11:00 p.m.	94	11

* Subset of database

Parking studies of apartments should attempt to obtain information on occupancy rate and on the mix of apartment sizes (in other words, number of bedrooms per apartment and number of units in the complex). Future parking studies should also indicate the number of levels contained in the apartment building.

Additional Data

- Apartment occupancy can affect parking demand ratio. In the United States, successful apartment complexes commonly have a vacancy rate between 5 and 8 percent.²
- While auto ownership has increased over time, based on the limited data sample, the parking demand ratios for the provided data set did not vary significantly with age. There is a wide range of data from the 1960s to 2000s (primarily from the 1980s to 2000s) in the database. In fact, a series of surveys conducted in 1961 and 1963 found a peak parking demand ratio very similar to the data collected in *Parking Generation*. The study conducted in Hayward, CA³ surveyed 53 apartment complexes with a total of 1,759 dwelling units between the hours of 3:00 and 5:00 a.m. on seven consecutive days in both years. The study found an average of 1.26 parked vehicles per dwelling unit.

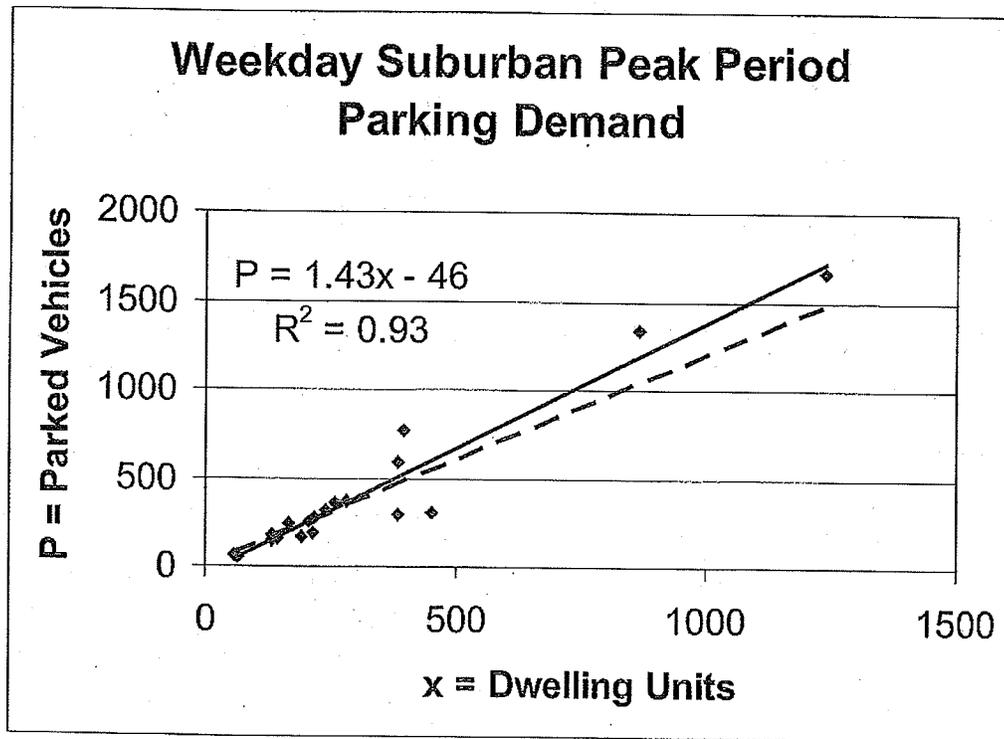
² Rental and Homeowner Vacancy Rates for the United States: 1960 to 2001, U.S. Census Bureau. www.census.gov/hhes/www/housing/hvs/q401tab1.html

³ Crommelin, Robert. *Planning for Parking: Residential Requirements*, Proceedings of the 16th California Street and Highway Conference. UC Berkeley: Institute of Transportation Studies, January 30, 1964.

Land Use: 221 Low/Mid-Rise Apartment

Average Peak Period Parking Demand vs: Dwelling Units
On a: Weekday
Location: Suburban

Statistic	Peak Period Demand
Peak Period	12:00–5:00 a.m.
Number of Study Sites	19
Average Size of Study Sites	320 dwelling units
Average Peak Period Parking Demand	1.20 vehicles per dwelling unit
Standard Deviation	0.32
Coefficient of Variation	26%
Range	0.68–1.94 vehicles per dwelling unit
85th Percentile	1.46 vehicles per dwelling unit
33rd Percentile	1.09 vehicles per dwelling unit

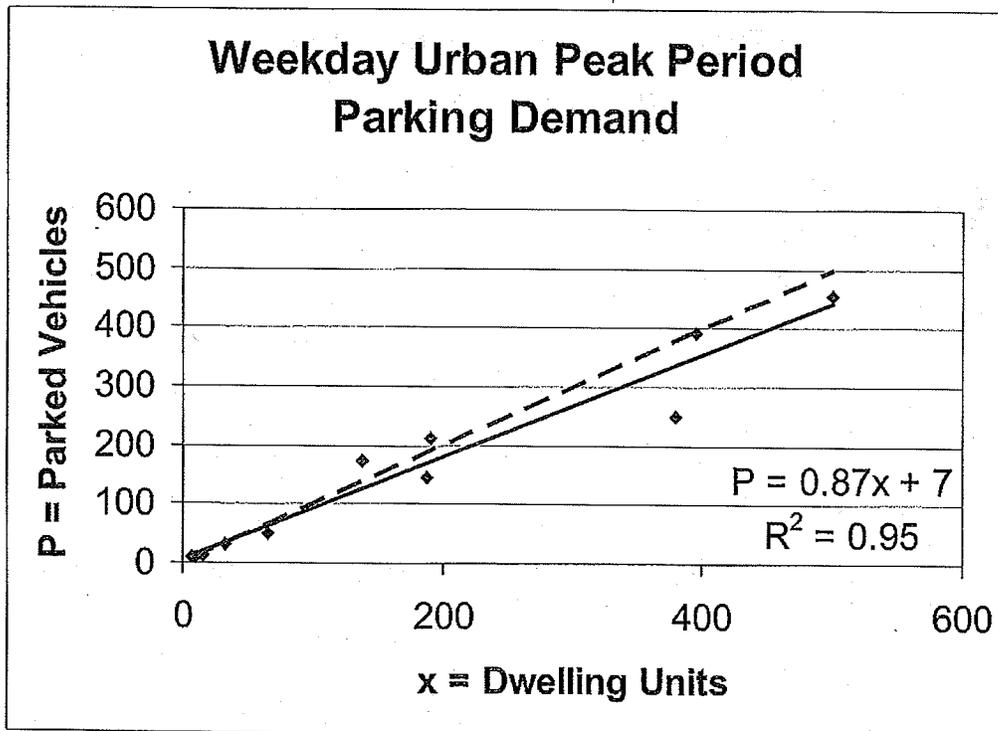


◆ Actual Data Points — Fitted Curve - - - Average Rate

Land Use: 221 Low/Mid-Rise Apartment

**Average Peak Period Parking Demand vs: Dwelling Units
On a Weekday
Location: Urban**

Statistic	Peak Period Demand
Peak Period	9:00 p.m.–5:00 a.m.
Number of Study Sites	12
Average Size of Study Sites	165 dwelling units
Average Peak Period Parking Demand	1.00 vehicles per dwelling unit
Standard Deviation	0.22
Coefficient of Variation	22%
Range	0.66–1.43 vehicles per dwelling unit
85th Percentile	1.17 vehicles per dwelling unit
33rd Percentile	0.92 vehicles per dwelling unit

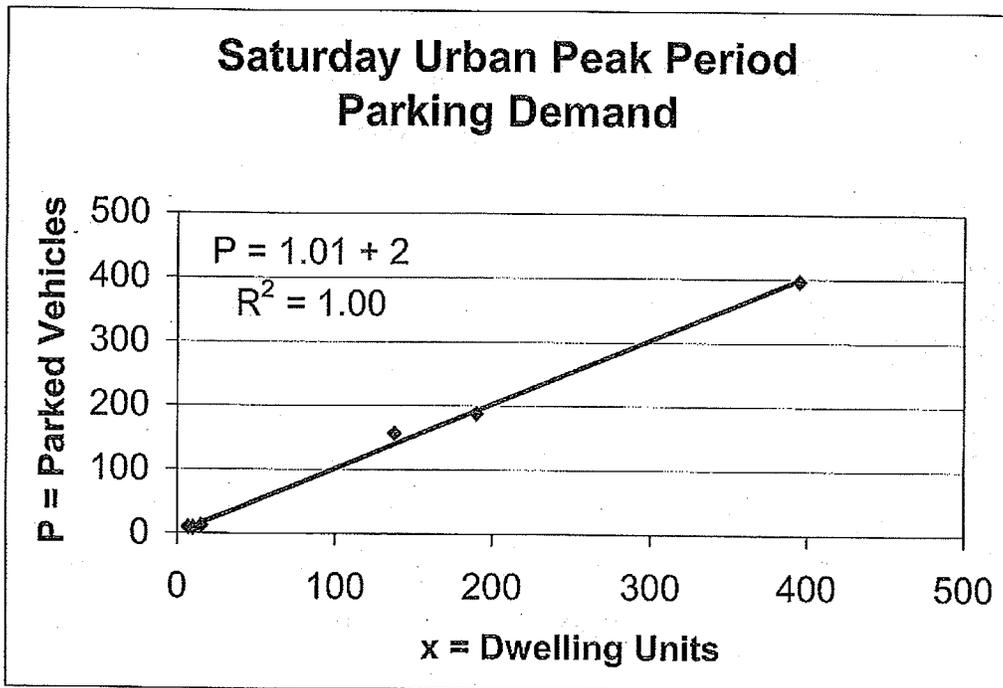


◆ Actual Data Points — Fitted Curve ---- Average Rate

Land Use: 221 Low/Mid-Rise Apartment

Average Peak Period Parking Demand vs: Dwelling Units
On a: Saturday
Location: Urban

Statistic	Peak Period Demand
Peak Period	9:00 p.m.–7:00 a.m.
Number of Study Sites	7
Average Size of Study Sites	110 dwelling units
Average Peak Period Parking Demand	1.02 vehicles per dwelling unit
Standard Deviation	0.21
Coefficient of Variation	20%
Range	0.80–1.43 vehicles per dwelling unit
85th Percentile	1.17 vehicles per dwelling unit
33rd Percentile	0.90 vehicles per dwelling unit

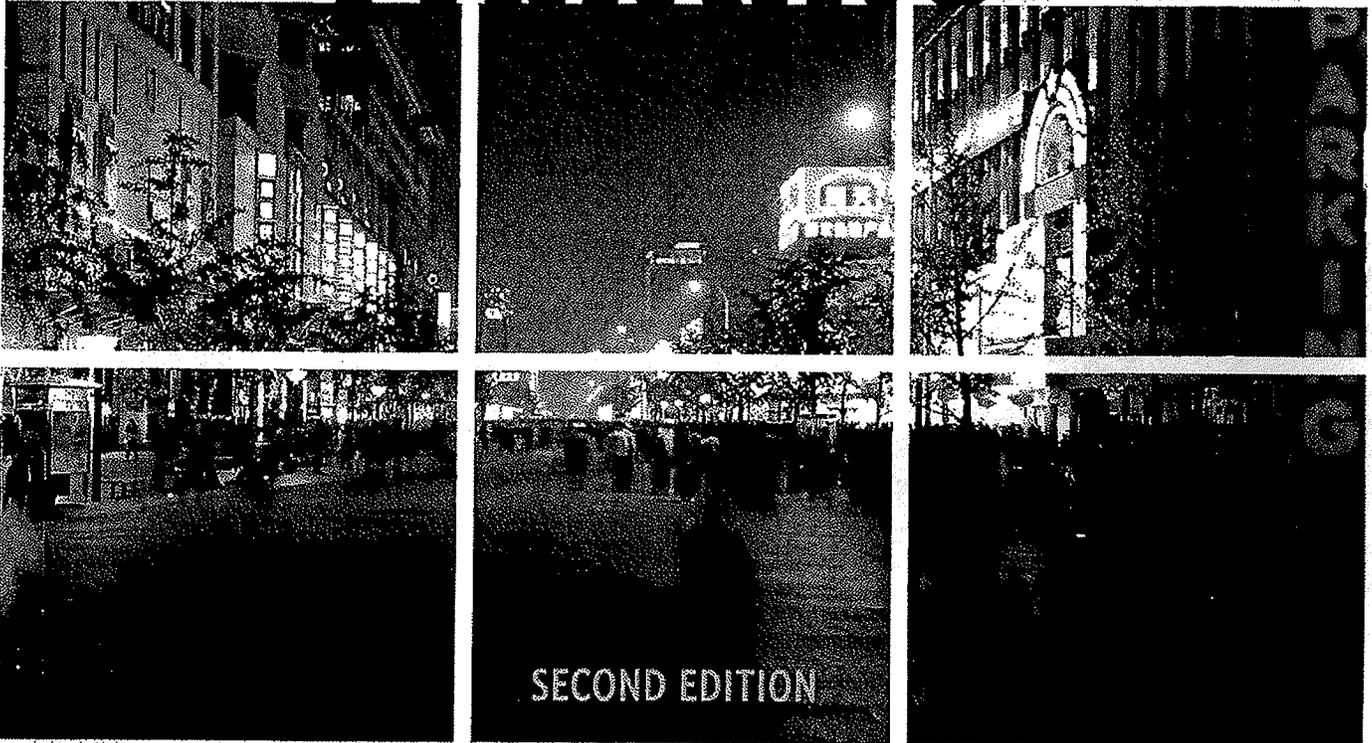


◆ Actual Data Points

— Fitted Curve/Average Rate

ATTACHMENT B

SHARED PARKING



 Urban Land
Institute


International Council
of Shopping Centers

About ULI-the Urban Land Institute

ULI-the Urban Land Institute is a nonprofit education and research institute that is supported by its members. Its mission is to provide responsible leadership in the use of land in order to enhance the total environment.

ULI sponsors education programs and forums to encourage an open international exchange of ideas and sharing of experiences; initiates research that anticipates emerging land use trends and issues and proposes creative solutions based on that research; provides advisory services; and publishes a wide variety of materials to disseminate information on land use and development. Established in 1936, the Institute today has more than 26,000 members and associates from more than 80 countries representing the entire spectrum of the land use and development disciplines.

Richard Rosan

President

For more information about ULI and the resources that it offers related to parking and a variety of other real estate and urban development issues, visit ULI's Web site at www.uli.org.

About the International Council of Shopping Centers

Founded in 1957, the International Council of Shopping Centers (ICSC) is the global trade association of the shopping center industry. Its more than 54,000 members in the United States, Canada, and more than 96 other countries include shopping center owners, developers, managers, marketing specialists, investors, lenders, retailers, and other professionals as well as academics and public officials. As the global industry trade association, ICSC links with more than 25 national and regional shopping center councils throughout the world.

Michael P. Kercheval

President

For more information about ICSC and the products and services that it offers, including publications and research data, visit ICSC's Web site at www.icsc.org.

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Introduction

The Concept of Shared Parking

Shared parking is the use of a parking space to serve two or more individual land uses without conflict or encroachment. The ability to share parking spaces is the result of two conditions:

- variations in the accumulation of vehicles by hour, by day, or by season at the individual land uses, and
- relationships among the land uses that result in visiting multiple land uses on the same auto trip.

Although the ULI methodology for shared parking analysis was developed in the early 1980s,¹ the concept of shared parking was already well established: a fundamental principle of downtown planning from the earliest days of the automobile has always been to share parking resources rather than to allocate parking for each use or building. The resurgence of many central cities resulting from the addition of vibrant residential, retail, restaurant, and entertainment developments continues to rely heavily on shared parking for economic viability. In addition, mixed-use

projects in many different settings have benefited from shared parking.

Parking is a key element of any site development plan. Parking can consume 50 percent or more of the building and land area of a development. An oversupply of parking can result in excess storm drainage impacts and unnecessarily high expenses (surface stalls can cost \$2,000 to \$3,000 per space and structured spaces \$15,000 to \$25,000 or more). Insufficient parking can result in the intrusion of parking into neighborhoods or adjoining properties, excessive vehicle circulation, and unhappy users. Ultimately, great parking alone won't make a mixed-use project successful; however, inadequate or poorly designed parking can limit its potential success.

The key goal of shared parking analysis, then, is to find the balance between providing adequate parking to support a development from a commercial viewpoint and minimizing the negative aspects of excessive land area or resources devoted to parking. Mixed-use developments that share parking result in greater density, better pedestrian connec-

tions, and, in turn, reduced reliance on driving, typically because multiple destinations can be accessed by walking. Higher-density development, especially on infill sites, is also more likely to support alternative modes of travel, including transit and carpools.

Concern for the negative impacts of growth has stimulated a search for better ways to develop land. "Smart growth" is a collection of planning principles and strategies designed to facilitate development without sprawl. Smart growth projects typically are designed to create transportation options and reduce driving, especially for short trips. Walkable live/work/play environments, located near established transportation and infrastructure resources, are central to the concept. Some communities are questioning the economic costs of abandoning infrastructure in the city only to rebuild it further out.² Ironically, a critical element of such pedestrian-oriented districts is adequate parking.

One of the hottest real estate trends is known as "place making," the development of town centers and urban villages with mixed uses in pedestrian-friendly settings. Another significant trend today is transit-oriented development, which seeks to cluster development near transit stations. With housing located within walking distance of rail transit, some trips and, in turn, some parking spaces can be eliminated.

Shared parking is a critical factor in the success of all these development approaches, and thus the importance of shared parking will continue to grow in future years. This report aims to provide planners, engineers, developers, and agencies with tools to better quantify and understand how shared parking can be successful.

Objective of the Second Edition

The widely accepted methodology for shared parking analysis was established in 1983 with the publication of the first edition of *Shared Parking*. Two decades later, ULI and ICSC convened a working group of parking experts to examine the question of

whether shared parking is still appropriate, given changes in society, transportation, and mixed-use development trends. The consensus was that the underlying concept and methodology are still viable, but that an update of the default factors would be appropriate. The following three examples illustrate how changing trends have affected parking needs.

■ When *Shared Parking* was first published, a multiscreen cinema complex had two or three screens. By the late 1990s, new cinema developments had as many as 30 screens. It is far less likely that every seat in a 30-screen cineplex is filled than in a two- or three-screen cinema. The proliferation of these complexes has had a profound impact on the movie industry, and the parking needs of cineplexes will be discussed later in this report.

■ Changing lifestyles have led to a significant increase in the proportion of family meals eaten outside the home, which has caused a marked increase in the proportion of newly developed space that is occupied by restaurants. In 1955, 25 percent of expenditures for food in the United States was spent in restaurants (both limited and full service); in 2003, restaurants' share of the food dollar was 46.4 percent.³

■ As more women have joined the workforce, there has been an increase in the proportion of shopping trips that occur in evenings and a significant increase in "trip-chaining," owing to commuters making multiple stops to drop off or pick up children at daycare and to take care of household errands.

A committee of the Institute of Transportation Engineers (ITE) also agreed that the methodology recommended in the first edition of *Shared Parking* is still the correct approach to shared parking analysis, but it called for updating some default values.⁴ It found that almost half of all local governments had incorporated shared parking into local codes, either directly or as an option, and many of those codes cited the ULI shared parking methodology.

The development of updated references on the parking needs of individual land uses also made an update of *Shared*

Parking timely. In 1998, ULI and ICSC commissioned an update of *Parking Requirements for Shopping Centers*, the most widely recognized reference regarding that land use. That reference's second edition recommended a 10 percent reduction in the parking ratio for centers over 600,000 square feet and modified its recommendations for centers with more than 10 percent of GLA in restaurant, entertainment, or cineplex uses.⁵ In particular, when more than 20 percent of the space in centers is allocated to those uses, shared parking analysis should be employed to determine the appropriate number of parking spaces.

ITE also has updated its *Trip Generation*⁶ and *Parking Generation*⁷ publications. The third edition of *Parking Generation* includes four times as much data as the second edition, with over 100 land uses now incorporated. This document provides much-needed information on the parking needs of individual land uses, but it simply provides statistical analysis of the data. It makes no recommendations regarding appropriate parking ratios to be used in parking studies, including shared parking analysis. In fact, the limited data in many land use classifications are not statistically reliable, and professional experience and judgment must be employed in their use. One of the purposes of this report is to formulate recommendations regarding the parking ratios to be used in shared parking analysis, using, to the extent appropriate, the data found in *Parking Generation*. Both documents are complementary.

ULI and ICSC concluded that the timely coordination of an updated *Shared Parking* publication with these other documents would result in a vastly improved set of tools for transportation planners to determine the appropriate number of parking spaces for mixed-use developments.

Definition of Terms

A key to understanding the shared parking methodology is the definition of terms and assumptions inherent in the use of those terms.

Parking ratio is the number of parking spaces that should be provided per unit of land use, if parking serves only that land use. The ratios recommended herein are based on the expected peak accumulation of vehicles at the peak hour on a design day (see below), assuming nearly 100 percent modal split to auto use and minimal ridesharing. The recommended ratios also include consideration of effective supply issues.

Parking accumulation is the number of parked vehicles observed at a site.

Parking supply is the total number of spaces available to serve a destination. It may include spaces that are on site, off site, on street, or shared with other uses.

Effective parking supply is the number of occupied spaces at optimum operating efficiency. A parking facility will be perceived as full at somewhat less than its actual capacity, generally in the range of 85-95 percent occupancy. (The range is because regular users learn where spaces are likely to be available at a particular time of day and thus require less of an extra cushion than unfamiliar users.) It is appropriate to have a small cushion of spaces over the expected peak-hour accumulation of vehicles. The cushion reduces the need to search the entire system for the last few parking spaces, thus reducing patron frustration. It further provides for operating fluctuations, misparked vehicles, snow cover, vehicle maneuvers, and vacancies created by reserving spaces for specific users, such as disabled parking. The effective supply cushion in a system also provides for unusual peaks in activities.

A design day or design hour is one that recurs frequently enough to justify providing spaces for that level of parking activity. One does not build for an average day and have insufficient supply for the peak (if not multiple) hours on 50 percent of the days in a year. Conversely, it is not appropriate to design for the peak accumulation of vehicles ever observed at any site with that land use. That peak accumula-

tion might last only for an hour or so, while there are 8,760 hours in a year. A traffic engineer does not design a street system to handle the peak volume that would ever occur; instead, the level of activity that represents the 85th or 90th percentile of observed traffic volumes in peak hours on average days is used for design. This second edition of *Shared Parking* uses the 85th percentile of peak-hour observations for recommended parking ratios, unless otherwise noted. See chapter 3 for further discussion of design hour issues.

Mode adjustment is employed to adjust the base parking ratios for local transportation characteristics. Two factors must be considered in such adjustments: modal split for private auto and auto occupancy, both of which are terms commonly used in transportation planning. The parking ratios herein assume that nearly all users arrive by private auto with typical auto occupancy for the specific use. It should be noted that even in locations without transit, some walking and dropoffs occur, as well as some ridesharing. The base ratios are appropriate for conditions of free parking and negligible use of public transit. The mode adjustment then reflects local transit availability, parking fees, ride sharing programs, and so on. See chapter 3 for further discussion of mode adjustments.

Modal split is the percentage of persons arriving at a destination in different modes of transportation. Among the modes that may be available are commuter rail, light rail, bus, private automobile (including trucks, vans, and SUVs used for personal transportation), carpools and vanpools, walking, and bicycling. The percentage of persons who arrive at the destination by private automobile is generally called "auto mode split" and includes both driver and passengers.

Auto occupancy is the average number of persons per private automobile arriving at the destination. Vehicle occupancy (as employed in transportation planning) refers to the average number of persons per vehicle including all vehicle types, such as public and chartered buses.

Noncaptive ratio is an estimate of the percentage of parkers at a land use in a mixed-use development or district who are not already counted as being parked at another of the land uses. For example, when employees of one land use visit a nearby food court or coffee store, there usually is not any additional parking demand generated. See chapter 3 for further discussion.

Units of Land Uses

Parking ratios are generally stated as a ratio of x spaces per y units, with the unit being the most statistically valid independent variable for that land use. In the vast majority of uses, the unit is square feet of building area. Other units that may be used are employees, dwelling units, hotel rooms, or seats. This publication uses the most widely accepted independent variable, generally in accordance with *Parking Generation*. The following terms describe specific formulas for parking ratios.

Gross Floor Area (GFA): Total gross floor area, including exterior building walls of all floors of a building or structure. Also referred to as gross square feet or GSF.

Gross Leasable Area (GLA): The portion of GFA that is available for leasing to a tenant. Generally, GLA is equal to GFA less "common" areas that are not leased to tenants, including spaces for circulation to and from tenant spaces (lobbies, elevator cores, stairs, corridors, atriums, and so on), utility/mechanical spaces, and parking areas.

Net Floor Area (NFA): Total floor area, excluding exterior building walls.

Net Rental Area (NRA): The portion of NFA that is rentable to a tenant. Also called net leasable area.

Thus, GFA and GLA are calculated out-to-out of exterior walls, while NFA and NRA are calculated between interior faces of exterior walls. GLA is commonly used for shopping centers, but GFA or NFA is more commonly used for office uses. No matter what calculation method is employed, the

vehicular parking and loading areas and the floor area occupied by mechanical, electrical, communications, and security equipment are deducted from the floor area for the purpose of calculating parking needs.

Organization of This Report

Chapter 2 of this report presents key findings, including the recommended default values for shared parking analysis. Chapter 3 discusses the methodology, with an example analysis, and chapter 4 discusses the parking needs of individual land uses and the derivation of the default values. Chapter 5 presents case studies, while chapter 6 discusses the design, operation, and management of shared parking.

Notes

1. ULI-the Urban Land Institute, *Shared Parking* (Washington, D.C.: ULI-the Urban Land Institute, 1983).
2. "About Smart Growth," www.smartgrowth.org/about (October 2003).
3. 2004 Restaurant Industry Forecast, National Restaurant Association.
4. ITE Technical Council Committee 6F-52, *Shared Parking Planning Guidelines* (Washington, D.C.: Institute of Transportation Engineers, 1995).
5. ULI-the Urban Land Institute and the International Council of Shopping Centers, *Parking Requirements for Shopping Centers*, 2nd ed. (Washington, D.C.: ULI-the Urban Land Institute, 1999).
6. ITE Technical Council Committee, *Trip Generation*, 7th ed. (Washington, D.C.: Institute of Transportation Engineers, 2004).
7. ITE Technical Council Committee, *Parking Generation*, 3rd ed. (Washington, D.C.: Institute of Transportation Engineers, 2004).

Key Findings

This report presents recommendations for the methodology as well as recommended default values for certain assumptions to be employed in a shared parking analysis

Methodology

Shared parking methodology provides a systematic way to apply appropriate adjustments to parking ratios for each use in a mixed-use development or district. This methodology is summarized in Figure 2-1. Chapter 3 discusses the importance of each of these steps. Steps 1 and 9, which involve developing an understanding of the project before starting analysis, and developing site design and parking management plans that will facilitate shared parking (after the recommended number of spaces is determined), are often neglected in many shared parking studies. The analysis may reliably project the peak accumulation of vehicles, but if the design and management of the parking system do not facilitate the sharing of spaces, parking may be inadequate. While

management practices can often be changed to improve the situation, a poorly designed site for shared parking often cannot be significantly improved, and more spaces may ultimately have to be added. Chapter 6 is devoted to this topic.

One of the key changes in the methodology from the first edition of *Shared Parking* is the separation of parking ratios into visitor/customer, employee/resident, and reserved components. This delineation facilitates application of different noncaptive and mode adjustments, since those characteristics may be distinctly different in certain locations and with certain combinations of land uses.

Most important, if spaces are reserved for specific users, they cannot be shared with other land uses. For example, in some cases where a shared parking analysis was found to be unreliable, it had assumed that residential spaces would be shared, but the residential leasing plan developed later in the process included separated, dedicated stalls for the residents' parking needs. Leasing deals for office and retail tenants may also include reserved parking. Spaces that are

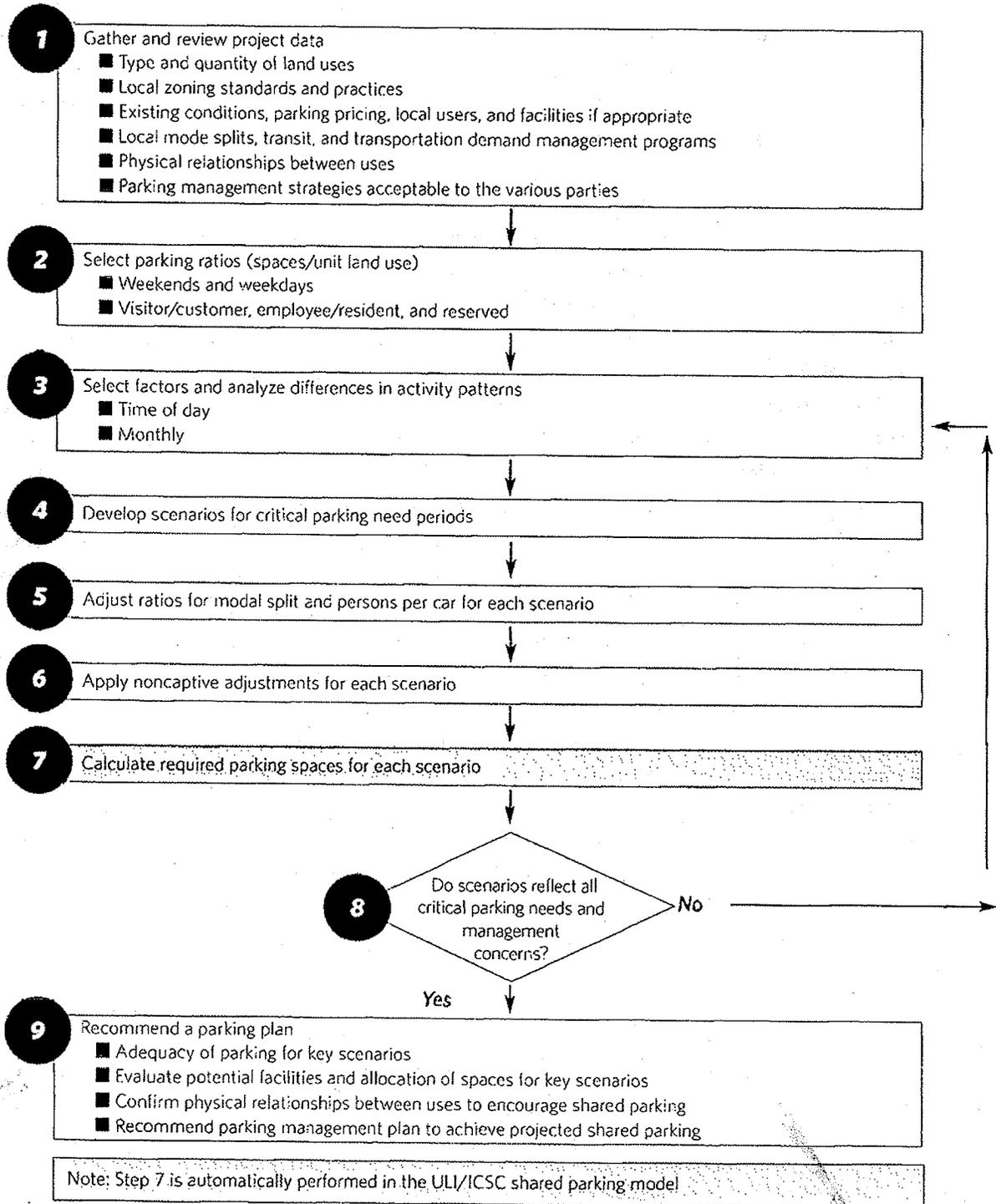
reserved for specific users are part of the parking needed for that land use, whether or not a vehicle is present.

The terms "weekday" and "weekend" have also been modified. Weekdays are now defined as extending from 6 a.m. Monday to 5 p.m. Friday. Weekends include Friday evening and all day Saturday. This categorization avoids increasing weekday factors to reflect Friday evening activity at restaurants, cinemas, and other venues where there is considerably more demand on Friday evenings than other weekdays. Parking requirements on Sundays are not considered here, as they are rarely a significant factor in parking planning and there is currently inadequate data on which to base recommended ratios for Sunday conditions at most land uses.

When performed manually, the determination of critical scenarios for peak parking needs is usually an iterative

process. Depending on the relative quantities of retail, dining, and entertainment, a shopping center may have peak demand in December or in July. Therefore, with few exceptions, it is important to develop several scenarios for modeling parking needs to assure that the peak hour is identified. ULI and ICSC have made available a shared parking model that greatly eases the number of iterations required to determine the overall peak need for parking. Using the default values recommended in this report, along with user input of quantities of land uses, mode, and noncaptive adjustments, the model calculates the parking needs in each hour of the day from 6 a.m. to midnight, weekdays and weekends, for each month. It then determines the peak hour of the peak month for weekdays and weekends. If necessary, the user can make further manual adjustments to finalize the analysis.

Figure 2-1 Shared Parking Methodology



Another key change in the methodology is that it is strongly recommended that mode and noncaptive adjustments be modified for each scenario. Generally speaking, these factors vary by four combinations of time/day of week:

- weekday daytime,
- weekday evening,
- weekend daytime, and
- weekend evening.

For example, a significantly higher proportion of the patrons of a restaurant near large concentrations of office workers will be captive on a weekday at noon than would be true that same evening. There may be differences in mode adjustments for employees on weekdays and weekends and by time of day, depending on the service schedules of local transit systems, the perception of security at certain times of the day, and other factors.

Although captive market effects are discussed in this report for a number of land uses, the magnitude will be affected significantly by the combinations of land uses and more specifically the relative quantities. For example, the noncaptive adjustments for a 10,000-square-foot restaurant in a 40,000-square-foot strip shopping center will be distinctly different than the adjustments for a restaurant of that size in a mixed-use project with significant office space or hotel rooms. Even ranges of noncaptive factors for each land use thus would be misleading. Therefore, suggested ranges of noncaptive factors are not tabulated in this report. The sole exception is hotels, where there typically is a rational relationship between the number of guest rooms and the square feet of restaurants and meeting and conference/banquet space. Chapter 3 includes a discussion of how to develop noncaptive adjustments, and examples are provided in the case studies of chapter 5.

Regarding step 5 of the methodology, the wide availability of information regarding modal splits for commuters in a particular community (or even in a census tract) greatly

assists in the development of mode adjustments for employees. Information is also available on auto ownership by household that can be identified by community or a more specific area. This information can be obtained through local surveys of comparable conditions. Adjustments for differences in auto occupancy are more likely to affect employee parking than visitor parking. In particular, formal ridesharing programs at employment centers can and will increase the auto occupancy of commuters above that found in low-density suburban developments.

Step 8 is another particularly critical step in the process. Even when one is using the ULI/ICSC model, which will determine the peak demand for the assumptions that have been entered into it, there may be other scenarios that should be factored into parking planning. It may be important to document that one scenario indeed reflects greater demand, in order to encourage a developer's acceptance of the findings or to provide input for parking planning and management. The number of spaces provided in each parking area or facility may be driven by particular needs at specific times of the day that should be documented in order to ensure adequate and convenient parking for tenants.

Parking Ratios and Other Default Factors

This edition of *Shared Parking* significantly increases the number of land uses for which recommended parking ratios are presented, and it subdivides some land uses into more refined categories. These changes are summarized in Table 2-1.

Chapter 4 discusses each land use, the derivation of the parking ratios, and the sources for time of day and monthly factors in detail. The key findings, however, follow. Table 2-2 presents the recommended parking ratios, while Tables 2-3 and 2-4 present recommended monthly factors for customer and employee/resident parking needs, respectively. Tables 2-5 and 2-6 present time-of-day factors for weekdays and weekends, respectively.

Table 2-1 Land Use Changes between First and Second Editions of *Shared Parking*

Land Use ¹ in Second Edition	Land Use in First Edition	Comment
Office (701) <25,000 sq. ft.	Single category: Office	Per <i>Parking Generation</i> , separation is appropriate.
Office (701) 25,000 to 100,000 sq. ft.		
Office (701) 100,000 to 500,000 sq. ft.		
Office (701) >500,000 sq. ft.		
Data Processing Center		
Medical/Dental Office (720)		
Bank with Drive-in (912)		
Retail	Retail (400,000 sq. ft.)	n/a
Community Center <400,000 sq. ft. (820)	Retail (600,000 sq. ft.) ²	
Regional Center 400,000 to 600,000 sq. ft. (820)		
Super-Regional Center >600,000 sq. ft. (820)		
Fine/Casual Dining (Quality Restaurant, 931; High Turnover with Bar, 932)	Single category: Restaurant	Unpublished study by team member and <i>Parking Generation</i> indicated separation is appropriate.
Family Restaurant (High Turnover with No Bar, 932)		
Fast Food (ITE Fast Food, 933)		
Cineplex (444) (>10 screens)	Same	First-edition ratio was applicable for 1-5 screens.
Residential, Rented (221, 222, 224)	Single category: Residential	Per <i>Parking Generation</i> , separation is appropriate.
Residential, Owned (230)		Specific time of day and adjustment factors are provided for suburban and transit/CBD oriented locations.
Leisure Hotel (330)—Rooms	Guest Rooms	Per published references, separation is appropriate.
Business Hotel (312)—Rooms	Restaurant/Lounge	
Restaurant/Lounge	Conference Rooms	
Conference Center/Banquet (20 to 50 sq. ft./room)	Convention Area	
Convention (>50 sq. ft./room)		
Convention Center (455)	Not covered	Common in shared parking situations, especially in central business districts.
Health Club (492)	Not covered	Common in shared parking situations.
Performing Arts Center (441)	Not covered	Common in shared parking situations.
Active Entertainment (400 series)	Not covered	Significant trend in retail development; due to wide variation in specific tenants, default values for parking ratios are not provided.
Nightclub	Not covered	Significant trend in retail development.
Arena	Not covered	Common in shared parking situations.
Baseball Stadium	Not covered	Common in shared parking situations.
Football Stadium	Not covered	Common in shared parking situations.

Notes

¹The ITE *Parking Generation* land use code is provided in parenthesis.

²The text of the first edition of *Shared Parking* recommended that, between 400,000 and 600,000 sq. ft., the ratio should be linearly interpolated from 4.0 to 5.0 spaces per thousand sq. ft., which was consistent with the then-current ULI/ICSC publication on *Parking Requirements for Shopping Centers*. The table summarizing the parking ratios, however, identified retail as noted and thus was not completely clear regarding the ratio to be used between 400,000 and 600,000 sq. ft.

Table 2-2 Summary of Recommended Base Parking Ratios (Spaces per Unit Land Use)

Land Use	Weekday		Weekend		Unit	Source
	Visitor	Employee	Visitor	Employee		
Community Shopping Center (<400,000 sq. ft.)	2.9	0.7	3.2	0.8	/ksf ¹ GLA	1
Regional Shopping Center (400,000 to 600,000 sq. ft.)	Sliding scale between 400,000 and 600,000 sq. ft.				/ksf GLA	1
Super Regional Shopping Center (>600,000 sq. ft.)	3.2	0.8	3.6	0.9	/ksf GLA	1
Fine/Casual Dining	15.25	2.75	17.0	3.0	/ksf GLA	2, 3
Family Restaurant	9.0	1.5	12.75	2.25	/ksf GLA	3
Fast-Food Restaurant	12.75	2.25	12.0	2.0	/ksf GLA	2
Nightclub	15.25	1.25	17.5	1.5	/ksf GLA	3
Active Entertainment	Custom to each tenant					
Cineplex	0.19	0.01	0.26	0.01	/seat	3, 2
Performing Arts Theater	0.3	0.07	0.33	0.07	/seat	2
Arena	0.27	0.03	0.3	0.03	/seat	3
Pro Football Stadium	0.3	0.01	0.3	0.01	/seat	3
Pro Baseball Stadium	0.31	0.01	0.34	0.01	/seat	3
Health Club	6.6	0.4	5.5	0.25	/ksf GFA	3, 4
Convention Center	5.5	0.5	5.5	0.5	/ksf GLA	3
Hotel—Business	1.0	0.25	0.9	0.18	/room	2, 3
Hotel—Leisure	0.9	0.25	1.0	0.18	/room	2, 3
Restaurant/Lounge	10.0	—	10.0	—	/ksf GLA	2, 3, 5
Conference Center/Banquet (20 to 50 sq. ft./guest room)	30.0	—	30.0	—	/ksf GLA	2, 3, 5
Convention Space (>50 sq. ft./guest room)	20.0	—	10.0	—	/ksf GLA	2, 3, 5
Residential, Rental	0.15	1.5 ²	0.15	1.5 ²	/unit	2
Residential, Owned	0.15	1.7 ²	0.15	1.7 ²	/unit	2
Office (<25,000 sq. ft.)	0.3	3.5	0.03	0.35	/ksf GFA	2
Office (25,000 to 100,000 sq. ft.) Sliding scale between					/ksf GFA	2
25,000 sq. ft.:	0.3	3.5	0.03	0.35		
100,000 sq. ft.:	0.25	3.15	0.03	0.32		
Office (100,000 to 500,000 sq. ft.) Sliding scale between					/ksf GFA	2
100,000 sq. ft.:	0.25	3.15	0.03	0.32		
500,000 sq. ft.:	0.2	2.6	0.02	0.26		
Office >500,000 sq. ft.	0.2	2.6	0.02	0.26	/ksf GFA	2
Data Processing Office	0.25	5.75	0.03	0.58	/ksf GFA	2, 3
Medical/Dental Office	3.0	1.5	3.0	1.5	/ksf GFA	2, 3
Bank, Branch with Drive-in	3.0	1.6	3.0	1.6	/ksf GFA	2

Notes

Ratios based on peak parking spaces required with virtually 100% auto use and typical ridesharing for suburban conditions. 1 ksf = per thousand sq. ft.

¹ 1.0 spaces reserved for residents' sole use, 24 hours a day; remainder shared with visitors and other uses.

Sources:

1. *Parking Requirements for Shopping Centers*, 2nd ed. (Washington, D.C.: Urban Land Institute, 1999).
2. *Parking Generation*, 3rd ed. (Washington, D.C.: Institute of Transportation Engineers, 2004).
3. Data collected by team members.
1. John W. Dorsett, "Parking Requirements for Health Clubs," *The Parking Professional*, April 2004.
- Gerie Salzman, "Hotel Parking: How Much is Enough?" *Urban Land*, January 1988.

The first edition of *Shared Parking* employed a single ratio of 3.0 spaces/ksf (per thousand square feet) for parking at office uses on weekdays, with 0.5 spaces/ksf on weekends. This edition stratifies office uses into six categories, four for general office with ratios decreasing as size of office space increases (3.8 to 2.8 spaces/ksf on weekdays and 0.38 to 0.28 spaces/ksf on weekends), plus separate new categories for data processing offices and medical and dental offices. In addition, a new category is now provided for bank branches with drive-in facilities.

For retail, the update of *Parking Requirements for Shopping Centers* in 1999 recommended the same parking ratios for less than 400,000 square feet of retail (4.0 spaces/ksf) but lowered the ratio for centers larger than 600,000 square feet from 5.0 spaces/ksf to 4.5 spaces/ksf. This change also results in slightly different ratios when scaled between 400,000 and 600,000 square feet. This edition recommends a similarly scaled ratio of 3.5 to 4.0 spaces/ksf for weekday parking needs, as compared with the flat 3.8 spaces/ksf ratio of *Shared Parking's* first edition. Monthly and time-of-day factors for retail have been modified considerably to represent more recent shopping patterns.

Parking Requirements for Shopping Centers also recommended that where dining and entertainment uses (including cinema) represent more than 20 percent of the total GLA, shared parking methodology should be employed. When dining and entertainment uses constitute 10-20 percent of the GLA, *Parking Requirements for Shopping Centers* recommended that the base ratio for retail be increased by 0.03 for each additional 1 percent of dining/entertainment space over 10 percent. The case studies in chapter 6 indicate that the use of shared parking methodology may be more accurate for shopping centers where dining and entertainment uses exceed 10 percent of the GLA. The case studies also confirm that it is not necessary or appropriate to further stratify retail uses such as discount superstores, big-box retail uses, and supermarkets

and drug stores (using more refined base ratios for each); rather, the base ratios recommended for shopping centers should be employed for all retail tenancies.

Parking ratios for restaurants have also been considerably modified in this edition. The first edition recommended a single ratio of 20.0 spaces/ksf for both weekdays and weekends for restaurant use. This second edition separates restaurants into three categories: fine/casual dining (with bars), family restaurants (no bar), and fast-food restaurants. The Saturday ratio for fine/casual dining remains 20.0 spaces/ksf, but the weekday ratio is now 18.0 spaces/ksf, with ratios of 15.0 on Saturday and 10.5 on weekdays for family restaurants. In addition to the lower ratios, a key reason for this differentiation between restaurants with and without bars is that family restaurants have peak parking needs at noon, while fine/casual establishments peak in the evenings. Differentiation also enables analysts to employ more captive patronage (and thus a lower noncaptive adjustment) for fast-food uses than for restaurants, where the typical patron stays for an hour or more. Ratios of 15 spaces/ksf on weekdays and 14 spaces/ksf on Saturdays are recommended for fast-food restaurants.

The ratios for cineplexes have been lowered from 0.3 on weekends and 0.25 on weekdays to 0.27 and 0.2, respectively, reflecting the significant changes in the movie theater business in the last 20 years.

→ Separate ratios of 1.65 and 1.85 spaces/unit are now recommended as the starting points for rental and owned residential units (the same ratios are employed weekdays and weekends), rather than the single ratio of "1.0 spaces per auto owned per dwelling unit" recommended in the first edition. The latter was intended to be adjusted according to auto ownership per dwelling unit but was commonly used as simply 1.0 space/unit. For this edition, the study team concluded that it was more appropriate to give ratios reflecting auto ownership for "cornfield" residential projects and to allow adjustment for

the specific location of the units. (A cornfield project is a free-standing land use in an area with little or no transit and only weak pedestrian connections with other uses.)

For hotels, while ratios of 1.25 spaces/room (for overnight guests and employees) continue to be used for business hotels on weekdays, a lower ratio of 1.18 spaces/room is now recommended for such hotels on the weekends, and reversed ratios of 1.18 and 1.25 spaces per room are recommended for weekdays and weekends, respectively, at leisure hotels. In addition, while the same ratio of 10 spaces/ksf is still recommended for hotel restaurants/lounges for weekdays and weekends, the recommended ratios for convention areas (now defined as more than 50 ksf/guest room) have been lowered from 30 spaces/ksf both weekdays and weekends to 20 ksf on weekdays and 10 ksf on weekends. The ratios for banquet/meeting space (20 to 50 ksf/guest room) have been converted from 0.5 spaces/seat to 30 spaces/ksf for weekdays and weekends. The sole category with recommended default values for mode and noncaptive adjustments is hotels.

The remaining eight uses presented in this edition were not considered in the first edition. These include nightclubs, active entertainment venues, performing arts theaters, arenas, pro football and baseball stadiums, health clubs, and convention centers.

The time-of-day variations in parking needs continue to be the most significant determinants of the potential for shared parking at project sites. Where uses have been considered in both editions, the time-of-day factors recommended here are significantly different in many cases than those recommended previously.

Seasonal variations also continue to have a large impact on parking, especially for retail demand and cinemas. A significant improvement in the reliability of the methodology has been achieved by considering the period between Christmas and New Year's Day as a "13th month" because

cinemplex activity patterns are considerably different in the postholiday period than in the holiday shopping season.

Captive markets also have a large influence on parking. Office workers and hotel guests in particular can provide important markets for nearby retail and restaurants without requiring additional parking. Significant levels of carpooling, transit, or pedestrian access can reduce parking demands. Individual estimates must be made for particular local situations.

Conclusion

The shared parking study team evaluated significant amounts of national information that have been found to be appropriate for estimating parking demand. Where good local data exist, however, such as peak parking statistics for single land uses, high transit use, or noncaptive rates, they are preferable to the national data.

- Shared parking analysis is still a valid method for estimating parking requirements of mixed-use projects. There are now many more components, and this update includes estimates for a much wider range of land uses.

- Designing for the peak hour of parking demand requires a broad consideration of many potential scenarios, as well as extensive data on the hourly and seasonal variations, much of which is included here.

- In order for shared parking to be most effective, it is important that all spaces be conveniently located and accessible to all users. Various techniques of managing parking can be used to encourage the sharing of parking.

ATTACHMENT C

OPPOSITION LETTERS

1917

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July 8, 2010

Via e-mail & Overnight Mail

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

Re: R2009-02015/Millennium-Playa Del Mar Apartments (the "Project")
Regional Planning Commission Hearing July 14, 2010

Dear Ms. Kim & Mr. Curzi:

This office represents the ownership of the property at 12435 W. Jefferson Boulevard, commonly known as the Club Marina Apartments. We acknowledge the modest improvements offered by the Applicant, specifically the decrease in density from 216 dwelling units to 196, and a visually improved garage facade, but the environmental issues remain unresolved and the County's required burdens of proof for a zone change are not met. Therefore my clients oppose the Project as submitted and urge the Commission to deny the application.

1. Environmental Omissions and Impacts Unchanged by Modest Decline in Units

The Draft Environmental Impact Report drafted by Impact Sciences ("DEIR"), omits an analysis of the environmental impacts as required by CEQA, and such is not cured with a modest density reduction and corresponding reduction in vehicle trips. Regardless if there are 1,432 or 1,288 vehicle trips per day, the noise and reduced air quality suffered by the adjacent apartment residents and single family residents was never analyzed. Mitigation measures cannot be proposed if an impact is not analyzed. (Assume the 10% reduction in units results in a pro-rata reduction in vehicular trips from 1,432 to 1,288.)

The location of the vehicle trips is equally important as the quantity. The existing Church at the Project has two existing points of ingress/egress on Grosvenor and Juniette which have not negatively impacted the neighborhood (DEIR Figures 4.6-1 and 4.6-2.) The Applicant should revise the site plan and either utilize these existing points of access, and/or include subterranean parking which would relocate the garage and

the traffic away from the alleyway.

Since CEQA requires that all cited Alternatives be “feasible,” the inclusion in DEIR Alternative 4 for underground parking (DEIR 6.0-10) confirms its feasibility. This is further confirmed since all three immediately adjacent apartment buildings fronting Jefferson Boulevard have underground parking. A geotechnical review of the Project confirms, “construction of a 1-level subterranean basement (for parking) below the proposed apartments is feasible from a geotechnical viewpoint.” (Previously submitted report prepared by L. A. Private Eyes Geotechnical Engineers, dated May 7, 2010).

The EIR makes a mockery of CEQA’s requirement to include, “a range of reasonable alternatives to the Project” by citing Alternative 2’s 26 single-family detached homes. The EIR fails to include a reasonable R-3 alternative or an alternative with a density greater than R-3 which does not funnel traffic adjacent to single family homes or on an alley that was never designed as a main point of ingress and egress for 196 units. The three adjacent apartment buildings either have access on Grosvenor on Jefferson Boulevard, but not from the alley.

The reduction in units does not justify the applicant’s claim in the DEIR’s Project Objectives of a “significant unmet demand for housing,” and that this is a “geographic zone with a defined housing need.” This specious claim is refuted by independent reports and the recent approval of 3,200 dwelling units at adjacent Playa Vista. Housing experts cite a surplus of housing, not a shortage, as one of the main reasons for the decrease in housing prices.

This DEIR must be significantly amended and re-circulated based on all of the document’s omissions and errors. Per CEQA Guideline §15162, a subsequent DEIR is mandated if major changes are required to make a DEIR adequate.

2. Zone Change to R-4 Fails to Meet County Required Burdens of Proof

A mere reduction of 10% of the units from the maximum R-4 density does not allow the Project to meet all four burdens of proof (Code §22.16.110).

1. The applicant has failed to demonstrate the required “modified conditions” to warrant a zone change to R-4. There are no modified conditions that support the R-4 higher density development bordering single family homes. (Subsection A)

2. There is no “need” for the zone change, only personal economic benefit. (Subsection B)

3. The “proper location” for this Project would be adjacent to R-3 and R-4 uses, not between R-1 single family homes and apartments whose immediately bordering exteriors mirror the R-3 height limit of 35'. (Subsection C)

4. The applicant’s justification for the zone change is a reliance on a sole clause

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in the County's General Plan of an, "unmet demand for housing." This generality is refuted by specific, current and independent third party housing reports. (Subsection D)

3. LEED is not a Mask to Camouflage Unmitigated Environmental Impacts

The Project misinterprets the purpose of LEED certifications and attempts to mask the environmental impacts which are not analyzed or sufficiently mitigated. LEED's general purpose is to decrease energy consumption and reduce the impacts of buildings on the environment and occupants. The Applicant deceptively claims that if the Project is constructed in an environmentally sensitive manner the impacts on hundreds of adjacent residents do not require analysis or mitigation. We respectfully urge the Commission to weigh the Project's environmental impacts on the adjacent neighbors as equal, or more relevant, than the Project's expected LEED-certification.

Per the Green Building Certification webpage, "Project Certification," the purposes of LEED-certified buildings include:

* "Lower operating costs and increase asset value." The Project's increased traffic, decreased air quality and increased noise, will combine to decrease the asset value of each single family home on Beatrice and the adjacent apartment buildings and reduce the quality of life for all apartment and home residents.

* "Be healthier and safer for occupants." Adjacent residents subjected to decreased air quality will be far less safe due to the Project's density and its ingress/egress locations.

* "Demonstrate an owner's commitment to environmental stewardship and social responsibility." The Applicant's claim of being a good steward and socially responsible is implausible when the Project negatively and substantially impacts the adjacent community.

The Applicant engages in blatant hyperbole that the Project will "provide an oasis of peace, comfort and tranquility amidst the hustle and bustle of Los Angeles." (Applicant's Exhibit "A", Project Description, page 2). A LEED certification should not be misused to camouflage the Project's incompatible land use and unmitigated environmental impacts to adjacent residents.

Sincerely,

Wayne Avrashow, Esq.

WA/jk

cc: Clients

1. The first part of the document is a letter from the author to the editor, dated 10/10/1964. The letter discusses the author's interest in the subject of the journal and the author's previous work in the field. The author mentions that the author has been working on the subject for several years and that the author has written several papers on the subject. The author also mentions that the author has been invited to give a lecture on the subject at a conference in 1965. The author concludes the letter by expressing the author's hope that the editor will find the author's work of interest and that the author will be able to contribute to the journal.

2. The second part of the document is a letter from the editor to the author, dated 10/15/1964. The editor thanks the author for the letter and for the author's interest in the journal. The editor also mentions that the author's work has been reviewed by the editorial board and that the board has recommended that the author's work be published in the journal. The editor concludes the letter by expressing the editor's hope that the author will be able to contribute to the journal in the future.

3. The third part of the document is a letter from the author to the editor, dated 10/20/1964. The author thanks the editor for the letter and for the editor's interest in the author's work. The author also mentions that the author has been working on the subject for several years and that the author has written several papers on the subject. The author concludes the letter by expressing the author's hope that the editor will find the author's work of interest and that the author will be able to contribute to the journal.

4. The fourth part of the document is a letter from the editor to the author, dated 10/25/1964. The editor thanks the author for the letter and for the author's interest in the journal. The editor also mentions that the author's work has been reviewed by the editorial board and that the board has recommended that the author's work be published in the journal. The editor concludes the letter by expressing the editor's hope that the author will be able to contribute to the journal in the future.

5. The fifth part of the document is a letter from the author to the editor, dated 10/30/1964. The author thanks the editor for the letter and for the editor's interest in the author's work. The author also mentions that the author has been working on the subject for several years and that the author has written several papers on the subject. The author concludes the letter by expressing the author's hope that the editor will find the author's work of interest and that the author will be able to contribute to the journal.

Adjacent Beatrice Neighbors Responding to Dinerstein Plan of July 6, 2010

July 8, 2010

Los Angeles County Regional Planning Commission
c/o Ms. Mi Kim & Mr. Wayne Rew
320 W. Temple Street, Room 1340
Los Angeles, CA 90012

Dear Commissioners:

I'm writing on behalf of the 8 single family homes adjacent to the northwest side of Dinerstein's proposed Millennium Del Rey project. We've had meetings and discussions regarding this project both amongst ourselves and with Dinerstein since the Planning Commission asked Dinerstein to return to the community for further community outreach. We are very grateful to the Commission for providing this opportunity. As a result of our meetings and discussions, Dinerstein appears to have included some mitigation items into its submitted design plan. There are several items that remain a significant concern to us as we've outlined in this letter.

1. The project height should be reduced to be consistent with the surrounding land uses and could be achieved with subterranean parking.

The homeowners have made a request to Dinerstein to reduce the overall height of the project from 4 stories to 3 stories, with 2 story units in closest proximity to the adjacent single family residences. Dinerstein has made it clear that it opposes a height or density reduction. They want to minimize their construction costs. The homeowners don't want to lose their peace and privacy, and ultimately home value, in order for Dinerstein to maximize their profits.

The inclusion of subterranean parking in the Dinerstein plan actually provides a good compromise solution to these competing interests. If Dinerstein were to simply reduce the height of the parking structure by going at least partially subterranean, it would create additional housing space above the parking lot. The new floor space created by going subterranean

could be replaced with residential units. By modifying the design, Dinerstein would still maintain the density they desire by increasing the number of units and at the same time reduce the height of the building, satisfying the homeowners and probably the larger community.

The parking lot, as designed, takes up a significant square footage in the overall project plan. The reduction in the parking lot height could be used to move the 4th floor housing to the 2nd and 3rd story levels over the reduced height parking area. This space could be used more efficiently to serve the overall project goals and satisfy the community's concerns.

An R3 zone reasonably serves as a buffer between R1 and R4 land use designations. The Club Marina apartments are a 4 story building to the south of the project site. It would be reasonable for the land use between Club Marina and the single family homes to the north of the project site to be a transition area. As designed, Millennium Del Rey towers over even the Club Marina apartments.

Dinerstein has expressed concern about the cost of putting parking spaces underground, however the merit of those concerns is questionable given that the neighborhood has several buildings with subterranean parking areas in very close proximity to the Millennium Del Rey project site. The 3 adjacent apartment buildings to the south of the project all have subterranean parking. I've attached photos of the parking areas and buildings for these three locations to this letter for your review. In addition, a three story commercial building has been constructed approximately ½ block northeast of the project site on Centinela. That building also has subterranean parking, with photos attached. I've also attached a map highlighting where these properties are located in relation to the project site. In reality, there are buildings with subterranean parking all over Los Angeles. Not only is it a common site in our neighborhood (including all residential condominiums and apartment buildings in the recently-constructed community of Playa Vista only 3 blocks away), it's a common site all over the County and all 88 cities in the County. It's incomprehensible that Dinerstein claims that the expense of even one level of subterranean parking is prohibitive to them. They're one of the largest builders of multi-family residential housing in the nation. If they want to place one of their buildings in our community, they should invest appropriately to conform to the area's existing and reasonable land use.

2. Subterranean Parking would also eliminate the need for the proposed driveway behind our homes.

The noise impact of the driveway behind our homes has not been addressed in the draft EIR. In fact, the EIR indicates that the main access point for the project is from the alley on the opposite side of the project from our homes. Our concerns about operational noise impacts from the driveway would be moot with the removal of the driveway from behind our homes. This could be accomplished with a shift in the subterranean portion of the parking lot to the west, so that access would go directly under Dinerstein's building and into the parking structure itself, similarly to what is depicted in the attached photos of adjacent buildings.

The draft EIR acknowledges that the operational impacts to the residents of Millennium Del Rey exceed the County's noise standards but the impacts would be less than significant with double pane windows and air conditioning. What about operational impacts to our homes? The EIR is silent in this regard.

The primary culprit for noise impacts to our homes would be the main access road that Dinerstein proposes to install behind our homes. Many of our homes lack double pane windows and none of our homes have air conditioning. Currently, we have a quiet neighborhood at night and our windows are wide open all summer long to cool our homes. All of our homes have the bedrooms at the rear of the house.

Dinerstein now proposes to disturb our evenings by providing more than 1,200 car trips behind our homes with this project. Most of those trips will be compressed into the evening or early morning hours when people go to work and return home. This traffic will occur exactly when we're also home. When we're sleeping, Dinerstein's tenants will be coming and going to their social functions, at all hours of the day and night, just feet away from our bedroom windows, every night of the year.

A reasonable access point for the proposed subterranean parking lot would be directly off Grovesnor, exactly like the adjacent apartment building's Grovesnor subterranean entry. It's difficult to understand why a different project would even be considered by Dinerstein. If this project is constructed as designed, it will negatively impact the quality of our lives,

our privacy and our property values. Why should we incur costs that Dinerstein declines to incur? This is where we live, not where we've decided to make an investment to turn a profit.

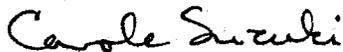
3. The two story carriage units were specifically discussed with Dinerstein and not agreed to by the homeowners.

The carriage units proposed by Dinerstein to be installed behind our property line were offered as an alternative by Dinerstein but rejected by all the homeowners. The change in submission of the plan to include two story carriage units is inconsistent with all discussions with Dinerstein. If a road is going to be forced into this project design behind our homes, we would request a single story with pitched roof garage unit.

However, as explained in detail in this letter, there's no need for Dinerstein to incur the costs of constructing these garage or carriage units as mitigation measures with the proposal we present in this letter. The northeast side of the project and the northwest side of the project would mirror each other and be uniform along the entire north side. There could be a fire road along the entire north side of the project with two story units behind our homes, and privacy and peace.

Thanks again to the Planning Commission for your careful consideration, time and attention to this matter. It's a very great concern to our entire neighborhood.

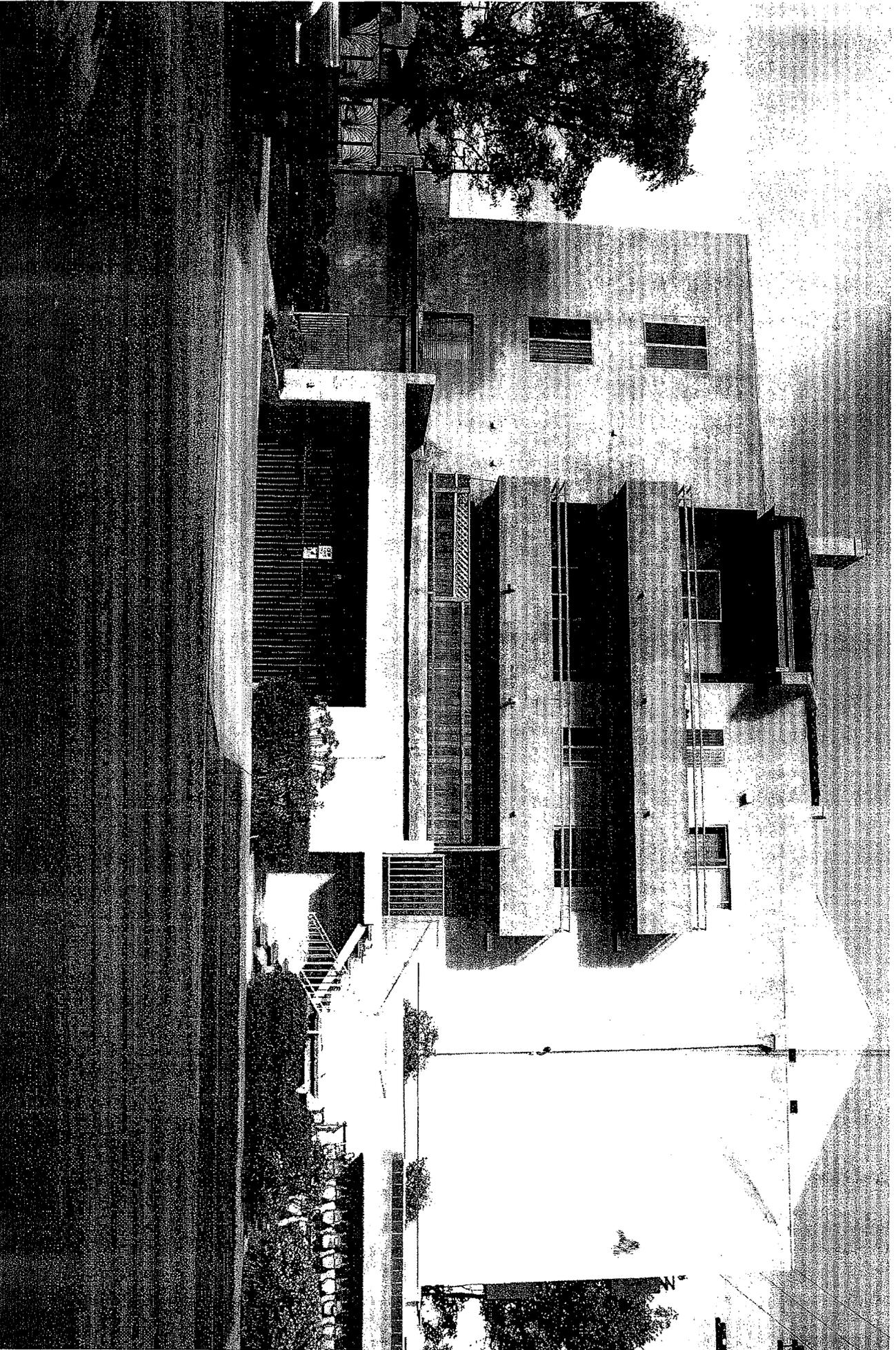
Sincerely,



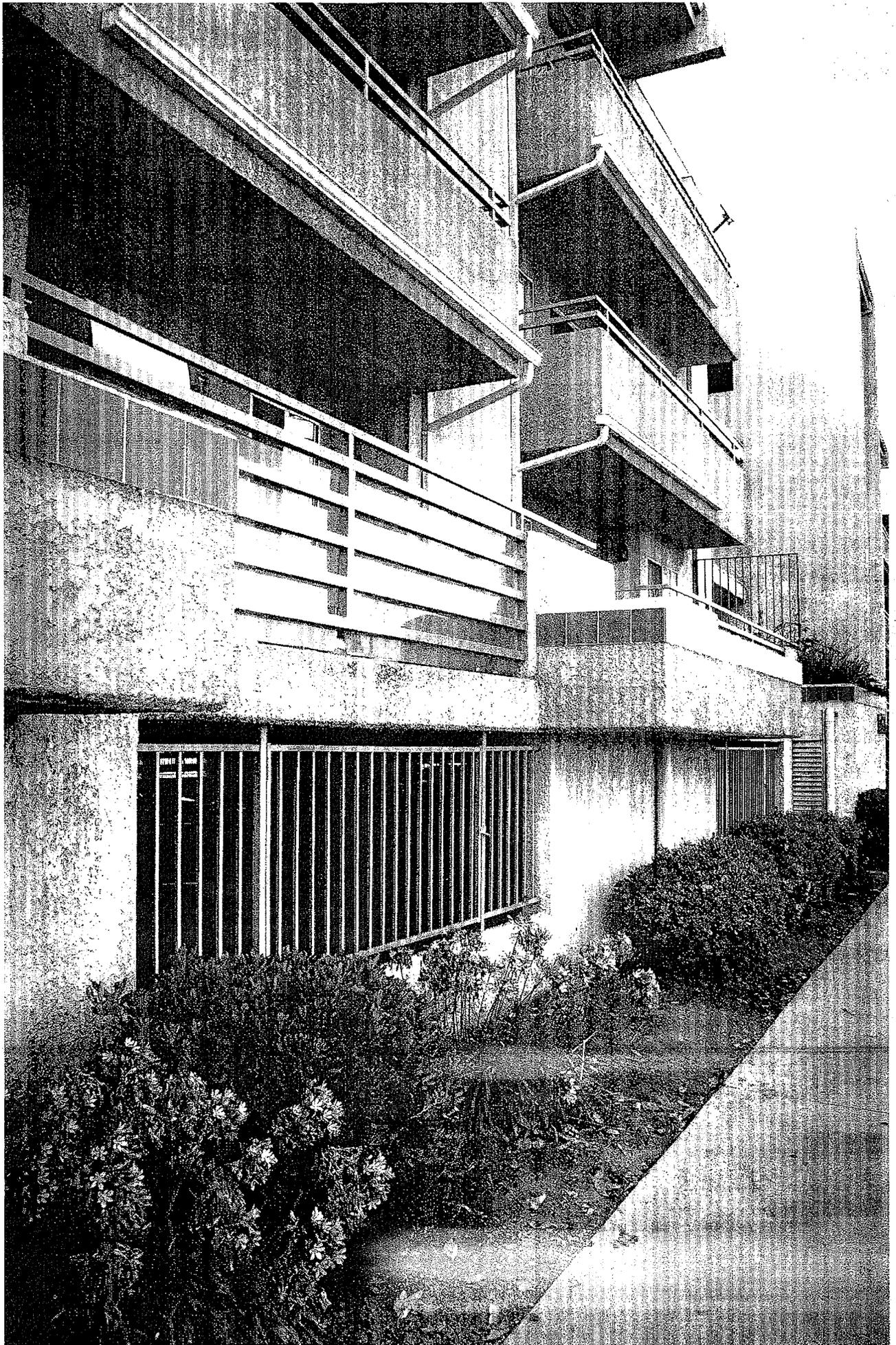
Carole Suzuki
12462 Beatrice Street
Los Angeles, CA 90066

Photos attached

Cc: Josh Vasbinder, Dinerstein Companies
Karly Katona, Offices of Supervisor Mark Ridley-Thomas
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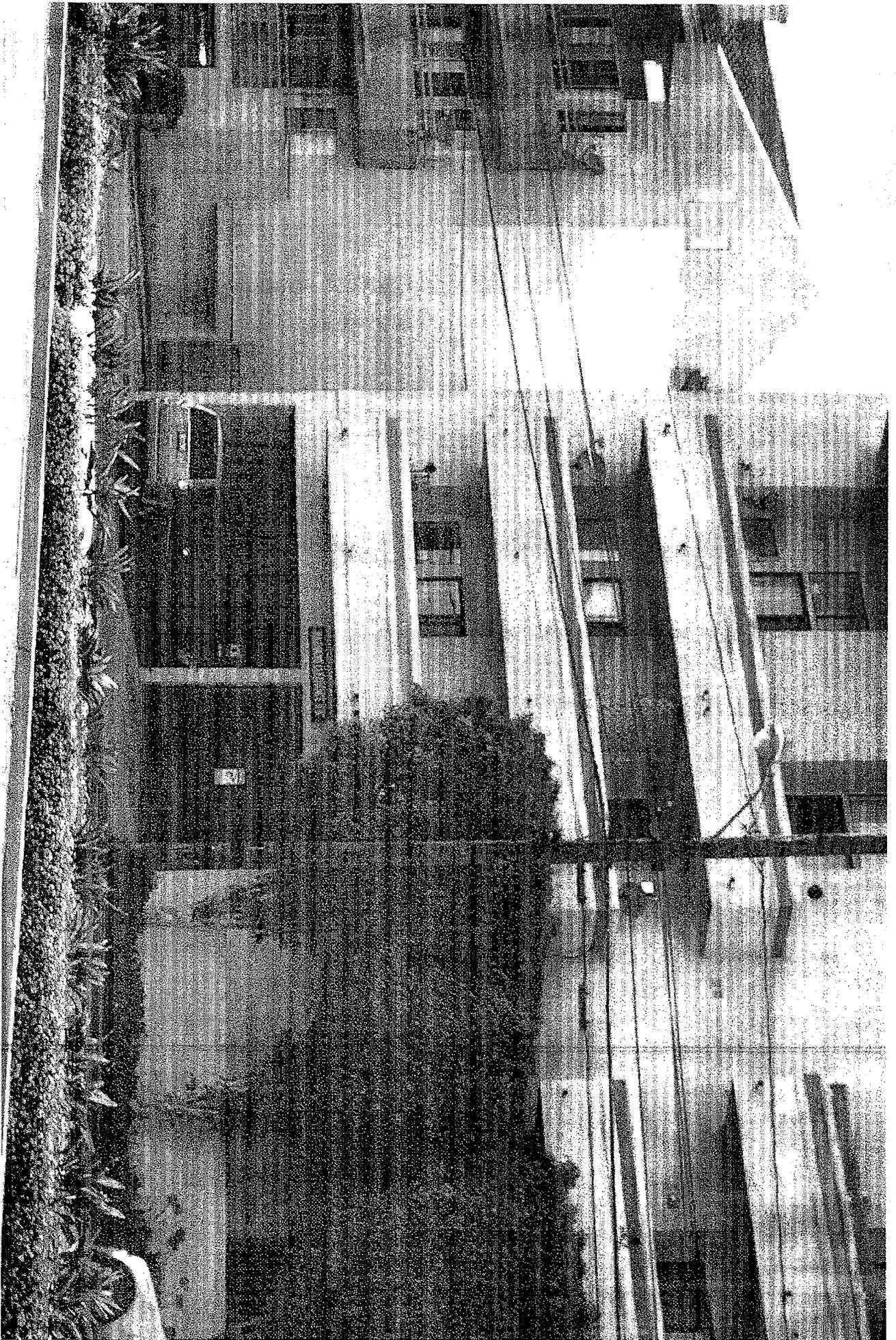


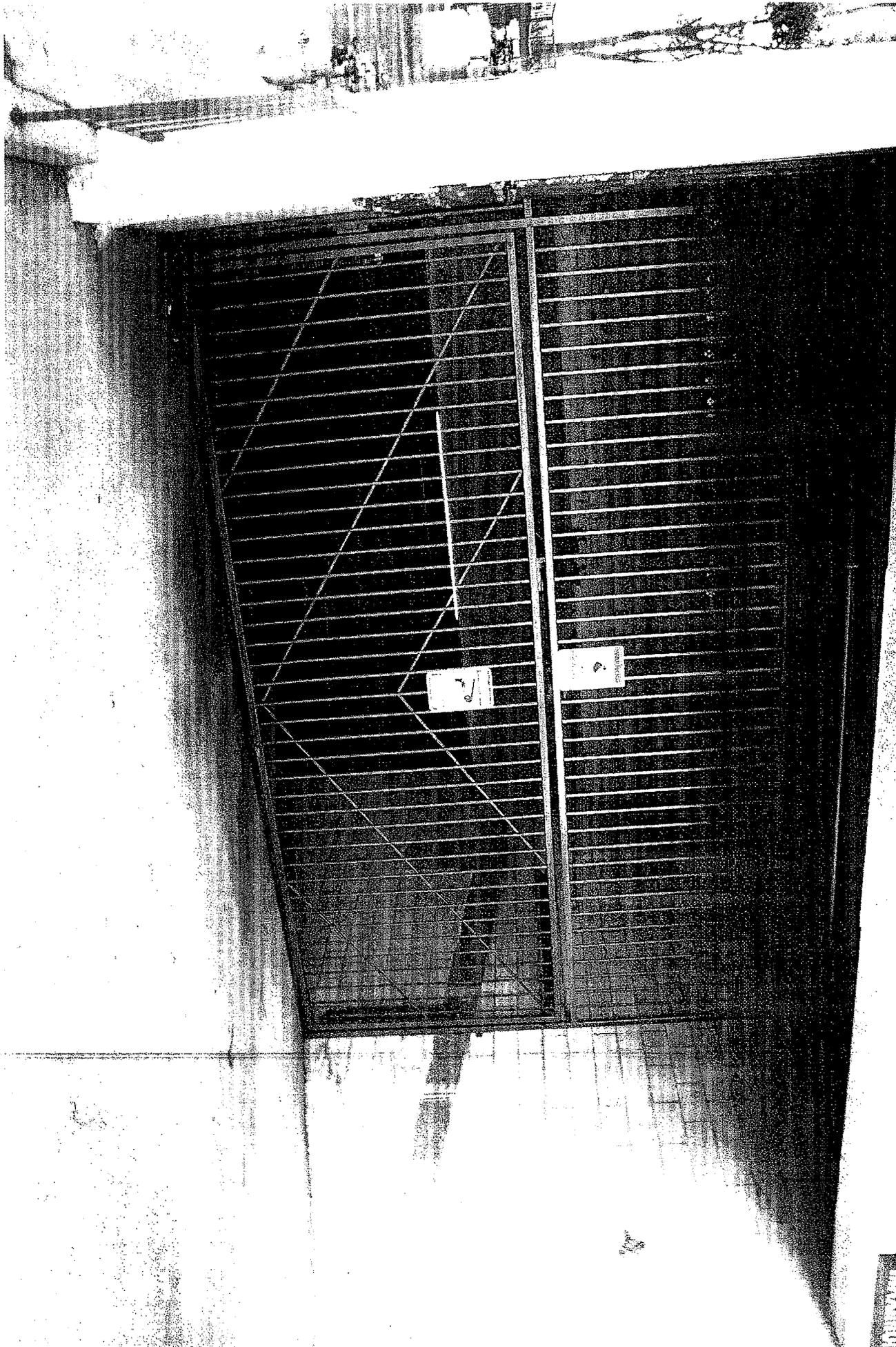
This apartment's subterranean parking entry/exit
on Grovesnor.



② Same building in photo ①

③ Club Marina Apartments

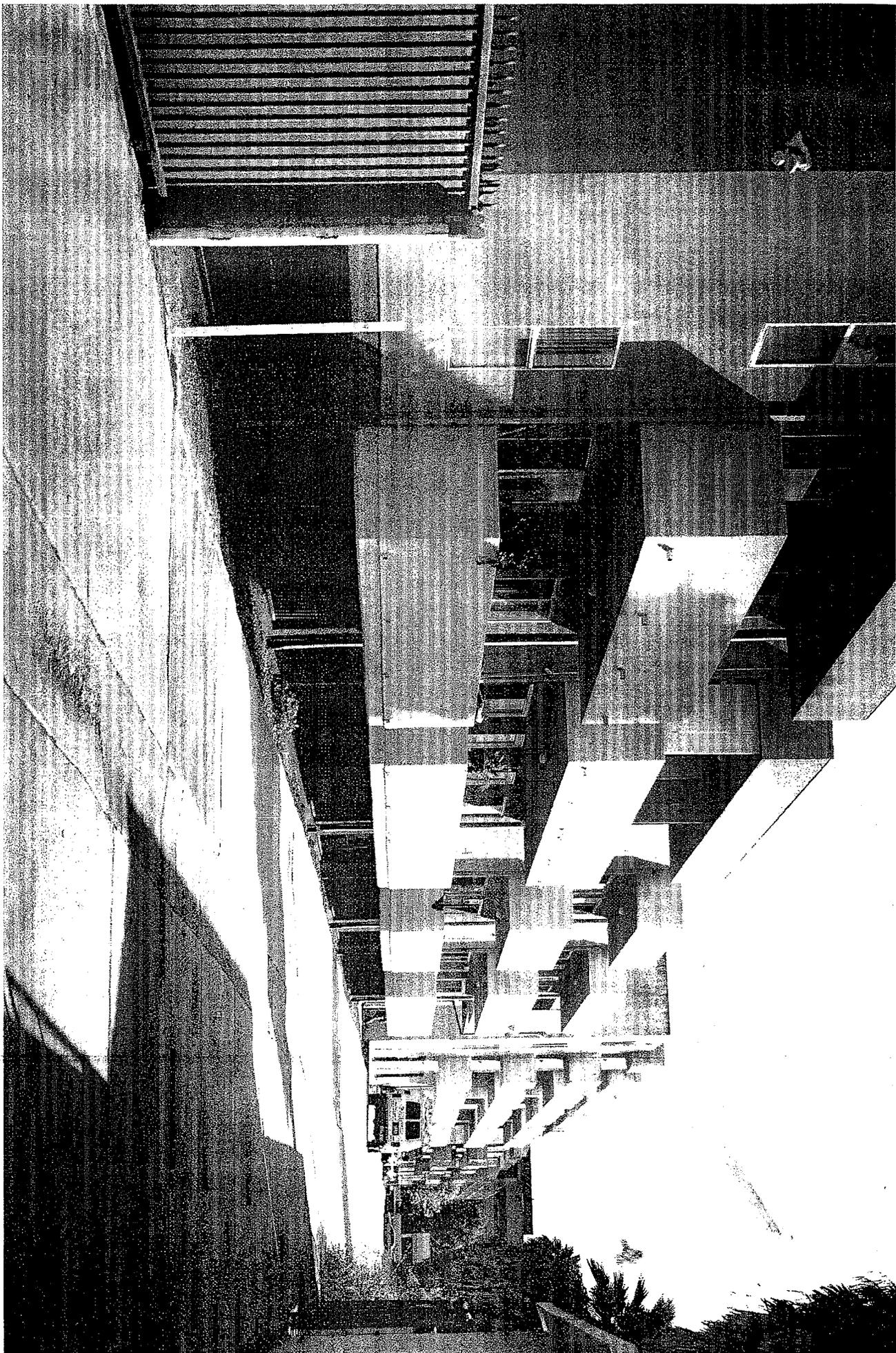


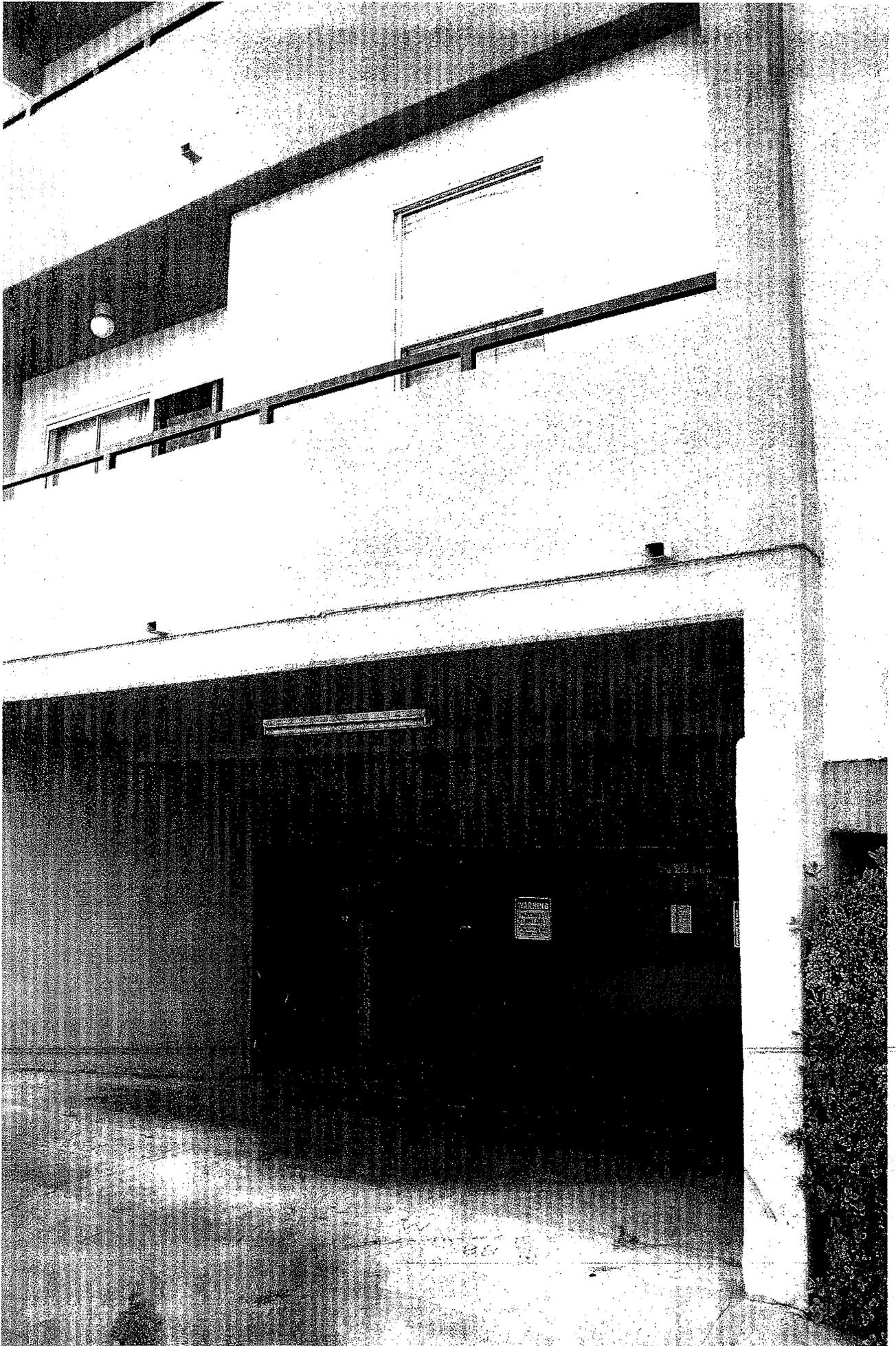


④ Club Marina Apartments Subterranean Entry

11/11/11

⑤ Even this 2 story apartment building is 1/2 subterranean.





⑥ same building as in photo ⑤

⑦

commercial building
at Lucille + Centinela



2 story near
homes

subterranean
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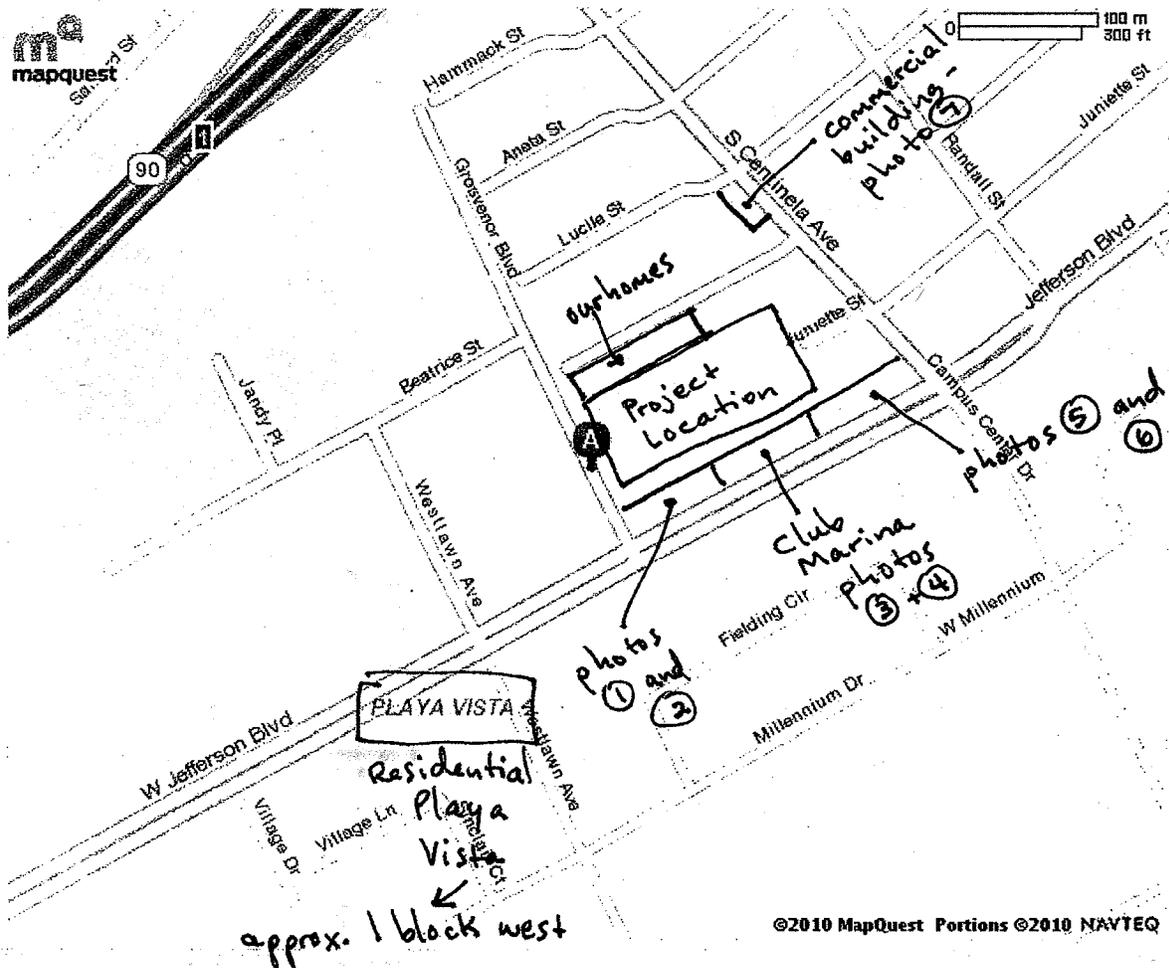


MAPQUEST.

Notes

Map of 5550 Grosvenor Blvd

Los Angeles, CA 90066-6956



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Adjacent Beatrice Neighbors Responding to Dinerstein Plan of July 6, 2010

July 8, 2010

Los Angeles County Regional Planning Commission
c/o Ms. Mi Kim & Mr. Wayne Rew
320 W. Temple Street, Room 1340
Los Angeles, CA 90012

Dear Commissioners:

I'm writing on behalf of the 8 single family homes adjacent to the northwest side of Dinerstein's proposed Millennium Del Rey project. We've had meetings and discussions regarding this project both amongst ourselves and with Dinerstein since the Planning Commission asked Dinerstein to return to the community for further community outreach. We are very grateful to the Commission for providing this opportunity. As a result of our meetings and discussions, Dinerstein appears to have included some mitigation items into its submitted design plan. There are several items that remain a significant concern to us as we've outlined in this letter.

1. The project height should be reduced to be consistent with the surrounding land uses and could be achieved with subterranean parking.

The homeowners have made a request to Dinerstein to reduce the overall height of the project from 4 stories to 3 stories, with 2 story units in closest proximity to the adjacent single family residences. Dinerstein has made it clear that it opposes a height or density reduction. They want to minimize their construction costs. The homeowners don't want to lose their peace and privacy, and ultimately home value, in order for Dinerstein to maximize their profits.

The inclusion of subterranean parking in the Dinerstein plan actually provides a good compromise solution to these competing interests. If Dinerstein were to simply reduce the height of the parking structure by going at least partially subterranean, it would create additional housing space above the parking lot. The new floor space created by going subterranean

could be replaced with residential units. By modifying the design, Dinerstein would still maintain the density they desire by increasing the number of units and at the same time reduce the height of the building, satisfying the homeowners and probably the larger community.

The parking lot, as designed, takes up a significant square footage in the overall project plan. The reduction in the parking lot height could be used to move the 4th floor housing to the 2nd and 3rd story levels over the reduced height parking area. This space could be used more efficiently to serve the overall project goals and satisfy the community's concerns.

An R3 zone reasonably serves as a buffer between R1 and R4 land use designations. The Club Marina apartments are a 4 story building to the south of the project site. It would be reasonable for the land use between Club Marina and the single family homes to the north of the project site to be a transition area. As designed, Millennium Del Rey towers over even the Club Marina apartments.

Dinerstein has expressed concern about the cost of putting parking spaces underground, however the merit of those concerns is questionable given that the neighborhood has several buildings with subterranean parking areas in very close proximity to the Millennium Del Rey project site. The 3 adjacent apartment buildings to the south of the project all have subterranean parking. I've attached photos of the parking areas and buildings for these three locations to this letter for your review. In addition, a three story commercial building has been constructed approximately ½ block northeast of the project site on Centinela. That building also has subterranean parking, with photos attached. I've also attached a map highlighting where these properties are located in relation to the project site. In reality, there are buildings with subterranean parking all over Los Angeles. Not only is it a common site in our neighborhood (including all residential condominiums and apartment buildings in the recently-constructed community of Playa Vista only 3 blocks away), it's a common site all over the County and all 88 cities in the County. It's incomprehensible that Dinerstein claims that the expense of even one level of subterranean parking is prohibitive to them. They're one of the largest builders of multi-family residential housing in the nation. If they want to place one of their buildings in our community, they should invest appropriately to conform to the area's existing and reasonable land use.

2. Subterranean Parking would also eliminate the need for the proposed driveway behind our homes.

The noise impact of the driveway behind our homes has not been addressed in the draft EIR. In fact, the EIR indicates that the main access point for the project is from the alley on the opposite side of the project from our homes. Our concerns about operational noise impacts from the driveway would be moot with the removal of the driveway from behind our homes. This could be accomplished with a shift in the subterranean portion of the parking lot to the west, so that access would go directly under Dinerstein's building and into the parking structure itself, similarly to what is depicted in the attached photos of adjacent buildings.

The draft EIR acknowledges that the operational impacts to the residents of Millennium Del Rey exceed the County's noise standards but the impacts would be less than significant with double pane windows and air conditioning. What about operational impacts to our homes? The EIR is silent in this regard.

The primary culprit for noise impacts to our homes would be the main access road that Dinerstein proposes to install behind our homes. Many of our homes lack double pane windows and none of our homes have air conditioning. Currently, we have a quiet neighborhood at night and our windows are wide open all summer long to cool our homes. All of our homes have the bedrooms at the rear of the house.

Dinerstein now proposes to disturb our evenings by providing more than 1,200 car trips behind our homes with this project. Most of those trips will be compressed into the evening or early morning hours when people go to work and return home. This traffic will occur exactly when we're also home. When we're sleeping, Dinerstein's tenants will be coming and going to their social functions, at all hours of the day and night, just feet away from our bedroom windows, every night of the year.

A reasonable access point for the proposed subterranean parking lot would be directly off Grovesnor, exactly like the adjacent apartment building's Grovesnor subterranean entry. It's difficult to understand why a different project would even be considered by Dinerstein. If this project is constructed as designed, it will negatively impact the quality of our lives,

our privacy and our property values. Why should we incur costs that Dinerstein declines to incur? This is where we live, not where we've decided to make an investment to turn a profit.

3. The two story carriage units were specifically discussed with Dinerstein and not agreed to by the homeowners.

The carriage units proposed by Dinerstein to be installed behind our property line were offered as an alternative by Dinerstein but rejected by all the homeowners. The change in submission of the plan to include two story carriage units is inconsistent with all discussions with Dinerstein. If a road is going to be forced into this project design behind our homes, we would request a single story with pitched roof garage unit.

However, as explained in detail in this letter, there's no need for Dinerstein to incur the costs of constructing these garage or carriage units as mitigation measures with the proposal we present in this letter. The northeast side of the project and the northwest side of the project would mirror each other and be uniform along the entire north side. There could be a fire road along the entire north side of the project with two story units behind our homes, and privacy and peace.

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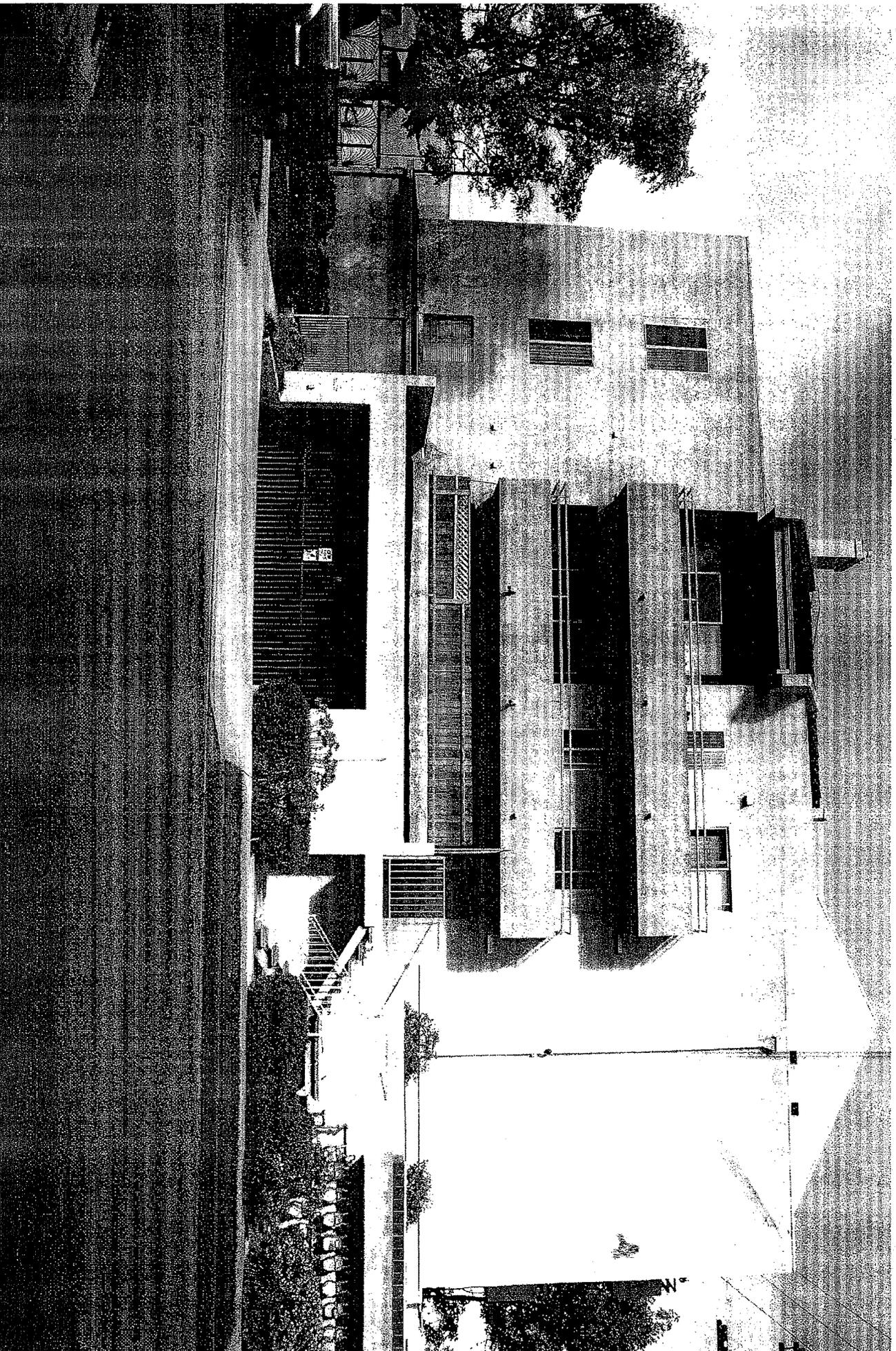
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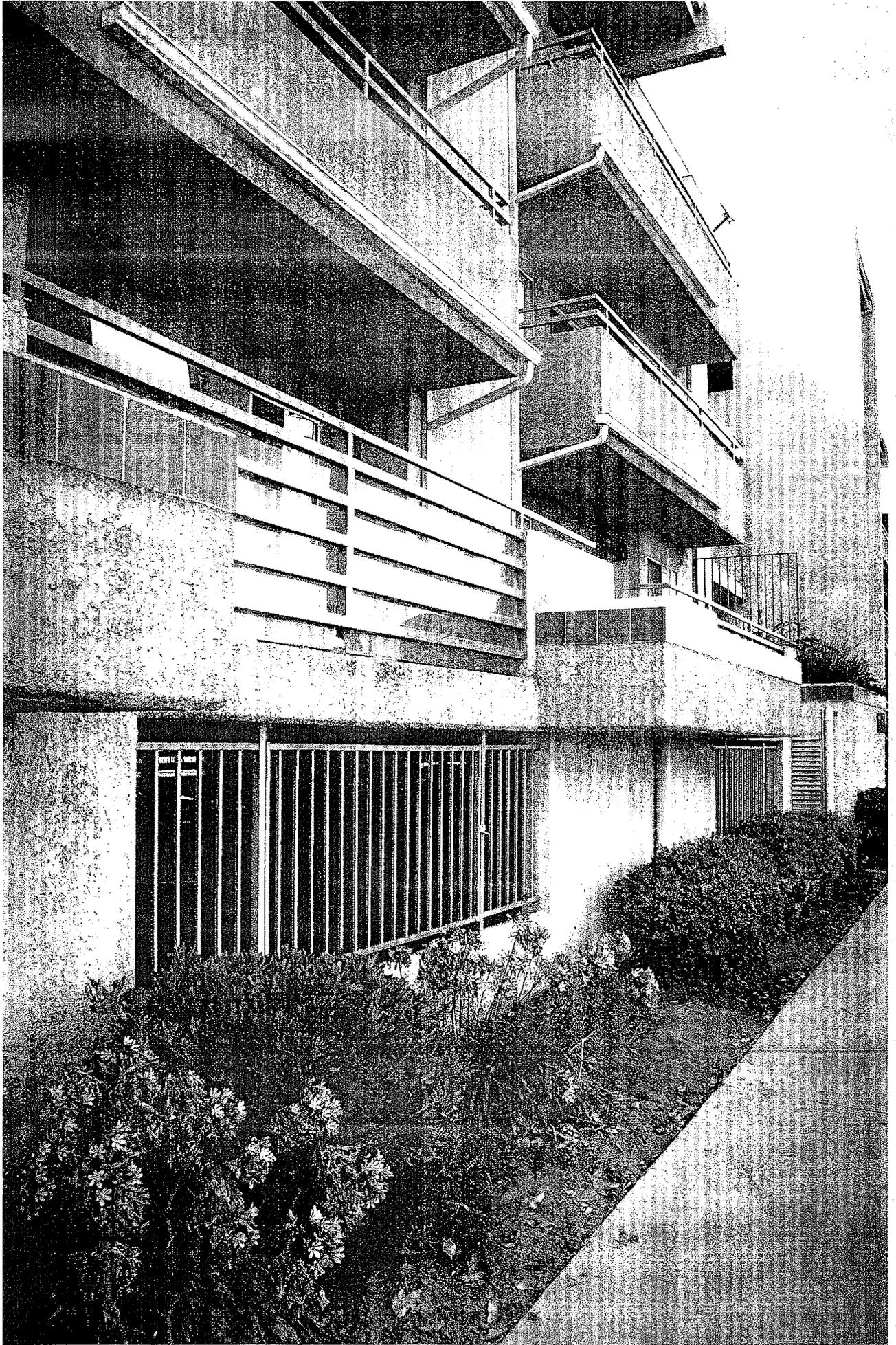
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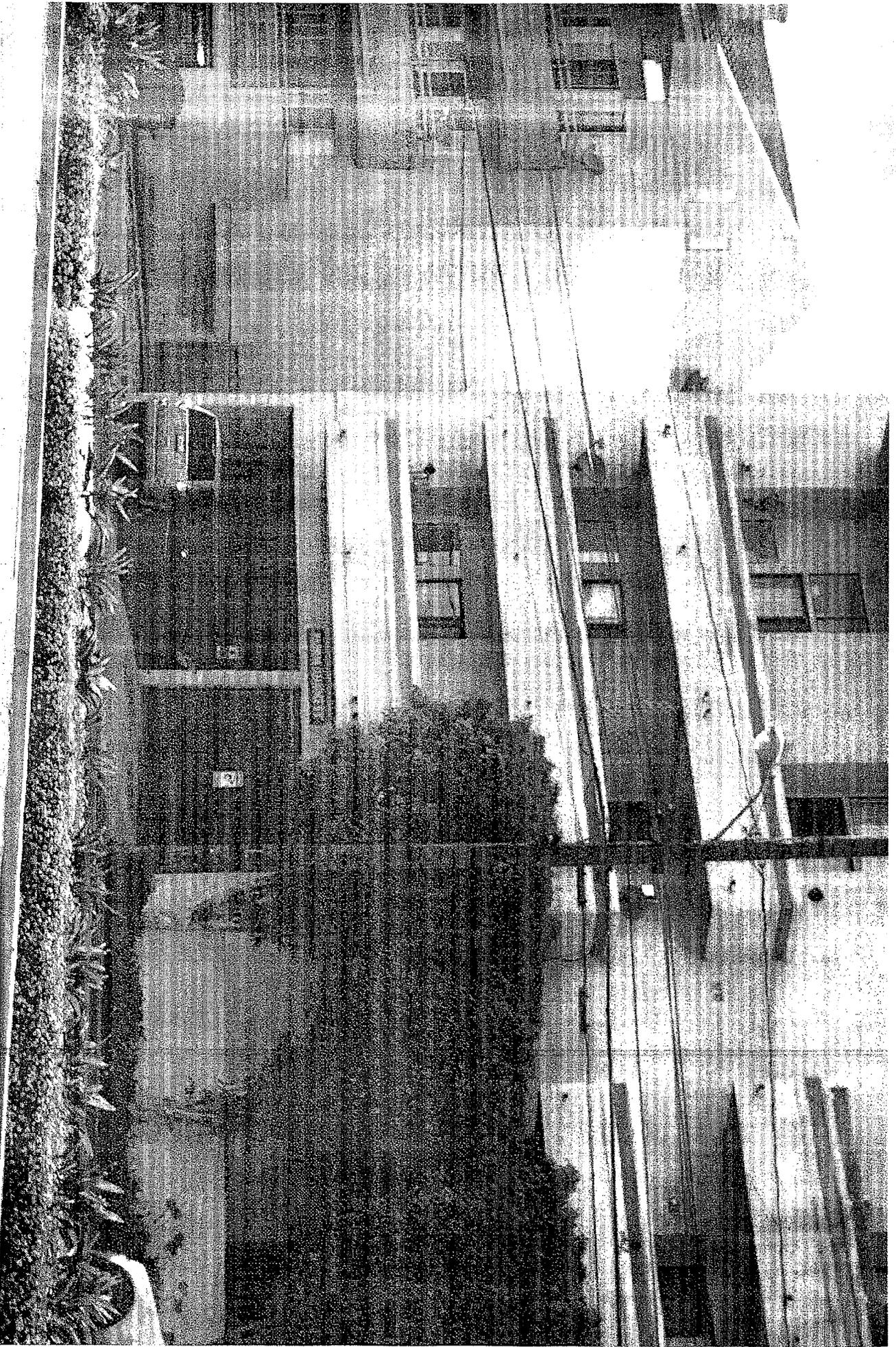
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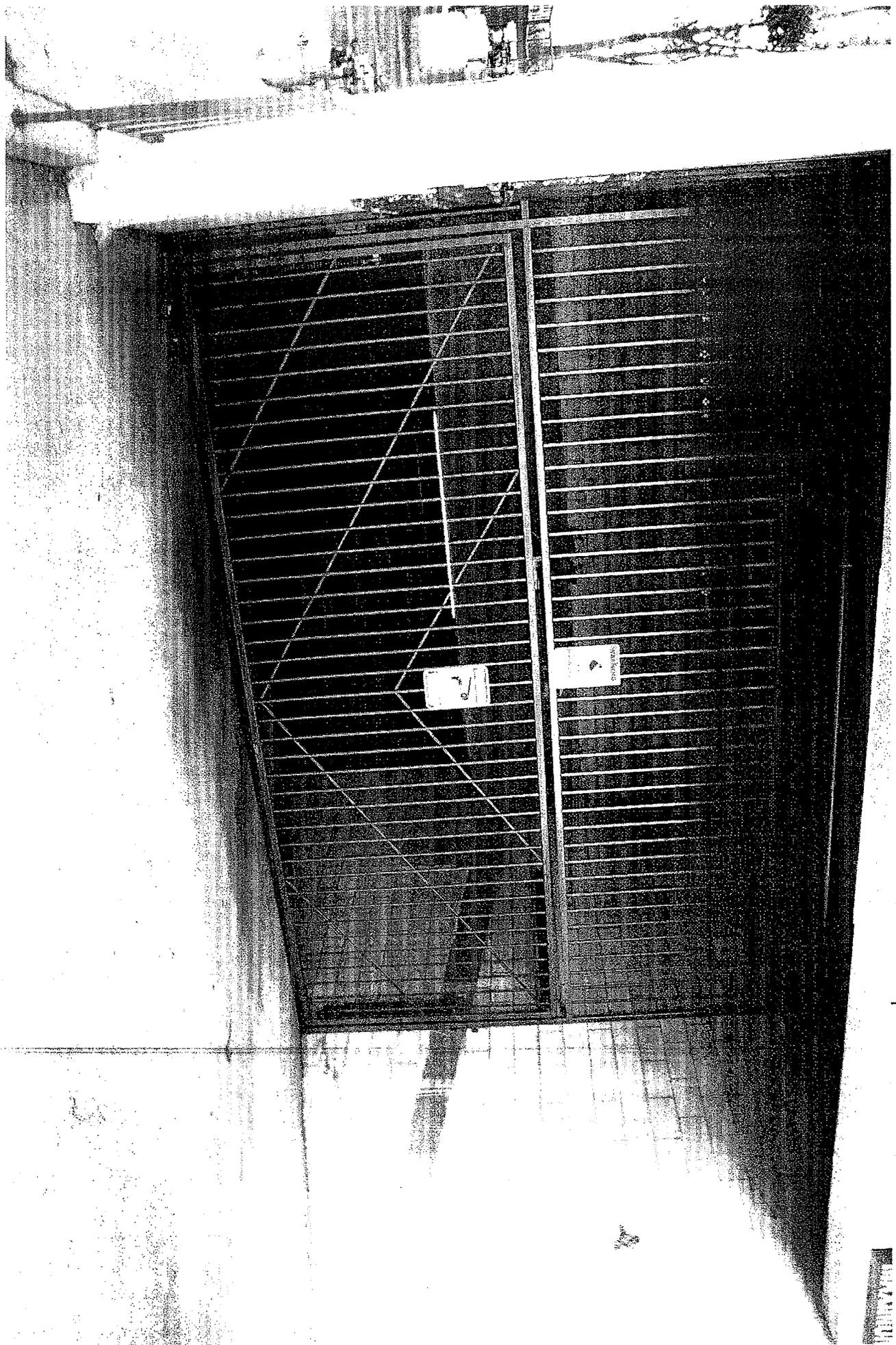
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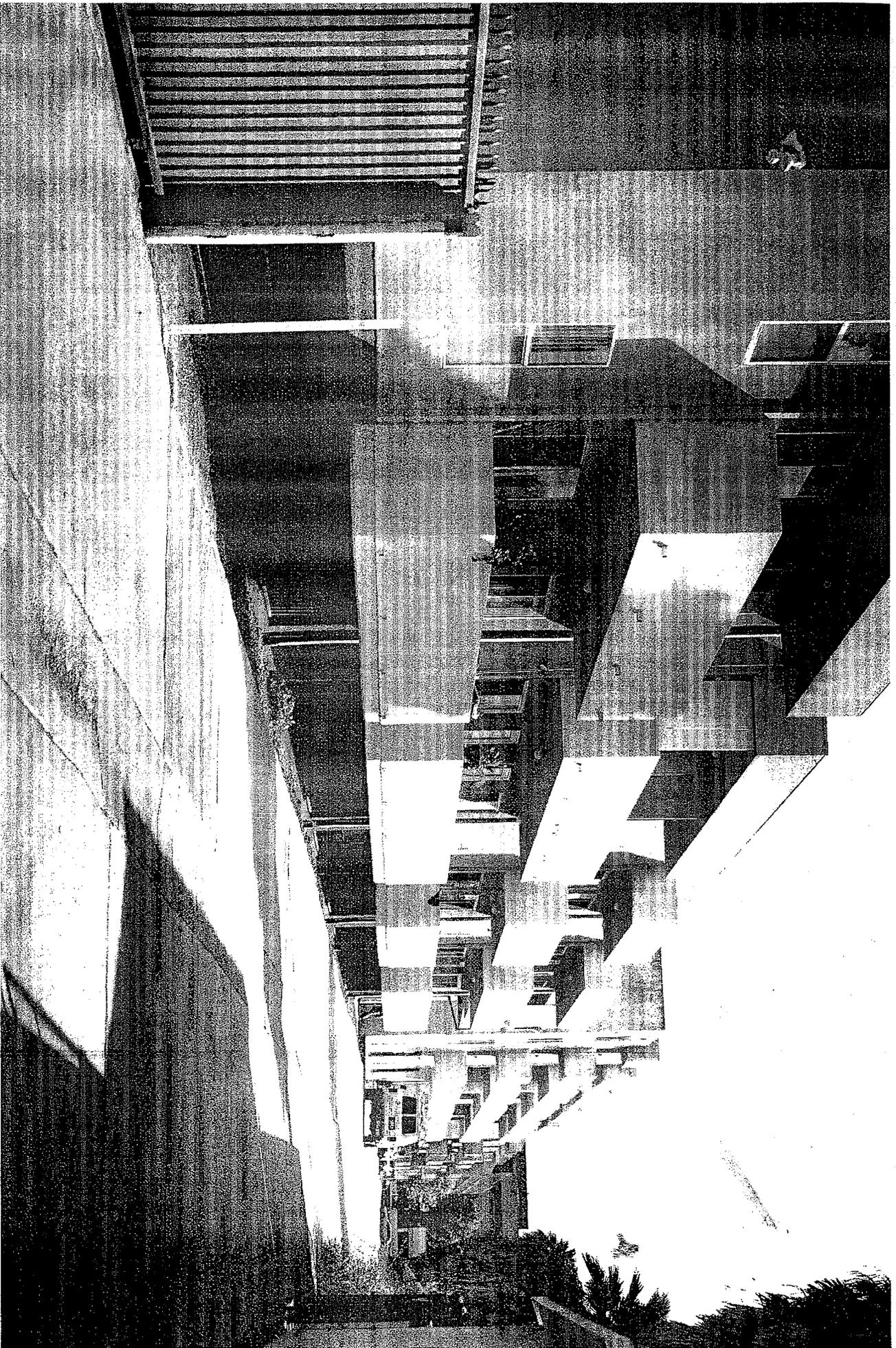


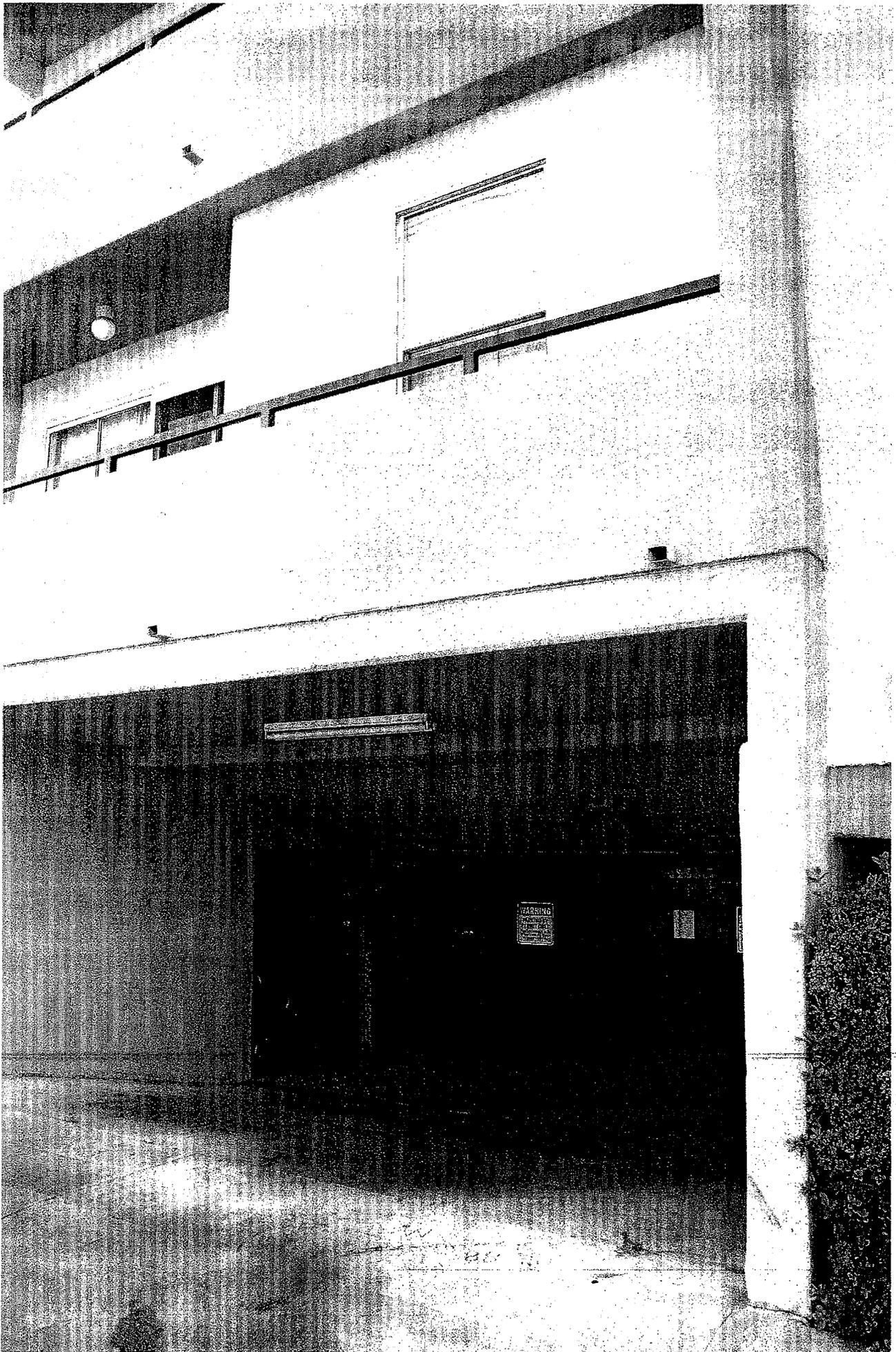
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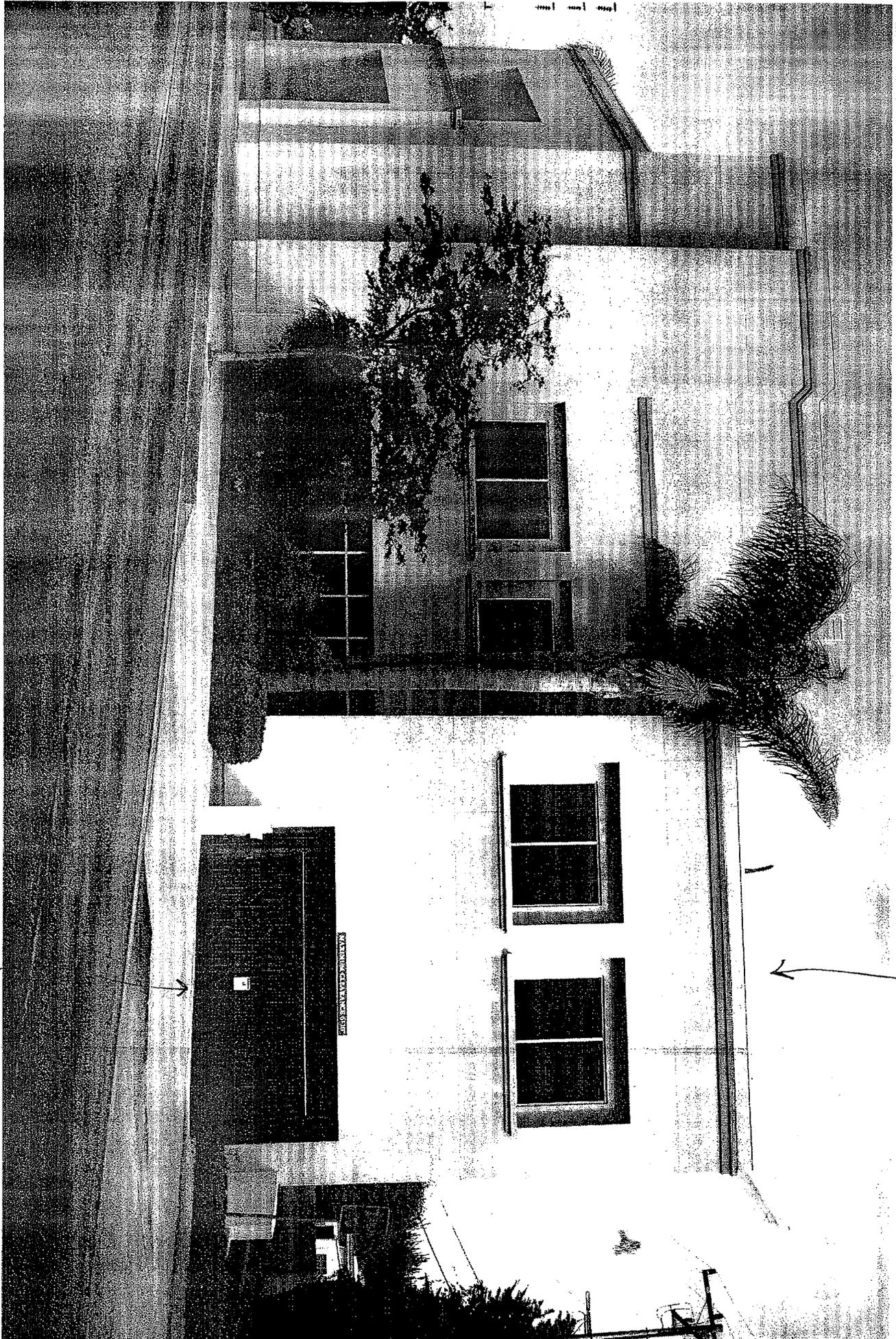
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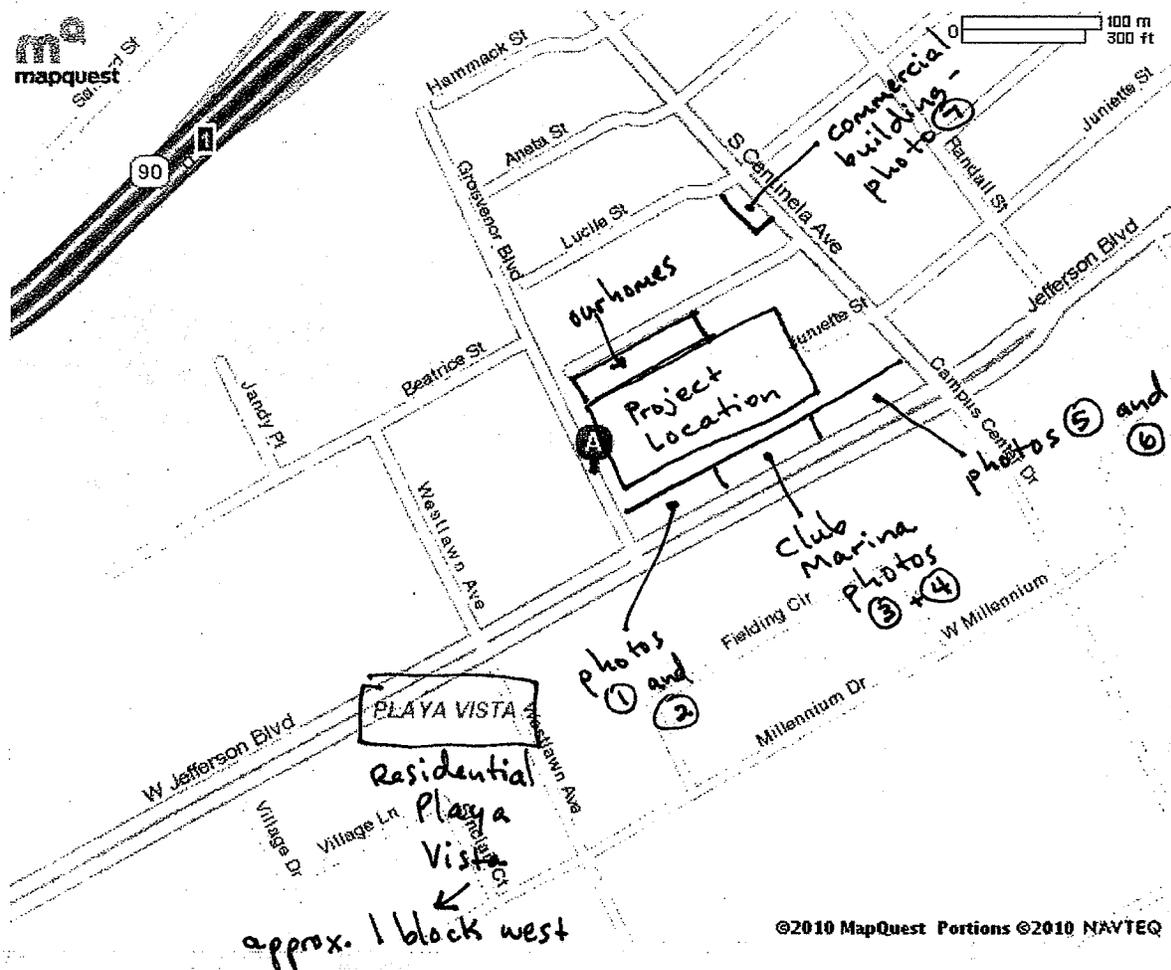


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