

Regional Planning Commission Transmittal Checklist

Hearing Date
05/29/2013
Agenda Item No.
6

Project Number: R2013-00160-(2)
Case(s): Conditional Use Permit No. 201300015
Environmental Assessment No. 201300039
Planner: Tyler Montgomery

- Project Summary
- Property Location Map
- Staff Analysis
- Draft Resolution / Draft Ordinance / 8.5x11 Map (ZC or PA)
- Draft Findings
- Draft Conditions
- Burden of Proof Statement(s)
- Environmental Documentation (MND)
- Correspondence
- Photographs
- Aerial Image(s)
- Land Use/Zoning Map
- Tentative Tract / Parcel Map
- Site Plan / Floor Plans / Elevations
- Exhibit Map
- Landscaping Plans

Reviewed By: 



Department of Regional Planning
 320 West Temple Street
 Los Angeles, California 90012

PROJECT NUMBER

R2013-00160-(2)

HEARING DATE

5/29/2013

REQUESTED ENTITLEMENTS

RCUP 201300015, RENV 201300039

PROJECT SUMMARY

OWNER / APPLICANT

Green Dot Public Schools

MAP/EXHIBIT DATE

01/15/2013

PROJECT OVERVIEW

The applicant seeks a conditional use permit (“CUP”) to entitle and operate a public charter high school at 8145-8205 Beach Street for 650 students and 39 faculty (“Beach II”). The site is currently occupied by warehouses utilized for furniture storage and assembly. It is located directly north of the existing 582-student Animo Pat Brown Public Charter High School (“Beach I”) at 8255 Beach Street, operated by the applicant. The existing Beach I high school will become a public charter middle school for grades 6 through 8 upon the opening of the Beach II high school. The Beach II high school project entails the demolition and removal of all existing industrial structures on the 3.02-acre site and the construction of three buildings, totaling 56,211 square feet. Two classroom buildings, containing 34 classrooms, and one multi-purpose room would be constructed. A 48-space paved parking lot would be located on the northern portion of the site. A drop-off/pick-up area on private property will be constructed parallel to Beach Street, consisting of one queuing lane for drop-off and pick-up during designated hours in the morning and afternoon and would be used for parking the remainder of the time. A total of 5,703 cubic yards of cut and 4,689 cubic yards of fill will occur during grading activities, resulting in a net export of 1,014 cubic yards of earth from the project site.

LOCATION

8145-8205 Beach Street, Florence-Firestone

ASSESSORS PARCEL NUMBER(S)

6027-015-003; 6027-015-004

SITE AREA

3.02 acres

GENERAL PLAN / LOCAL PLAN

Countywide General Plan

ZONED DISTRICT

Roosevelt Park

LAND USE DESIGNATION

“I”—Major Industrial

ZONE

M-1 (Light Manufacturing)

PROPOSED UNITS

None

MAX DENSITY/UNITS

N/A

COMMUNITY STANDARDS DISTRICT

Florence-Firestone CSD; Blue Line TOD

ENVIRONMENTAL DETERMINATION (CEQA)

Mitigated Negative Declaration

KEY ISSUES

- Consistency with the Los Angeles County General Plan
- Satisfaction of the following Section(s) of Title 22 of the Los Angeles County Code:
 - 22.56.040 (Conditional use permit burden of proof requirements)
 - 22.44.138 (Florence-Firestone CSD requirements)
 - 22.32.080 (M-1 Zone development standards)

CASE PLANNER:

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Project Location Map

Project No. R2013-00160-(2)

Printed: May 16, 2013



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ENTITLEMENT REQUESTED

- Conditional Use Permit ("CUP") for the construction and operation of a public charter high school in the M-1 (Light Manufacturing) Zone, pursuant to County Code Section 22.32.070.

PROJECT DESCRIPTION

The applicant, Green Dot Public Schools, seeks a CUP to entitle and operate a public charter high school for 650 students and 39 faculty members ("Beach II"). The site is currently occupied by warehouses utilized for furniture storage and assembly. It is located directly north of the existing Animo Pat Brown Public Charter High School at 8255 Beach Street ("Beach I") for 582 students, which is also operated by the applicant. The existing Beach I high school would become a public charter middle school for grades six through eight upon the opening of the Beach II high school. The Beach II high school project entails the demolition and removal of all existing industrial structures on the site, which includes four buildings, fencing, paving, and landscaping. An existing wireless telecommunications facility that exists on the project site would be removed and relocated off-site.

The proposed high school would coordinate staggered start and dismissal times with Beach I to the south in order to reduce traffic impacts. There would be no outdoor sports or gatherings at the site, as all such activities would occur at off-site locations with existing recreational facilities. Students would also not be permitted to drive personal vehicles either to or from school. All of these operational features are discussed in further detail in the "Neighborhood Impact/Land Use Compatibility" section below.

The facility would be located at 8145-8205 Beach Street and consists of two parcels, APNs 6027-015-003 and 6027-015-004, totaling 3.02 acres in the Roosevelt Park Zoned District and within the Florence-Firestone Community Standards District ("CSD") and the Blue Line Transit Oriented District ("TOD") of unincorporated Los Angeles County. The Firestone Blue Line station is located approximately one-quarter mile to the south.

SITE PLAN DESCRIPTION

The site plan depicts three buildings, totaling 56,211 square feet of floor area, on the 3.02-acre site. Two classroom buildings, containing 34 classrooms, and one multi-purpose room would be constructed. The modular two-story classroom buildings would have a maximum height of 23 feet, 11 inches above grade, and the one-story multi-purpose room would have a maximum height of 35 feet, 4 inches above grade. A 48-space paved parking lot would be located on the northern portion of the project site. The site would be accessed from Beach Street, immediately to the east. A drop-off/pick-up area on the subject property is depicted parallel to Beach Street, consisting of one queuing lane for drop-off and pick-up during designated hours in the morning and afternoon and would be used for parking the remainder of the time. The proposed

buildings would be arranged around the site's northern and eastern perimeter facing a paved outdoor courtyard. A 34,500-square-foot grass outdoor activity area would also be located on the southwestern portion of the site. There would be a total of 42,763 square feet of landscaping spread throughout the project site. A total of 5,703 cubic yards of cut and 4,689 cubic yards of fill is proposed during grading activities, resulting in a net export of 1,014 cubic yards of earth from the project site.

The project site is adjacent to a 80-foot-wide railroad right-of-way that is shared by the Union Pacific Railroad and the Metro Blue Line light rail, which is located immediately to the west.

EXISTING ZONING

Subject Property

The subject property is zoned M-1 (Light Manufacturing).

Surrounding Properties

Surrounding properties within 500 feet are zoned as follows:

North: M-1

South: M-1

East: R-2 (Two Family Residence)

West: M-2 (Heavy Manufacturing); R-3 (Limited Multiple Residence)

EXISTING LAND USES

Subject Property

The subject property is developed with industrial buildings utilized for furniture assembly and storage.

Surrounding Properties

Surrounding properties within 500 feet contain the following uses:

North: Industrial and warehouse uses

South: Charter high school, single-family residences

East: Single-family residences, two-family residences

West: Railroad right-of-way, single-family residences, apartments

PREVIOUS CASES/ZONING HISTORY

The eastern portion of the project site was originally zoned M-1, while the western portion of the project site was zoned M-2 (Heavy Manufacturing) upon the original establishment of the Roosevelt Park Zoned District by the Board of Supervisors on October 29, 1940 (Ordinance No. 3711).

The project site was zoned M-1 in its entirety upon the adoption of Zone Change No. 02-285 and Ordinance 2004-0033Z by the Board of Supervisors on June 22, 2004, which implemented several zone changes throughout the Florence-Firestone area.

Project No. R2007-02480 / Conditional Use Permit No. 200700168 approved the construction and operation of the existing public charter high school for 570 students

immediately to the south of the project site (Beach I). The project was approved by the Regional Planning Commission on March 11, 2008.

ENVIRONMENTAL DETERMINATION

The Department of Regional Planning recommends that a Mitigated Negative Declaration is the appropriate environmental documentation under California Environmental Quality Act (CEQA) reporting requirements. The attached Initial Study has determined that the project, as proposed, would not have a significant effect upon the environment if appropriate mitigation measures are implemented. A Mitigation Monitoring Program ("MMP") was subsequently prepared by Regional Planning staff and accepted by the applicant (enclosed). The MMP recommends mitigation measures regarding geology and soils, noise, and transportation and traffic. Implementation of these measures would reduce the project's environmental impact to a less-than-significant level. Therefore, Regional Planning staff recommends that the Commission adopt the proposed Mitigated Negative Declaration.

Staff also recommends that one modification be made to proposed mitigation measure number two. The mitigation measure currently states, "Rooftop mechanical equipment shall not operate between the hours of 10:00 p.m. and 7:00 a.m." In order to better communicate the intent of this measure to restrict noise, staff recommends adding the additional wording, "so as to be audible beyond the boundaries of the subject property." This would allow rooftop equipment to operate so long as it is not audible off-site. Modifications such as these may be made at the public hearing, pursuant to the provisions of CEQA, provided that a specific finding is adopted confirming such changes result in mitigation measures that are equivalent or more effective in mitigating or avoiding significant environmental impacts. This has been added as Draft Finding No. 34 for the project. Regional Planning staff recommends that the Commission adopt the MMP associated with the Mitigated Negative Declaration with the previously described change.

COUNTY DEPARTMENT COMMENTS AND RECOMMENDATIONS

The Los Angeles County departments of Public Works, Fire, Public Health, and Parks and Recreation were consulted regarding the proposed project. Their responses were as follows.

Public Health

The Department of Public Health issued a letter clearing the project for public hearing on February 26, 2013 (enclosed). The department requested conditions requiring the project to remain connected to public water and sewer systems and for the project to comply with the Los Angeles County Noise Control Ordinance as found in Title 12 of the County Code. Both of these have been added as proposed conditions of approval.

Parks and Recreation

The Department of Parks and Recreation issued a letter clearing the project for public hearing on February 28, 2013 (enclosed). There were no requested conditions.

Fire

The Los Angeles County Fire Department, Land Development Division issued a letter clearing the project for public hearing on March 19, 2013 (enclosed). The department requested that a condition requiring all gates on the project site comply with Fire Regulation 5 access standards. This has been added as a proposed condition of approval.

Public Works

The Department of Public Works issued a letter clearing the project for public hearing on May 15, 2013 (enclosed). The department requested several conditions of approval, including the dedication of an additional five feet to the Beach Street right-of-way, the improvement of sidewalks, curbs, gutters, crosswalks, and street trees, the construction of ADA-accessible driveways and curb cuts, the installation of traffic control signs and street markings, the maintenance of traffic direction personnel during pick-up and drop-off periods, and the provision of street lights on concrete poles with underground wiring.

It should be noted that, for the Beach I school project, Public Works also requested street lighting on concrete poles with underground wiring; however, the Regional Planning Commission waived this requirement and instead allowed the applicant to provide street lighting on wooden poles with above-ground wiring.

STAFF EVALUATION

General Plan Consistency

The project site is located within the "Major Industrial" land use designation of the Countywide General Plan. The Major Industrial designation is intended for large-scale and small-scale manufacturing and industrial uses. However, the Land Use Element of the General Plan states that, "the establishment of non-industrial uses within Major Industrial areas, not covered by a more detailed areawide or community plan, may be permitted subject to findings of compliance with the following conditions." Each of these conditions is discussed as follows.

1. *The area in question is not suitable for present or future industrial use due to conflicts with existing or emerging land use patterns, lack of sufficient and adequate access, or the presence of site specific physical characteristics posing severe constraints for industrial development; or the proposed use demonstrates a desirable, compatible, and well-integrated pattern of employment and housing opportunities, and thereby furthers General Plan objectives pertaining to reduced energy consumption and improved air quality.*

The block on which the project site is situated seems to be undergoing a transition away from a solely industrial character, as evidenced by construction of Beach I in 2009. This area, while designated as Major Industrial, is immediately adjacent to single-family residences, duplexes, and a school. Not only would the proposed high school be more compatible with these adjacent land uses than the existing industrial buildings, it is likely to improve the aesthetics, noise levels, and air quality of its immediate surroundings. In addition, the project would provide a

desirable use—improved educational facilities—in a neighborhood that traditionally lacks access to quality schools.

- 2. The proposed non-industrial use, individually or in combination with adjacent uses, will not adversely impact the viability of surrounding areas for the maintenance or expansion of industrial activities.*

No aspect of the proposed school's operations would adversely affect the viability of surrounding industrial activities. Traffic generated by the proposed project would not adversely affect the level of service for Beach Street (see "Neighborhood Impact/Land Use Compatibility" section below). While staff recognizes the need to preserve viable industrial land where it exists, staff also recognizes a need to provide vital public services, such as quality schools, in neighborhoods from which they are sorely lacking. Because the project proposes to convert industrial land for such a use, staff does not believe that the project would set a precedent for future conversion of nearby industrial land to residential or commercial uses.

- 3. Compatibility of the proposed non-industrial use with current and future industrial activities is ensured through specific site plan review and approval.*

While the proposed high school would be immediately adjacent to industrial uses to the north and a railroad right-of-way to the west, studies submitted by the applicant and reviewed by the Los Angeles County departments of Fire, Public Works, and Public Health indicate that, with conditions, persons at the school and its surrounding properties would not be adversely affected by any air quality, noise, hazard, or hazardous material issues. This is discussed in greater detail in the "Neighborhood Impact/Land Use Compatibility" section below.

Due to the aforementioned factors, the proposed project would be compatible with the General Plan land use designation of the site.

Zoning Ordinance and Development Standards Compliance

The property on which the proposed facility is to be located is zoned M-1. The establishment of a school in this zone requires a CUP per Section 22.32.070 of the County Code.

Section 22.52.1200 of the County Code determines parking requirements for schools. Any school which has students of the sixth grade or higher is required to provide one parking space for each five persons, based on the occupancy load of the largest auditorium or other structure used for public assembly. As determined by the Building & Safety Division of the Department of Public Works, the certified occupancy load of the proposed multipurpose room is 401 persons. Therefore, the project site would normally be required to provide a minimum of 80 on-site parking spaces. However, the site is also located within the Blue Line Transit Oriented District ("TOD"), as it is located less than one-quarter mile north of the Blue Line's Firestone Station. TODs provide a

different set of project design standards in the vicinity of mass transit stations to encourage transit ridership. Because the project is within the Blue Line TOD, its parking requirements are reduced by 40 percent per Section 22.44.440 of the County Code. Therefore, the project requires 48 on-site parking spaces, which is the exact number proposed by the applicant. Because the proposed project is not residential, commercial, or mixed-use in nature and is not located within a residential or commercial zone, no other TOD development standards would apply.

The basic development standards for the M-1 Zone pertain to outdoor storage, automobile storage, and signage, none of which is currently proposed by the project. There are also no specific height, setback, or lot coverage requirements for the M-1 Zone.

Florence-Firestone CSD Compliance

The Florence-Firestone CSD has community-wide development standards requiring the removal of graffiti within 72 hours of occurrence and the watering and maintenance of landscaping in a neat and orderly fashion, free of trash, weeds, and debris. Conditions of approval requiring landscaping maintenance and the removal of graffiti within 24 hours of occurrence are recommended for the proposed project. Such conditions would ensure that these standards are sufficiently met.

The CSD also has specific development standards for the M-1 Zone. All new buildings within this zone that face a residential zone or sensitive use are required to maintain a 10-foot landscaped setback from the applicable property line. The project site faces a residential zone immediately across Beach Street to the east. The minimum setback for structures on the project site would be 10 feet from the property line, all of which would be landscaped. This would occur adjacent to the multipurpose room. The majority of the remainder of the project site would have a setback of 26 feet or more.

A minimum of 25 percent of building facades above the first story are also required to utilize different materials or designs from the rest of the façade. This is required in order to avoid long unbroken facades, which are unattractive. The elevations and architectural simulations submitted by the applicant indicate that this would be accomplished, as the design would utilize windows, recessed doorways, roof overhangs, and contrasting colors along the majority of its street frontage.

CSD standards mandate that no more than 70 percent of a property's net area be developed with new structures. A minimum of 10 percent of the net area must also be developed with landscaping. The applicant proposes to construct buildings with a total footprint of 36,079 square feet, which is approximately 28 percent of the net area. A total of 42,763 square feet of landscaping is also proposed, which is approximately 33 percent of the net area. Therefore, both of these standards would be met. Further, the CSD mandates a maximum structural height of 45 feet above grade, with the exception of chimneys and rooftop antennas. The structures proposed for the site would reach a maximum height of 35 feet, 4 inches above grade, which is well below the maximum.

Neighborhood Impact/Land Use Compatibility

The construction and operation of a 650-student high school at the project site is unlikely to adversely affect the health, peace, comfort or welfare of surrounding residents, be detrimental to surrounding properties, or create a hazard to public health, safety, or general welfare.

a. *Aesthetics*

The construction of the project would result in a general improvement in the aesthetics of the neighborhood, as the proposed building heights—between 24 and 35 feet above grade—would be less than those of the existing industrial buildings on the site, which have heights over 45 feet above grade. In addition, the school buildings would provide landscaped setbacks at least 10 feet in width fronting the Beach Street right-of-way. The current industrial buildings have no setbacks or landscaping. The facades of the school buildings would also include a greater variety of windows, recessed doors, roof overhangs, and colors, in contrast to the monochromatic, unbroken facades of the existing warehouses. These changes would be especially beneficial to residents living across the street from the existing industrial sites. Lighting on the site would be minimal and shielded away from existing residences, and no outdoor sports activities would occur on the site during the day or at night. Both of these are included as proposed conditions of approval for the project.

b. *Noise*

An acoustical analysis was conducted for the applicant by Bricken Associates, dated December 15, 2012, to assess and present the results of a noise impact and design study of the proposed project. Ambient noise levels were measured at the east and west sides of the school site to ensure consideration of existing noise emanating from Beach Street traffic and from the adjacent Metro Blue Line and Union Pacific rail lines. The study concluded that traffic noise would be minimal, as the street is relatively lightly traveled, and any noise generated by trains would be occasional in nature and, when considered with the project's proposed sound-reducing building materials, in compliance with the Los Angeles County Noise Ordinance and state public school design standards. While school operations would expose nearby residences to various ambient noise sources, such as car doors shutting and students shouting, the study concluded that these would be substantially similar to existing ambient noise levels and would not violate the standards of the County Noise Ordinance. To further reduce noise levels originating from the school, conditions are proposed that would require the permittee to implement staggered student lunch periods and to limit power levels and install hush covers on exterior HVAC equipment. No sports or organized gatherings would be conducted on the outdoor portions of the project site; any such activities, either during or after school hours, would occur at other off-site locations with existing sports or recreational facilities. This is also included as a recommended condition of approval.

c. *Hazards*

The proposed project would be located on a former industrial site, and it also would be situated immediately to the south of existing industrial uses and a railroad right-of-way. An air quality health risk assessment was prepared by The Planning Center, dated December 10, 2012, to analyze health risks for students, staff and visitors attending the school from 10 stationary industrial facilities within one-quarter mile that have potential to generate hazardous and acutely hazardous air emissions, and from non-stationary locomotives traveling the adjacent rail line. The analysis evaluated emissions from 10 stationary facilities and emissions from traveling locomotives. According to the risk assessment, the cumulative health risk of cancer and non-cancer associated with exposure to toxic air contaminants for both students and staff attending the school would be insignificant. Further, the replacement of the existing industrial facilities with a school would likely reduce the level of hazardous emissions in the immediate area.

A Preliminary Environmental Assessment Report was prepared by The Planning Center-DC&E in February 2013 pursuant to the California Education Code, which requires that all new school sites obtain a "No Further Action" determination from the California Department of Toxic Substances Control ("DTSC") prior to proceeding with construction of a school. The human health risk screening indicated that chemical concentrations do not pose a significant risk to human health or the environment under an unrestricted, residential land use scenario, which is the most conservative screening approach. Based on the assessment objectives, the report determined that no further assessment is needed on the site.

The project site is adjacent to a railroad right-of-way for the Union Pacific Railroad and the Metro Blue Line light rail. These lines were the subject of a Rail Safety Study ("RSS") prepared for the applicant by The Planning Center/DC&E, dated April 2012. The RSS was prepared because the school is within 1,500 feet of a railroad easement. The school property boundary is 48.5 feet and 81.5 feet from the nearest Metro track and nearest Union Pacific track, respectively. The RSS concludes that the potential for release of hazardous materials from a freight train derailment impacting students or staff is low because of only three freight trains per day, which travel at speeds of less than 30 miles per hour, utilize the line, and such a release is likely to occur only once every 25,600 years. The RSS also concluded that the risk of a derailment causing damage to the site is very low and would be likely to occur only once every 66,700 years. The likelihood of students trespassing on the railroad right-of-way to get to and from school is described as very unlikely, as all properties on the other side of the rail lines are developed and fenced and would offer no easy access to a street or other means of a shortcut. Any student attempting this would also have to scale two fences at the perimeter of the school property, which would be six feet and eight feet in height, respectively.

d. *Site Suitability*

The project would comply with all applicable development standards of the M-1 Zone, the Florence-Firestone CSD, and the Blue Line TOD. The Los Angeles County departments of Fire, Public Health, and Public Works have all reviewed the project and concluded that the site, with all proposed improvements, would be adequate to accommodate all necessary health and safety amenities. The proposed high school would also be compatible to the land uses surrounding the project site. An educational facility would complement the existing school to the south and single-family residences and duplexes to the east. Further, several dense residential neighborhoods are located within a one-mile radius of the project site, which would make the school convenient to local communities that currently have a shortage of quality educational facilities. While a railroad right-of-way is located immediately to the west and other industrial uses are immediately to the north, they would be unlikely to present a health or safety hazard to students and faculty on the site (see "Noise" and "Hazards" sections above). Finally, although the neighborhood was properly notified of the project proposal through mailings, newspaper and web page publishing, and on-site postings, no public opposition to the project has been received by Regional Planning.

e. *Traffic*

The project site would be served by Beach Street, a two-lane collector street. A traffic impact analysis ("TIA") was prepared for the applicant by Linscott, Law, & Greenspan Engineers, dated February 11, 2013, to evaluate potential impacts to the local street system. Twelve study intersections were identified by DPW—Traffic & Lighting Division and analyzed to determine changes in operations following construction and occupancy of the proposed Beach II school. Application of the impact threshold criteria from both the County (ten intersections) and City of Los Angeles (two intersections) were considered. The TIA finds that cumulative impacts may occur at two intersections—Alameda Street/Nadeau Street during morning peak hours and Alameda Street/Firestone Boulevard during morning and evening peak hours—from combined traffic effects due to the Beach II project and planned related projects. However, since the morning peak hour at the Alameda/Nadeau and Alameda/Firestone intersections occurs between 7:00 and 8:00 a.m., and the proposed start times for the high school and middle school are 8:30 a.m. and 9:00 a.m. respectively, the project is not expected to contribute to the cumulative traffic impacts at these intersections. Similarly, since the evening peak at the Alameda/Firestone intersection occurs between 5:00 and 6:00 p.m., and the proposed dismissal times for the high school and middle school are 3:35 p.m. and 4:05 p.m. respectively, the project is not expected to contribute to the cumulative traffic impacts at this intersection. These specific staggered start times and dismissal times are included as draft conditions of approval for the project. The existing high school does not permit its students to drive to and from school, and the proposed school would have a similar policy, which will also be added as a condition of approval for the project.

A particular focus of the TIA is the proposed student drop-off and pick-up operations along the eastside frontage of Beach Street and the analysis of safe pedestrian crossings and pathways on the project site and in the immediate vicinity. The proposed on-site drop-off and pick-up area has been positioned and designed to mitigate potential queuing impacts along Beach Street. The TIA concludes that the required system of staggered start and dismissal times for both schools is such that the proposed vehicle queue and parking locations provide sufficient on-site space to mitigate queuing impacts along Beach Street.

It is anticipated that there will continue to be high levels of pedestrian activity related to the project, as according to enrollment records more than 90 percent of the current Beach I students live within one mile of the site. The TIA concludes that pedestrian movements can be accommodated as part of the proposed project. A Traffic Management Plan has been included as a condition of approval. This plan shall address the positioning of staff and parent volunteers in strategic on-site and off-site locations to direct the student drop-off and pick-up operations. The plan shall also address the provision of informational materials to students, parents, caregivers, and staff at the start of each school term indicating suggested pedestrian routes to and from the school. The information shall include mandatory pedestrian pathways in regards to avoiding crossing the vehicle queuing and parking areas. The applicant would also be required by DPW to dedicate a portion of the property to the Beach Street right-of-way, make street and sidewalk improvements, and make improvements to the crosswalk located at Beach Street and East 82nd Street.

DPW, Traffic and Lighting Division has reviewed the proposed project and concluded that, with the suggested conditions of approval, it will not have significant impacts to local or regional traffic, transit, or pedestrian safety. Therefore, the proposed project would be adequately served by existing roads and transportation facilities.

Burden of Proof

The applicant is required to substantiate all facts identified by Section 22.56.040 of the County Code. The Burden of Proof with applicant's responses is attached. Staff is of the opinion that the applicant has met the burden of proof.

LEGAL NOTIFICATION AND PUBLIC OUTREACH

Pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the County Code, the community was appropriately notified of the public hearing by mail, newspaper, property posting, library posting and DRP website posting.

PUBLIC COMMENTS

Staff received a letter of support for the project, dated May 15, 2013, from Florence Firestone Community Leaders ("FFCL"), a local community group. The letter stated that the applicant had met with their group, and they look forward to the enhancement of

education opportunities in the area. Staff has not received any other public comments regarding this project.

FEES/DEPOSITS

If approved, fees identified in the attached project conditions will apply unless modified by the Commission.

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:

Staff recommends **APPROVAL** of Project Number R2012-02837, Conditional Use Permit Number 201200161, subject to the attached conditions.

SUGGESTED APPROVAL MOTIONS

I move that the Regional Planning Commission close the public hearing and **ADOPT** the Mitigated Negative Declaration and Mitigation Monitoring Program associated with Environmental Assessment No. 201300039.

I move that the Regional Planning Commission **APPROVE** Conditional Use Permit No. 201300015, subject to the attached Findings and Conditions of Approval.

Prepared by Tyler Montgomery, Senior Regional Planning Assistant
Reviewed by Mi Kim, Supervising Regional Planner, Zoning Permits West

Attachments:

Draft Findings, Draft Conditions of Approval
Public Works clearance letter (05/15/13)
Applicant's Burden of Proof statement
Initial Study, Mitigation Monitoring Program
Public Health clearance letter (02/26/13)
Parks and Recreation clearance letter (02/28/13)
Fire clearance letter (03/19/13)
Support letter from FFCL (05/15/13)
GIS Map
Site Photographs
Site Plans, Architectural Renderings

MK:TM
05/16/13

**DRAFT FINDINGS AND ORDER OF THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
PROJECT NO. R2013-00160-(2)
CONDITIONAL USE PERMIT NO. 201300015
ENVIRONMENTAL ASSESSMENT NO. 201300039**

1. **ENTITLEMENT REQUESTED.** Pursuant to County Code Part 1 of Chapter 22.56, the applicant, Green Dot Public Schools, requests a Conditional Use Permit ("CUP") for the construction and operation of a public charter high school in the M-1 (Light Manufacturing) Zone.
2. **HEARING DATE.** May 29, 2013
3. **PROCEEDINGS BEFORE THE COMMISSION.**
4. **PROJECT DESCRIPTION.** The applicant requests a CUP to construct and operate a public charter high school for 650 students and 39 faculty members ("Beach II"). The site is currently occupied by warehouses utilized for furniture storage and assembly. It is located directly north of the existing Animo Pat Brown Public Charter High School at 8255 Beach Street ("Beach I") for 582 students. This school is also operated by the applicant. The existing Beach I high school would become a public charter middle school for grades six through eight upon the opening of the Beach II high school. The Beach II high school project entails the demolition and removal of all existing industrial structures on the site, which includes four buildings, fencing, paving, and landscaping. An existing wireless telecommunications facility that exists on the project site would be removed and relocated off-site.

The proposed high school would coordinate staggered start and dismissal times with Beach I to the south in order to reduce traffic impacts. There would be no outdoor sports or gatherings at the site, as all such activities would occur at off-site locations with existing recreational facilities. Students would also not be permitted to drive personal vehicles either to or from school.

5. **LOCATION.** The project would be located at 8145-8205 Beach Street (APNs 6027-015-003; 6027-015-004), in the Roosevelt Park Zoned District and within the Florence-Firestone Community Standards District ("CSD") and the Blue Line Transit Oriented District ("TOD") of unincorporated Los Angeles County.
6. **SITE PLAN DESCRIPTION.** The site plan depicts three buildings, totaling 56,211 square feet of floor area, on the 3.02-acre site. Two classroom buildings, containing 34 classrooms, and one multi-purpose room would be constructed. The modular two-story classroom buildings would have a maximum height of 23 feet, 11 inches above grade, and the one-story multi-purpose room would have a maximum height of 35 feet, 4 inches above grade. A 48-space paved parking lot would be located on the northern portion of the project site. The site would be accessed from Beach Street, immediately to the east. A drop-off/pick-up area on

the subject property is depicted parallel to Beach Street, consisting of one queuing lane for drop-off and pick-up during designated hours in the morning and afternoon and would be used for parking the remainder of the time. The proposed buildings would be arranged around the site's northern and eastern perimeter facing a paved outdoor courtyard. A 34,500-square-foot grass outdoor activity area would also be located on the southwestern portion of the site. There would be a total of 42,763 square feet of landscaping spread throughout the project site. A total of 5,703 cubic yards of cut and 4,689 cubic yards of fill is proposed during grading activities, resulting in a net export of 1,014 cubic yards of earth from the project site. The project site is adjacent to a 75-foot-wide railroad right-of-way that is shared by the Union Pacific Railroad and the Metro Blue Line light rail, which is located immediately to the west

7. **EXISTING ZONING.** The subject property is zoned M-1 (Light Manufacturing). Properties to the north and south are also zoned M-1, while properties to the west are zoned M-2 (Heavy Manufacturing) and R-3 (Limited Multiple Residence), and properties to the east are zoned R-2 (Two Family Residence).
8. **EXISTING LAND USES.** The subject property is developed with industrial buildings utilized for furniture assembly and storage. Other industrial and warehouse uses are located to the north. Properties to the south are developed with an existing public charter high school and single-family residences, while properties to the west are developed with single-family residences and duplexes. Properties to the east are developed with a railroad right-of-way, single-family residences, and apartments.
9. **PREVIOUS CASES/ZONING HISTORY.** The eastern portion of the project site was originally zoned M-1, while the western portion of the project site was zoned M-2 (Heavy Manufacturing) upon the original establishment of the Roosevelt Park Zoned District by the Board of Supervisors on October 29, 1940 (Ordinance No. 3711). The project site was zoned M-1 in its entirety upon the adoption of Zone Change No. 02-285 and Ordinance 2004-0033Z by the Board of Supervisors on June 22, 2004, which implemented several zone changes throughout the Florence-Firestone area.

Project No. R2007-02480 / Conditional Use Permit No. 200700168 approved the construction and operation of the existing public charter high school for 570 students immediately to the south of the project site (Beach I). The project was approved by the Regional Planning Commission on March 11, 2008.
10. **COUNTY DEPARTMENT COMMENTS AND RECOMMENDATIONS.** The Los Angeles County departments of Public Works, Fire, Public Health, and Parks and Recreation were consulted regarding the proposed project. All of the departments issued letters clearing the project for public hearing.

GENERAL PLAN / COMMUNITY PLAN CONSISTENCY.

11. The project site is located within the "Major Industrial" land use designation of the Countywide General Plan. The Major Industrial designation is intended for large-scale and small-scale manufacturing and industrial uses. However, the Land Use Element of the General Plan states that, "the establishment of non-industrial uses within Major Industrial areas, not covered by a more detailed areawide or community plan, may be permitted subject to findings of compliance with the following conditions."
12. The area in question is not suitable for present or future industrial use due to conflicts with existing or emerging land use patterns, lack of sufficient and adequate access, or the presence of site specific physical characteristics posing severe constraints for industrial development; or the proposed use demonstrates a desirable, compatible, and well-integrated pattern of employment and housing opportunities, and thereby furthers General Plan objectives pertaining to reduced energy consumption and improved air quality.

The block on which the project site is situated is undergoing a transition away from a solely industrial character, as evidenced by construction of Beach I in 2009. This area, while designated as Major Industrial, is immediately adjacent to single-family residences, duplexes, and a school. Not only would the proposed high school be more compatible with these adjacent land uses than the existing industrial buildings, it is likely to improve the aesthetics, noise levels, and air quality of its immediate surroundings. In addition, the project would provide a desirable use—improved educational facilities—in a neighborhood that traditionally lacks access to quality schools.

13. The proposed non-industrial use, individually or in combination with adjacent uses, will not adversely impact the viability of surrounding areas for the maintenance or expansion of industrial activities.

No aspect of the proposed school's operations would adversely affect the viability of surrounding industrial activities. Traffic generated by the proposed project would not adversely affect the level of service for Beach Street. While there is a need to preserve viable industrial land where it exists, there is also a need to provide vital public services, such as quality schools, in neighborhoods from which they are sorely lacking. Because the project proposes to convert industrial land for such a use, the project would not set a precedent for future conversion of nearby industrial land to residential or commercial uses.

14. Compatibility of the proposed non-industrial use with current and future industrial activities is ensured through specific site plan review and approval.

While the proposed high school would be immediately adjacent to industrial uses to the north and a railroad right-of-way to the west, studies submitted by the applicant and reviewed by the Los Angeles County departments of Fire, Public Works, and Public Health indicate that, with conditions, persons at the school and

its surrounding properties would not be adversely affect by any air quality, noise, hazard, or hazardous material issues.

ZONING ORDINANCE AND DEVELOPMENT STANDARDS COMPLIANCE.

15. The property on which the proposed facility is to be located is zoned M-1. The establishment of a school in this zone requires a CUP per Section 22.32.070 of the County Code.
16. Section 22.52.1200 of the County Code determines parking requirements for schools. Any school which has students of the sixth grade or higher is required to provide one parking space for each five persons, based on the occupancy load of the largest auditorium or other structure used for public assembly. As determined by the Building & Safety Division of the Department of Public Works, the certified occupancy load of the proposed multipurpose room is 401 persons. Therefore, the project site would normally be required to provide a minimum of 80 on-site parking spaces. However, because the project is within the Blue Line TOD, its parking requirements are reduced by 40 percent per Section 22.44.440 of the County Code. Therefore, the project requires 48 on-site parking spaces, which is the exact number proposed by the applicant. Because the proposed project is not residential, commercial, or mixed-use in nature and is not located within a residential or commercial zone, no other TOD development standards would apply.
17. The basic development standards for the M-1 Zone pertain to outdoor storage, automobile storage, and signage, none of which is currently proposed by the project. There are also no specific height, setback, or lot coverage requirements for the M-1 Zone.

FLORENCE-FIRESTONE CSD COMPLIANCE.

18. The Florence-Firestone CSD has community-wide development standards requiring the removal of graffiti within 72 hours of occurrence and the watering and maintenance of landscaping in a neat and orderly fashion, free of trash, weeds, and debris. Conditions of approval requiring landscaping maintenance and the removal of graffiti within 24 hours of occurrence are recommended for the proposed project. Such conditions would ensure that these standards are sufficiently met.

The CSD also has specific development standards for the M-1 Zone. All new buildings within this zone that face a residential zone or sensitive use are required to maintain a 10-foot landscaped setback from the applicable property line. The project site faces a residential zone immediately across Beach Street to the east. The minimum setback for structures on the project site would be 10 feet from the property line, all of which would be landscaped. This would occur adjacent to the multipurpose room. The majority of the remainder of the project site would have a setback of 26 feet or more.

A minimum of 25 percent of building facades above the first story are also required to utilize different materials or designs from the rest of the façade. This is required

in order to avoid long unbroken facades, which are unattractive. The elevations and architectural simulations submitted by the applicant indicate that this would be accomplished, as the design would utilize windows, recessed doorways, roof overhangs, and contrasting colors along the majority of its street frontage.

CSD standards mandate that no more than 70 percent of a property's net area be developed with new structures. A minimum of 10 percent of the net area must also be developed with landscaping. The applicant proposes to construct buildings with a total footprint of 36,079 square feet, which is approximately 28 percent of the net area. A total of 42,763 square feet of landscaping is also proposed, which is approximately 33 percent of the net area. Therefore, both of these standards would be met. Further, the CSD mandates a maximum structural height of 45 feet above grade, with the exception of chimneys and rooftop antennas. The structures proposed for the site would reach a maximum height of 35 feet, 4 inches above grade, which is well below the maximum

NEIGHBORHOOD IMPACT/LAND USE COMPATIBILITY.

19. The construction and operation of a 650-student high school at the project site is unlikely to adversely affect the health, peace, comfort or welfare of surrounding residents, be detrimental to surrounding properties, or create a hazard to public health, safety, or general welfare. The construction of the project would result in a general improvement in the aesthetics of the neighborhood, as the proposed building heights—between 24 and 35 feet above grade—would be less than those of the existing industrial buildings on the site, which have heights over 45 feet above grade. In addition, the school buildings would provide landscaped setbacks at least 10 feet in width fronting the Beach Street right-of-way. The current industrial buildings have no setbacks or landscaping. The facades of the school buildings would also include a greater variety of windows, recessed doors, roof overhangs, and colors, in contrast to the monochromatic, unbroken facades of the existing warehouses. These changes would be especially beneficial to residents living across the street from the existing industrial sites. Lighting on the site would be minimal and shielded away from existing residences, and no outdoor sports activities would occur on the site during the day or at night

20. An acoustical analysis was conducted for the applicant by Bricken Associates, dated December 15, 2012, to assess and present the results of a noise impact and design study of the proposed project. Ambient noise levels were measured at the east and west sides of the school site to ensure consideration of existing noise emanating from Beach Street traffic and from the adjacent Metro Blue Line and Union Pacific rail lines. The study concluded that traffic noise would be minimal, as the street is relatively lightly traveled, and any noise generated by trains would be occasional in nature and, when considered with the project's proposed sound-reducing building materials, in compliance with the Los Angeles County Noise Ordinance and state public school design standards. While school operations would expose nearby residences to various ambient noise sources, such as car doors shutting and students shouting, the study concluded that these would be substantially similar to existing ambient noise levels and would not violate the

standards of the County Noise Ordinance. To further reduce noise levels originating from the school, conditions of approval would require the permittee to implement staggered student lunch periods and to limit power levels and install hush covers on exterior HVAC equipment. No sports or organized gatherings would be conducted on the outdoor portions of the project site; any such activities, either during or after school hours, would occur at other off-site locations with existing sports or recreational facilities.

21. The proposed project would be located on a former industrial site, and it also would be situated immediately to the south of existing industrial uses and a railroad right-of-way. An air quality health risk assessment was prepared by The Planning Center, dated December 10, 2012, to analyze health risks for students, staff and visitors attending the school from 10 stationary industrial facilities within one-quarter mile that have potential to generate hazardous and acutely hazardous air emissions, and from non-stationary locomotives traveling the adjacent rail line. The analysis evaluated emissions from 10 stationary facilities and emissions from traveling locomotives. According to the risk assessment, the cumulative health risk of cancer and non-cancer associated with exposure to toxic air contaminants for both students and staff attending the school would be insignificant. Further, the replacement of the existing industrial facilities with a school would likely reduce the level of hazardous emissions in the immediate area.
22. A Preliminary Environmental Assessment Report was prepared by The Planning Center-DC&E in February 2013 pursuant to the California Education Code, which requires that all new school sites obtain a "No Further Action" determination from the Department of Toxic Substances Control ("DTSC") prior to proceeding with construction of a school. The human health risk screening indicated that chemical concentrations do not pose a significant risk to human health or the environment under an unrestricted, residential land use scenario, which is the most conservative screening approach. Based on the assessment objectives, the report determined that no further assessment is needed on the site.

The project site is adjacent to a railroad right-of-way for the Union Pacific Railroad and the Metro Blue Line light rail. These lines were the subject of a Rail Safety Study ("RSS") prepared for the applicant by The Planning Center/DC&E, dated April 2012. The RSS was prepared because the school is within 1,500 feet of a railroad easement. The school property boundary is 48.5 feet and 81.5 feet from the nearest Metro track and nearest Union Pacific track, respectively. The RSS concludes that the potential for release of hazardous materials from a freight train derailment impacting students or staff is low because of only three freight trains per day, which travel at speeds of less than 30 miles per hour, utilize the line, and such a release is likely to occur only once every 25,600 years. The RSS also concluded that the risk of a derailment causing damage to the site is very low and would be likely to occur only once every 66,700 years. The likelihood of students trespassing on the railroad right-of-way to get to and from school is described as very unlikely, as all properties on the other side of the rail lines are developed and fenced and would offer no easy access to a street or other means of a shortcut.

Any student attempting this would also have to scale two fences at the perimeter of the school property, which would be six feet and eight feet in height, respectively.

23. The project would comply with all applicable development standards of the M-1 Zone, the Florence-Firestone CSD, and the Blue Line TOD. The Los Angeles County departments of Fire, Public Health, and Public Works have all reviewed the project and concluded that the site, with all proposed improvements, would be adequate to accommodate all necessary health and safety amenities. The proposed high school would also be compatible to the land uses surrounding the project site. An educational facility would complement the existing school to the south and single-family residences and duplexes to the east. Further, several dense residential neighborhoods are located within a one-mile radius of the project site, which would make the school convenient to local communities that currently have a shortage of quality educational facilities. While a railroad right-of-way is located immediately to the west and other industrial uses are immediately to the north, they would be unlikely to present a health or safety hazard to students and faculty on the site. Finally, although the neighborhood was properly notified of the project proposal through mailings, newspaper and web page publishing, and on-site postings, no public opposition to the project has been received by Regional Planning.

24. The project site would be served by Beach Street, a two-lane collector street. A traffic impact analysis ("TIA") was prepared for the applicant by Linscott, Law, & Greenspan Engineers, dated February 11, 2013, to evaluate potential impacts to the local street system. Twelve study intersections were identified by DPW—Traffic & Lighting Division and analyzed to determine changes in operations following construction and occupancy of the proposed Beach II school. Application of the impact threshold criteria from both the County (ten intersections) and City of Los Angeles (two intersections) were considered. The TIA finds that cumulative impacts may occur at two intersections—Alameda Street/Nadeau Street during morning peak hours and Alameda Street/Firestone Boulevard during morning and evening peak hours—from combined traffic effects due to the Beach II project and planned related projects. However, since the morning peak hour at the Alameda/Nadeau and Alameda/Firestone intersections occurs between 7:00 and 8:00 a.m., and the proposed start times for the high school and middle school are 8:30 a.m. and 9:00 a.m. respectively, the project is not expected to contribute to the cumulative traffic impacts at these intersections. Similarly, since the evening peak at the Alameda/Firestone intersection occurs between 5:00 and 6:00 p.m., and the proposed dismissal times for the high school and middle school are 3:35 p.m. and 4:05 p.m. respectively, the project is not expected to contribute to the cumulative traffic impacts at this intersection. These specific staggered start times and dismissal times are included as draft conditions of approval for the project. The existing high school does not permit its students to drive to and from school, and the proposed school would have a similar policy.

A particular focus of the TIA is the proposed student drop-off and pick-up operations along the eastside frontage of Beach Street and the analysis of safe

pedestrian crossings and pathways on the project site and in the immediate vicinity. The proposed on-site drop-off and pick-up area has been positioned and designed to mitigate potential queuing impacts along Beach Street. The TIA concludes that the required system of staggered start and dismissal times for both schools is such that the proposed vehicle queue and parking locations provide sufficient on-site space to mitigate queuing impacts along Beach Street.

25. It is anticipated that there will continue to be high levels of pedestrian activity related to the project, as according to enrollment records more than 90 percent of the current Beach I students live within one mile of the site. The TIA concludes that pedestrian movements can be accommodated as part of the proposed project. A Traffic Management Plan has been included as a condition of approval. This plan shall address the positioning of staff and parent volunteers in strategic on-site and off-site locations to direct the student drop-off and pick-up operations. The plan shall also address the provision of informational materials to students, parents, caregivers, and staff at the start of each school term indicating suggested pedestrian routes to and from the school. The information shall include mandatory pedestrian pathways in regards to avoiding crossing the vehicle queuing and parking areas. The applicant would also be required by DPW to dedicate a portion of the property to the Beach Street right-of-way, make street and sidewalk improvements, and make improvements to the crosswalk located at Beach Street and East 82nd Street.
26. DPW, Traffic and Lighting Division has reviewed the proposed project and concluded that, with the suggested conditions of approval, it will not have significant impacts to local or regional traffic, transit, or pedestrian safety. Therefore, the proposed project would be adequately served by existing roads and transportation facilities.
27. **LEGAL NOTIFICATION AND PUBLIC OUTREACH.** Pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the County Code, the community was appropriately notified of the public hearing by mail, newspaper and site posting.
28. **PUBLIC COMMENTS.** A letter of support for the project, dated May 15, 2013, was received from Florence Firestone Community Leaders ("FFCL"), a local community group. The letter stated that the applicant had met with their group, and they look forward to the enhancement of education opportunities in the area. No other public comments were received regarding the project.

CONDITIONAL USE PERMIT SPECIFIC FINDINGS

29. The project site is located within the "Major Industrial" land use designation of the Countywide General Plan. The Major Industrial designation is intended for large-scale and small-scale manufacturing and industrial uses. However, the Land Use Element of the General Plan states that, "the establishment of non-industrial uses within Major Industrial areas, not covered by a more detailed areawide or

community plan, may be permitted subject to findings of compliance with (several) conditions.” The area in question is not suitable for present or future industrial use due to conflicts with existing and emerging land use patterns, and the proposed use demonstrates a desirable, compatible, and well-integrated pattern of employment and housing opportunities. Therefore, the proposed project would be consistent with the provisions of the General Plan.

30. While the proposed high school would be immediately adjacent to industrial uses to the north and a railroad right-of-way to the west, studies submitted by the applicant and reviewed by the Los Angeles County departments of Fire, Public Works, and Public Health indicate that, with conditions, persons at the school and its surrounding properties would not be adversely affect by any aesthetic, air quality, noise, hazard, site suitability, or traffic issues. Therefore, the requested uses at the location proposed would not adversely affect persons or properties in the surrounding area.
31. The facility would comply with all applicable development standards for the M-1 Zone, the Florence-Firestone CSD, and the Blue Line TOD. The Los Angeles County departments of Fire, Public Health, and Public Works have all reviewed the project and concluded that the site, with all proposed improvements, would be adequate to accommodate all necessary health and safety amenities. The proposed high school would also be compatible to the land uses surrounding the project site. Therefore, the proposed site is adequate in size and shape to integrate said uses with the uses in the surrounding area.
32. The proposed use would be adequately served by Beach Street, a two-lane collector street, as well as surrounding roads and transportation facilities. The Department of Public Works, Traffic and Lighting Division has reviewed the proposed project and concluded that, with the suggested conditions of approval, it will not have significant impacts to local or regional traffic, transit, or pedestrian safety. Therefore, the roads are sufficient to carry the kind and quantify of traffic generated by the maintenance visits.
33. **ENVIRONMENTAL DETERMINATION.** A Mitigated Negative Declaration is the appropriate environmental documentation under California Environmental Quality Act (CEQA) reporting requirements. The attached Initial Study has determined that the project, as proposed, would not have a significant effect upon the environment if appropriate mitigation measures are implemented. A Mitigation Monitoring Program (“MMP”) has been prepared by Regional Planning staff and accepted by the applicant. The MMP recommends mitigation measures regarding geology and soils, noise, and transportation and traffic. Implementation of these measures would reduce the project’s environmental impact to a less-than-significant level.
34. The language of the mitigation measures, as modified from that which was circulated to the public, results in mitigation measures that are equivalent or more effective in mitigating or avoiding potential significant effects on the environment.

35. **TERM LIMIT.** To assure continued compatibility between the use of the sites allowed by this grant and surrounding land uses, the Commission determines that it is necessary to limit the term of the grant to 30 years.
36. **RECORD OF PROCEEDINGS.** The location of the documents and other materials constituting the record of proceedings upon which the Hearing Officer's decision is based in this matter is at the Los Angeles County Department of Regional Planning, 13th Floor, Hall of Records, 320 West Temple Street, Los Angeles, CA 90012. The custodian of such documents and materials shall be the Section Head of the Zoning Permits West Section, Los Angeles County Department of Regional Planning.

BASED ON THE FOREGOING, THE COMMISSION CONCLUDES:

- A. That the proposed uses will be consistent with the adopted general plan for the area; and
- B. That the requested uses at the locations proposed will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding areas, will not be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the sites, and will not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare; and
- C. That the proposed sites are adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this Title 22, of as is otherwise required in order to integrate said uses with the uses in the surrounding area; and
- D. That the proposed sites are adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such uses would generate, and by other public or private service facilities as are required.

THEREFORE, the information submitted by the applicant and presented at the public hearing substantiates the required findings for a Conditional Use Permit as set forth in Section 22.56.090 of the Los Angeles County Code (Zoning Ordinance).

REGIONAL PLANNING COMMISSION ACTION:

1. The Regional Planning Commission has considered the Mitigated Negative Declaration and Mitigation Monitoring Program associated with Environmental Assessment No. 201300039, together with any comments received during the public review process, finds on the basis of the whole record before the Commission that there is no substantial evidence the project, as mitigated, will have a significant effect of the environment, finds that the Mitigated Negative Declaration reflects the independent judgment and analysis of the Commission,

and adopts the Mitigated Negative Declaration and associated Mitigation Monitoring Program for the project.

2. In view of the findings of fact and conclusions presented above, Conditional Use Permit No. 201300015 is **APPROVED**, subject to the attached conditions.

Action Date:

MK:TM
05/16/13

c: Hearing Officer, Zoning Enforcement, Building and Safety

**DRAFT CONDITIONS OF APPROVAL
COUNTY OF LOS ANGELES
PROJECT NO. R2013-000160-(2)
CONDITIONAL USE PERMIT NO. 201300015
ENVIRONMENTAL ASSESSMENT NO. 201300039**

PROJECT DESCRIPTION

The project consists of a Conditional Use Permit ("CUP") for the construction and operation of a high school in the M-1 (Light Manufacturing) Zone located at 8145-8205 Beach Street, Florence-Firestone, subject to the following conditions of approval:

GENERAL CONDITIONS

1. Unless otherwise apparent from the context, the term "permittee" shall include the applicant, owner of the property, 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 has filed at the office of the Los Angeles County ("County") Department of Regional Planning ("Regional Planning") their affidavit stating that they are aware of and agree to accept all of the conditions of this grant, and until all required monies have been paid pursuant to Condition Nos. 10, 11, and 14. Notwithstanding the foregoing, this Condition No. 2 and Condition Nos. 4, 5, and 9 shall be effective immediately upon the date of final approval of this grant by the County.
3. Unless otherwise apparent from the context, the term "date of final approval" shall mean the date the County's action becomes effective pursuant to Section 22.60.260 of the County Code.
4. 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 or any other applicable limitations period. The County shall promptly notify the permittee of any claim, action, or proceeding and the County shall fully cooperate 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.
5. 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 make an initial deposit with Regional Planning in the amount of up to \$5,000.00, from which actual costs and expenses shall be billed and deducted for the purpose of defraying the costs or expenses involved in Regional Planning's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance provided to permittee or permittee's counsel.

If during the litigation process, actual costs or expenses 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 \$5,000.00. There is no limit to the number of supplemental deposits that may be required prior to completion of the litigation.

At the sole discretion of the permittee, the amount of an initial or any supplemental deposit may exceed the minimum amounts defined herein. Additionally, the cost for collection and duplication of records and other related documents shall be paid by the permittee according to County Code Section 2.170.010.

6. If any material provision of this grant is held or declared to be invalid by a court of competent jurisdiction, the permit shall be void and the privileges granted hereunder shall lapse.
7. Upon any transfer or lease of the property during the term of this grant, the permittee, or the owner of the subject property if other than the permittee, shall promptly provide a copy of the grant and its conditions to the transferee or lessee of the subject property.
8. **This grant shall terminate on May 29, 2043.** Entitlement to the operation of the school thereafter shall be subject to the regulations then in effect. If the permittee intends to continue operations after such date, whether or not the permittee proposes any modifications to the use at that time, the permittee shall file a new Conditional Use Permit application with Regional Planning, or shall otherwise comply with the applicable requirements at that time. Such application shall be filed at least six (6) months prior to the expiration date of this grant and shall be accompanied by the required fee. In the event that the permittee seeks to discontinue or otherwise change the use, notice is hereby given that the use of such property may require additional or different permits and would be subject to the then-applicable regulations.
9. This grant shall expire unless used within two (2) years from the date of final approval of the grant. A single one-year time extension may be requested in writing and with the payment of the applicable fee prior to such expiration date.
10. 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. Inspections shall be made to ensure compliance with the conditions of this grant as well as to ensure that any development undertaken on the subject property is in accordance with the approved site plan on file. The permittee shall deposit with the County the total sum of **\$3,000.00**. The deposit shall be placed in a performance fund, which shall be used exclusively to compensate Regional Planning for all expenses incurred while inspecting the premises to determine the permittee's compliance with the conditions of approval.

The fund provides for 15 biennial (one every other year) 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 Regional Planning for all additional enforcement efforts necessary to bring the subject property into compliance. The amount charged for additional inspections shall be \$200.00 per inspection, or the current recovery cost at the time any additional inspections are required, whichever is greater.

11. Within three (3) days of the date of final approval 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 Wildlife pursuant to Section 711.4 of the California Fish and Game Code, the permittee shall pay the fees in effect at the time of the filing of the NOD, as provided for in Section 711.4 of the Fish and Game Code, currently \$2,231.25 (\$2,156.25 for a Mitigated Negative Declaration plus \$75.00 processing fee). No land use project subject to this requirement is final, vested, or operative until the fee is paid.
12. The permittee shall comply with all mitigation measures identified in the Mitigation Monitoring Program ("MMP"), which are incorporated by this reference as if set forth fully herein.
13. Within thirty (30) days of the date of final approval of the grant by the County, the permittee shall record a covenant and agreement, which attaches the MMP and agrees to comply with the mitigation measures imposed by the Mitigated Negative Declaration for this project, in the office of the Recorder. Prior to recordation of the covenant, the permittee shall submit a draft copy of the covenant and agreement to Regional Planning for review and approval. As a means of ensuring the effectiveness of the mitigation measures, the permittee shall submit annual mitigation monitoring reports to Regional Planning for approval, or as required. The reports shall describe the status of the permittee's compliance with the required mitigation measures.
14. The permittee shall deposit an initial sum of \$6,000.00 with Regional Planning within thirty (30) days of the date of use of this grant in order to defray the cost of reviewing and verifying the information contained in the reports required by the MMP. The permittee shall replenish the mitigation monitoring account if necessary until all mitigation measures have been implemented and completed.

11. 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 ("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, or as otherwise authorized pursuant to Chapter 22.56, Part 13 of the County Code.
12. All development pursuant to this grant must be kept in full compliance with the County Fire Code.
13. All development shall comply with the requirements of Title 22 of the County Code ("Zoning Ordinance") and of the specific zoning of the subject property, unless specifically modified by this grant, as set forth in these conditions, including the approved Exhibit "A," or a revised Exhibit "A" approved by the Director.
14. All development pursuant to this grant shall conform to the requirements of the County Department of Public Works.
15. All structures, walls and fences open to public view shall remain free of graffiti or other extraneous markings, drawings, or signage that was not approved by 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.

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 notification 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.
16. The project sites 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, **three (3) copies** of a modified Exhibit "A" shall be submitted to Regional Planning by July 29, 2013.
17. In the event that subsequent revisions to the approved Exhibit "A" are submitted, the permittee shall submit **three (3) copies** of the proposed plans to the Director for review and approval. All revised plans must be accompanied by the written authorization of the property owner(s) and applicable fee for such revision.

PERMIT SPECIFIC CONDITIONS

18. The school shall be limited to a maximum enrollment of 650 students and a maximum staff of 39 persons.

19. Student instruction shall begin no earlier than 8:30 a.m., and start times for the adjacent middle school and high school shall be staggered no less than 30 minutes apart. Instruction shall cease no later than 4:05 p.m. and dismissal times for the adjacent middle school and high school shall be staggered no less than 30 minutes apart.
20. During peak pick-up and drop-off times, between four and six adult monitors, identified appropriately with reflective vests, shall direct inbound and outbound traffic through the drop-off and pick-up zone and onto Beach Street.
21. The school shall have regular operating hours that do not extend beyond the period between 6:30 a.m. and 6:00 p.m., Monday through Friday.
22. In addition to regular operating hours, the school shall have the option to occasionally hold weekend and after-hours events, subject to the following restrictions:
 - a. Upon request, a preliminary schedule of such events for each school term shall be provided to the Department of Regional Planning.
 - b. The use of outdoor amplification equipment is not permitted.
 - c. In no case shall on-site activities of any kind be held before 6:30 a.m. or after 10:00 p.m.
23. No outdoor sports, rallies, or other organized activities shall occur on the project site. Outdoor lunch periods for students shall also be staggered, weather permitting, in order to minimize noise emanating from the project site.
24. Rooftop mechanical equipment shall not operate between the hours of 10:00 p.m. and 7:00 a.m. so as to be audible beyond the boundaries of the subject property. The permittee shall also limit power levels of outdoor HVAC equipment and install adequate hush covers to the satisfaction of the Department of Regional Planning, in consultation with the California Department of General Services, Division of the State Architect.
25. Not fewer than 48 parking spaces shall be provided on-site, two of which shall be reserved for the handicapped. All required parking spaces shall be paved, visibly delineated, and striped and comply with the design specifications of County Code Sec. 22.52.1060.
26. Students shall be prohibited from driving to or from the school.
27. No more than six (6) buses servicing the school shall be within a 1,000-foot radius of the site at any given time. Passenger pick-up and drop-off shall occur entirely on-site, and no buses shall park or idle on adjacent streets.
28. The permittee shall provide a copy of a Traffic Management Plan (TMP) to faculty, staff, students, and parents at the beginning of each school year and reinforce the TMP throughout the school year. The TMP shall identify safe pedestrian routes

between the project site and the Metro Blue Line station at Firestone Boulevard, local bus stops, as well as to adjacent neighborhoods, including the neighborhood west of the railroad right-of-way via the pedestrian underpass at 84th Street. The TMP shall also identify appropriate drop-off and pick-up procedures for students being driven and reiterate the fact that students are not permitted to drive private automobiles to and from school. Copies of the TMP shall be provided to the Department of Regional Planning upon request.

29. A minimum of 10 percent of the project site's net area shall be landscaped. Landscaping shall be adequately maintained and watered and kept free of weeds, trash, and debris.
30. Prior to the issuance of demolition, grading, or building permits, the permittee shall acquire an approved street improvement plan from the Department of Public Works. This plan shall require street dedications, sidewalk and crosswalk improvements (including provisions for ADA-compliant access) the planting of street trees, the installation of street lighting, the installation of parking restrictions and signage, and the repair of broken or displaced driveways, sidewalks, curbs, and gutters to the satisfaction of said department. Prior to the issuance of building or grading permits, the permittee shall comply with all conditions delineated in the Public Works letter dated May 15, 2013 (attached hereto and incorporated herein by this reference), or as otherwise to the satisfaction of said department.
31. New parking regulation shall be installed along the entire project frontage on the west side of Beach Street. This regulation shall be "No Stopping" on school days between 7:00 a.m. and 9:00 a.m. and between 3:00 p.m. and 5:00 p.m., to the satisfaction of the Department of Public Works.
32. Prior to the issuance of demolition, grading, or building permits, the permittee shall acquire an approved traffic circulation plan from the Department of Public Works. This plan shall illustrate adequate on-site traffic circulation, including the proposed pick-up and drop-off areas, which shall be restricted to right-turn ingress and egress only.
33. Outdoor lighting shall be installed and maintained in all uncovered parking areas. All lighting required by this grant shall be of sufficient power to illuminate and make easily discernable the appearance and conduct of all persons within lighted areas during operating hours and shall be designed so as to direct light and glare only onto the facility premises. Said lighting and glare shall be deflected, shaded and focused away from all adjoining properties. Lighting shall be turned off within 30 minutes after conclusion of operating hours or on-site activities, with the exception of sensor-activated security lights and/or low level lighting.
34. All on-site habitable structures shall maintain connections to public sewer and public water to the satisfaction of the Department of Public Health.

35. All gates on the project site comply with Fire Regulation 5 access standards to the satisfaction of the Los Angeles County Fire Department.

MK:TM
05/16/13



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>

GAIL FARBER, Director

May 15, 2013

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

IN REPLY PLEASE

REFER TO FILE: LD-2

TO: Mi Kim
Zoning Permits West Section
Department of Regional Planning

Attention Tyler Montgomery

FROM: Steve Burger
Land Development Division
Department of Public Works

CONDITIONAL USE PERMIT (CUP) NO. 201300015
PROJECT NO. R2013-00160
8145-8205 BEACH STREET
ASSESSOR'S MAP BOOK NO. 6027, PAGE 15, PARCEL NOS. 3 AND 4
UNINCORPORATED COUNTY COMMUNITY OF WALNUT PARK

We reviewed the site plan for the proposed project located at 8145 through 8205 Beach Street in the unincorporated County community of Walnut Park. The proposed project is to allow the operation of a public charter high school (Beach II) that will serve 650 students (grades 9-12) and employ 39 faculty members. The site is located directly north of the existing Animo Pat Brown Public Charter High School at 8255 Beach Street (Beach I). Beach I will become a public charter middle school for grades 6 through 8 upon the opening of the Beach II high school. The Beach II high school project entails the demolition and removal of all existing industrial structures on the 3.02-acre site and the construction of three buildings (two classroom buildings containing 34 classrooms and one multi-purpose room) totaling 56,211 square-feet. Project grading includes 2,632 cubic yards of cut, 466 cubic yards of fill, and 2,166 cubic yards of export.

- Public Works recommends approval of the site plan.
- Public Works does **NOT** recommend approval of the site plan.

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

A. Right-of-Way and Road Improvements:

1. Dedicate right of way, 30 feet from centerline, on Beach Street along the property frontage. An additional 5 feet of right of way is required. A fee will be required for the review of the dedication documents.
2. Construct standard curb, gutter, and full-width sidewalk 20 feet from the centerline on Beach Street to the satisfaction of Public Works. Relocate any affected utilities.
3. Provide adequate curb transitions from the existing curb north of the site to the proposed curb fronting the site to the satisfaction of Public Works and relocate any affected utilities. Reconstruction of the driveway that serves APN 6027-016-007, which is directly north of the proposed project, may be necessary to effectively eliminate the existing curb transition in the vicinity of the northerly property line. Should Public Works determine that the existing curb transition needs to be eliminated/modified and the driveway serving APN 6027-016-007 needs to be reconstructed, it shall be the sole responsibility of the applicant to obtain all the necessary permissions from the affected land owners to the satisfaction of Public Works.
4. Construct driveway approaches to the site to comply with current Americans with Disabilities Act (ADA) guidelines and to the satisfaction of Public Works. Relocate any affected utilities.
5. Close any unused driveways with standard curb, gutter, and sidewalk to the satisfaction of Public Works.
6. Construct a curb ramp at the northwest, northeast, and southeast corners of Beach Street and 82nd Street to comply with current ADA guidelines and to the satisfaction of Public Works. Relocate any affected utilities.
7. Close the existing curb ramps on the north and south side of 82nd street near the intersection of Beach Street with standard curb, gutter, and sidewalk to the satisfaction of Public Works. Please note these existing curb ramps are not located at the northeast and southeast corners of Beach Street and 82nd Street but rather 10 to 20 feet east of the intersection.

8. Plant street trees on Beach Street along property frontage to the satisfaction of Public Works. Existing trees in the right of way shall be removed and replaced if not acceptable as street trees.
9. Comply with Public Works' Traffic and Lighting Division letter dated May 15, 2013 (copy attached), to the satisfaction of Public Works. For questions regarding this item, please contact Jeff Pletyak of Traffic and Lighting Division at (626) 300-4721 or jplet@dpw.lacounty.gov.
10. Provide and continuously maintain adequate sight distance from all proposed driveways to the sidewalk fronting the site to the satisfaction of Public Works. This means there shall be no solid structures more than 3 feet high within 10 feet of the proposed right-of-way.
11. All vehicular gates to the site shall open inward or slide and remain open during peak drop-off and pick-up time periods including when staff arrives/departs to the satisfaction of Public Works.
12. Notes shown on the site plan are not necessarily approved.
13. Repair any improvements damaged during construction to the satisfaction of Public Works.
14. Submit street improvement plans and acquire street plan approval or direct check status before obtaining grading/drainage permit. For reference, improvement plans for this area can be found at: www.dpw.lacounty.gov/DES/PLANS/ under drawing Nos. PH077745–PH077748.

Be advised that we currently have no known County construction projects within the limits of the project at this time. Should a County project be scheduled and constructed ahead of the applicant's development, a pavement moratorium may be imposed that would prohibit any pavement work for two years after any pavement resurfacing or reconstruction project. The applicant is encouraged to contact this office periodically to determine scheduling of any future County project.

15. Execute an Agreement to Improve for the street improvements prior to issuance of a building permit.

For questions regarding the right of way conditions, please contact Matthew Dubiel of Land Development Division at (626) 458-4921 or mdubiel@dpw.lacounty.gov.

B. Grading

1. Submit a grading/drainage plan, as appropriate, for approval to the satisfaction of Public Works. 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 water quality devices if applicable. The applicant is required to show and call out all existing easements on the grading plan and obtain the easement holder approvals.
2. Provide the latest drainage concept/hydrology/water quality plan/Low-Impact Development (LID) plan by the Storm Drain and Hydrology Section of Land Development Division.
3. Provide a maintenance agreement/covenant for privately maintained drainage devices.
4. Provide soil/geology approval of the grading plan by Public Works' Geotechnical and Materials Engineering Division, as applicable. All grading must comply with the latest approved geotechnical report.
5. Provide regulatory agency approvals/permit/letters of nonjurisdiction is required prior to grading plan approval.

For questions regarding the grading conditions, please contact Matthew Dubiel of Land Development Division at (626) 458-4921 or mdubiel@dpw.lacounty.gov.

C. Street Lighting

1. Provide street lights on concrete poles with underground wiring (or as otherwise modified by Public Works or the advisory agency) along the property frontage on Beach Street to the satisfaction of Public Works. Submit street lighting plans showing all existing lights along with existing and/or proposed underground utilities plans as soon as possible to Public Works' Traffic and Lighting Division, Street Lighting Section, to allow the maximum time for processing and approval.

The applicant shall comply with conditions of acceptance listed below in order for the Lighting District to pay for the future operation and maintenance of the street lights. All street lights shall be installed per approved plans. It shall be the sole responsibility of the owner of the project to have all street lighting plans approved prior to the issuance of

building permits. The required street lighting improvements shall be the sole responsibility of the owner of the project, and the installation must be accepted by the Lighting Districts per approved plans prior to issuance of a Certificate of Occupancy.

2. The following are conditions of acceptance for street light transfer of billing:
 - 2.1 All street lights in the project, or current project phase, must be constructed according to Public Works-approved plans.
 - 2.2 The contractor shall submit one complete set of As-built plans.

Provided the above conditions are met, the Lighting District can assume responsibility for the operation and maintenance of the street lights by July 1 of any given year provided all street lights in the project, or approved project phase, have been energized and the developer has requested a transfer of billing at least by January 1 of the previous year. The transfer of billing could be delayed one or more years if the above conditions are not met.

For questions regarding the street lighting conditions, please contact Jeff Chow of Traffic and Lighting Division at (626) 300-4753 or jchow@dpw.lacounty.gov.

D. Drainage

1. Prior to issuance of building permits, a drainage and grading plan must be approved by Public Works to comply with the approved hydrology dated April 17, 2013, to the satisfaction of Public Works or the latest approved revision if the infiltration rate differs from the approved hydrology.

For questions regarding the drainage conditions, please contact Toan Duong of Land Development Division at (626) 458-4921 or tduong@dpw.lacounty.gov.

If you have any other questions or if you require additional information, please contact Matthew Dubiel at (626) 458-4921 or mdubiel@dpw.lacounty.gov.

MD:tb

P:\dpub\SUBPCHECK\Plan Checking Files\CUP\CUP 201300015\TCUP \2nd Review\CUP 201300015 Site Plan Final.docx

Attach.



GAIL FARBER, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

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

May 15, 2013

IN REPLY PLEASE
REFER TO FILE T-4

Mr. David Shender
Linscott, Law & Greenspan, Engineers
20931 Burbank Boulevard, Suite C
Woodland Hills, CA 91367

Dear Mr. Shender:

**BEACH STREET CHARTER HIGH SCHOOL
CONDITIONAL USE PERMIT 201300015
TRAFFIC IMPACT STUDY - APRIL 11, 2013
UNINCORPORATED - FLORENCE AREA**

As requested, we reviewed the Traffic Impact Study for Beach Street Charter High School. The project site is located at 8145-8205 Beach Street in the unincorporated Florence area.

We generally agree with the Traffic Impact Study that the proposed project is not expected to have a significant impact to the County intersections in the area. However, the project shall adhere to the conditions listed below for site access purposes.

- Install No Stopping signs, 7 a.m. to 9 a.m. and 3 p.m. to 5 p.m., on school days only, on the west side of Beach Street from 850 feet north of East 83rd Street to 340 feet north of East 83rd Street prior to issuance of a building occupancy permit.
- Install stop control markings and signs, school assembly markings and signs, and yellow crosswalks as described in Figure 3-1 Preliminary Routes to School Plan prior to issuance of a building occupancy permit.
- Restrict the project driveway located on Beach Street to right-turn ingress and right-turn egress turning movements only.
- Provide a minimum of four and up to six adult monitors wearing reflective vests to monitor and direct motorists accessing the project driveway during the student drop-off and pick-up time periods.

Mr. David Shender
May 15, 2013
Page 2

- Advise faculty, staff, students, and parents at the beginning of the school year and reinforce throughout the school year on the student drop-off and pick-up operations.

Detailed signing and striping plans related to the above conditions shall be submitted to Public Works for review and approval.

If you have any further questions, please contact Mr. Isaac Wong of Traffic and Lighting Division, Traffic Studies Section, at (626) 300-4796.

Very truly yours,

GAIL FARBER
Director of Public Works

A handwritten signature in black ink, appearing to read "Dean R. Lehman". The signature is written in a cursive style with a horizontal line extending to the right.

For
DEAN R. LEHMAN
Assistant Deputy Director
Traffic and Lighting Division

IW:la

T-4\p:\t\pub\WPFILES\FILES\STU\Isaac\EIR\
beach street charter hs\EIR 130057 Beach street charter hs t1s.doc

In addition to the information required in the application, the Applicant shall substantiate to the satisfaction of the Zoning Board and/or the Commission, the following facts:

- A. That the requested use at the location proposed will not:
1. Adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area.
Community Serving Land Use: The school is local-serving and as a public charter school, is open to any students who apply. The subject site is centrally located and available to meet the demonstrated demand in the Florence Firestone area for a public charter high school.
Industrial Land Reuse and Cleanup: Construction and demolition materials will be recycled to the extent possible. Urban infill of a local serving high school is desirable onto a property with industrial land use in close proximity to existing residential.
Transition to a Less Intense Land Use: The Applicant proposes to demolish an existing, active manufacturing facility and cause cessation of a significant number of industrial/manufacturing related truck trips and reduce hours of operations during weekdays. Demolition of all existing structures will be carefully controlled in terms of noise, dust and debris removal.
 2. Be materially detrimental to the use, enjoyment or valuation of property or other persons located in the vicinity of the site,
Lack of Unmitigated Impacts: The project will be constructed and operated with built in measures and operations controls to mitigate potential impacts from traffic, circulation, noise, and soils.
Adequate Carrying Capacity: The 3 acre site has adequate carrying capacity to accommodate the school use including parking, circulation, landscaping, and classrooms.
No impact on Property Valuation or Use: The proposed use will not impact the valuation of residential or industrial land uses in close proximity. The use of the property to the south for Beach I has proven that school uses can coexist adjacent to other industrial and residential land uses along Beach Street and north and south to 83 and 82nd streets.
 3. Jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.
Extensive Environmental Review and Mitigation: The property has been subjected to an extensive array of environmental analysis relating to air quality, rail safety, soils, geology, pedestrian safety, traffic and parking, and public improvements. Measures are being implement in accordance with State DTSC review to insure no potentially unmitigated significant environmental impacts
Compliance with Local Codes: All public improvements including street, curb, sidewalk, gutter, street trees and street lights are subject to review and approval by County DPW. County Fire Department has full authority to review and condition the on site circulation, access to the structures, and location/number of hydrants and fire flow.
Compliance with DSA: All buildings will be reviewed and approved by the DSA for compliance with applicable state building codes for a charter high school.
- B. That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this Title 22, or as is otherwise required in order to integrate said use with the uses in the surrounding area.
Compliance with Title 22: This flat, 3 ac. property can accommodate required yards, circulation, parking, loading and building components with no variances or exceptions to code.
Compliant Perimeter Improvements: Perimeter walls and fences will create a closed and secure campus and such improvements will comply with applicable codes.
- C. That the proposed use is adequately served:
1. By highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and
No unmitigated Intersection Impacts: The traffic impact study identifies no unmitigated intersections level of service impacts on a project-specific or cumulative project basis.
Beach Street Circulation: Drop-off and Pick-up of students will be carefully controlled to avoid turning movement and circulation impacts on existing adjacent land uses.
 2. By other public or private service facilities as are required.
Adequate Service Facilities: The existing by-right use and the proposed use by CUP will continue to be adequately serviced by private water and public sewer, electrical and gas utilities.

Environmental Checklist Form (Initial Study)
County of Los Angeles, Department of Regional Planning



Project title: Animo Pat Brown Charter High School
Project No. R2013-00160-(2)
Conditional Use Permit No. 201300015
Environmental Assessment No. 201300039

Lead agency name and address: Los Angeles County, 320 West Temple Street, Los Angeles, CA 90012

Contact Person and phone number: Tyler Montgomery, Planner; (213) 974-6462

Project sponsor's name and address: Green Dot Public Schools, 1149 South Hill Street, Suite 600, Los Angeles, CA 90015

Project location: 8145 - 8205 Beach Street, Florence-Firestone, unincorporated Los Angeles County
APN: 6027-015-003; 6027-015-004 USGS Quad: South Gate

Gross Acreage: 3.02 ac (2 parcels)

General plan designation: Industrial (I)

Zoning: M-1 (Light Manufacturing)

Description of project:

Pacific Charter School Development ("PCSD"), on behalf of Green Dot Public Schools ("GD") requests a conditional use permit ("CUP") to entitle and operate a public charter high school ("Beach II") at 8145-8205 Beach Street for 650 students and 39 faculty. The site is currently occupied by warehouses utilized for furniture storage and assembly. It is located directly north of the existing Animo Pat Brown Public Charter High School at 8255 Beach Street, operated by GD ("Beach I"), with occupancy of 582 students. The existing Beach I high school will become a public charter middle school for grades 6 through 8 upon the opening of the Beach II high school. There will be no changes to any of the operations or as-built conditions of Beach I once it is converted to a GD operated middle school by the prior CUP entitlement in 2008 (RCUP 200700168). The Beach II high school project entails the demolition and removal of all existing industrial structures on the 3.02-acre site and the construction of three buildings, totaling 56,211 square feet. Two classroom buildings, containing 34 classrooms, and one multi-purpose room would be constructed. A 48-space paved parking lot would be located on the northern portion of the site. A drop-off/pick-up area on private property will be constructed parallel to Beach Street, consisting of one queuing lane for drop-off and pick-up during designated hours in the morning and afternoon and would be used for parking the remainder of the time. A total of 5,703 cubic yards of cut and 4,689 cubic yards of fill will occur during grading activities, resulting in a net export of 1,014 cubic yards of earth from the project site.

The project is financed by State Proposition 55 bond financing, and all school improvements will be reviewed by the State of California Division of State Architect ("DSA"). Construction permits of all on-site improvements will be reviewed by DSA. The Los Angeles Unified School District ("LAUSD") has

approved the charter for the high school, which will be evaluated every five years to maintain its charter school designation. Like Beach I, and the proposed middle school, Beach II will have open enrollment. Approximately 90 percent of current students live less than one mile from the existing site, according to the applicant.

Surrounding land uses and setting:

The project site is located in the relatively densely developed, urban community of Florence-Firestone. Beach II will be located immediately north of Beach I—an existing public charter school that is proposed for conversion to a middle school upon the approval of Beach II. Further to the south is a mixture of multiple-family residences, light industrial, and restaurant/retail uses. Furniture warehouse and assembly buildings are located immediately to the north, while single-family and multiple-family residences are located to the east, across Beach Street. An active railroad right-of-way for Union Pacific and the Metro Blue Line is located immediately to the west. Further to the west are additional single-family and multiple-family residences.

Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):

<i>Public Agency</i>	<i>Approval Required</i>
<u>California Dept. of Toxic Substances Control</u>	<u>Preliminary environmental assessment of school site</u>
<u>California Dept. of General Services, Division of the State Architect.</u>	<u>School construction and grading permits.</u>
<u>California Dept. of General Services, Office of Public School Construction</u>	<u>Approval of Proposition 55 apportionment.</u>
<u>California Department of Education</u>	<u>Concurrent site plan approval for educational facilities</u>
<u>Los Angeles County Dept. of Public Works</u>	<u>Street improvement and access plans (potentially), sewer connection, SUSMP and NPDES permits</u>

Major projects in the area:

<i>Project/Case No.</i>	<i>Description and Status</i>
<u>Beach I - 8255 Beach St R2007-02480-(2) / RCUP 200700168</u>	<u>Public charter school for 570 students, and 32 faculty in 26 classrooms Approved March 11, 2008</u>

Reviewing Agencies: [See CEQA Appendix B to help determine which agencies should review your project]

Responsible Agencies

- None
- Regional Water Quality Control Board: **
 - Los Angeles Region
 - Lahontan Region
 - Coastal Commission
 - Army Corps of Engineers

**RWQCB may defer to the DTSC

Trustee Agencies

- None
- State Dept. of Fish and Wildlife
- State Dept. of Parks and Recreation
- State Lands Commission
- University of California (Natural Land and Water Reserves System)

Special Reviewing Agencies

- None
- Santa Monica Mountains Conservancy
- National Parks
- National Forest
- Edwards Air Force Base
- Resource Conservation District of Santa Monica Mountains Area
- Los Angeles Unified School District

County Reviewing Agencies

- Dept. of Public Works:
 - LDD-Grading & Drainage
 - GMED
 - Engineering Division
 - Watershed Management Division (NPDES)
 - Traffic and Lighting Division
 - Environmental Programs Division
 - Waterworks Division
 - Sewer Maintenance Division

Regional Significance

- None
- SCAG Criteria
- Air Quality
- Water Resources
- Santa Monica Mtns. Area
- Other

- Fire Department
 - Forestry, Environmental Division
 - Planning Division
 - Land Development Unit
 - Health Hazmat
- Sanitation District
- Public Health/Environmental Hygiene (Noise)
- Sheriff's Department
- Parks and Recreation
- Subdivision Committee

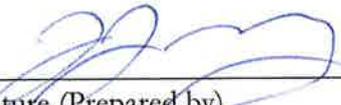
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project.

- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Agriculture/Forest | <input type="checkbox"/> Hazards/Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use/Planning | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities/Services |
| <input type="checkbox"/> Energy | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Mandatory Findings of Significance |
| <input checked="" type="checkbox"/> Geology/Soils | | |

DETERMINATION: (To be completed by the Lead Department.)
On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature (Prepared by)

05-16-2013

Date



Signature (Approved by)

5-16-13

Date

1. AESTHETICS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<p>Would the project:</p> <p>a) Have a substantial adverse effect on a scenic vista?</p> <p><u>The project site is not located in proximity to any known scenic vista.</u></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b) Be visible from or obstruct views from a regional riding or hiking trail?</p> <p><u>There are no designated riding or hiking trails in the vicinity.</u></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</p> <p><u>There are no scenic resources, historic buildings, or state scenic highways in the vicinity of the project site.</u></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Substantially degrade the existing visual character or quality of the site and its surroundings because of height, bulk, pattern, scale, character, or other features?</p> <p><u>Proposed maximum building heights visible from Beach Street are 24 feet for the modular buildings and 35 feet for the multipurpose building. These heights are consistent with surrounding land uses and lower than the existing warehouses. Residences along the east side of Beach Street will continue to be buffered by the existing width of the 40-foot-wide right-of-way, plus an additional 5-foot dedication area along the site's west frontage.</u></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>e) Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?</p> <p><u>Proposed maximum building heights visible from Beach Street are 24 feet for the modular buildings and 35 feet for the multipurpose building. These heights are consistent with surrounding land uses and lower than the existing warehouses. Visibility into the property looking west from Beach Street will be increased by the addition of open space between structures.</u></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed school is not located in the vicinity of a scenic highway, corridor, hillside or ridgeline. The project site has no relation to any scenic, riding or trail resources. The school will be located next to an existing public charter school located immediately to the south. The project would be similar in terms of

height, massing, and setback with Beach I to the south, the existing industrial uses to the north, rail lines to the west and the existing residential homes to the east. The reuse of the industrial site as a public charter school will result in significantly improved frontage improvements of landscape and fencing, and structures on the site will appear less bulky from the public right of way of Beach Street.

2. AGRICULTURE / FOREST

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<p>Would the project:</p> <p>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p> <p><u>The project site is not designated as prime farmland, unique farmland, or farmland of statewide importance by the California Resources Agency¹.</u></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Conflict with existing zoning for agricultural use, with a designated Agricultural Opportunity Area, or with a Williamson Act contract?</p> <p><u>The project site is not zoned solely or primarily for agricultural use, and is not a designated Agricultural Opportunity Area or within a Williamson Act contract area².</u></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220 (g)), timberland (as defined in Public Resources Code § 4526), or timberland zoned Timberland Production (as defined in Government Code § 51104)?</p> <p><u>The project site is not zoned solely or primarily for forest land or timberland and does not contain forest land or timberland.</u></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p> <p><u>The project site does not contain forest land.</u></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</p> <p><u>There is no designated Farmland or forest land in the immediate vicinity of the project site, and the proposed use is unlikely to result in the conversion of more remote Farmlands or forest lands.</u></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

¹ California Resources Agency, Important Farmland Map (<ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/los10.pdf>)

² Calif. Dept. of Conservation Williamson Act Maps 2011-2012 (ftp://ftp.consrv.ca.gov/pub/dlrp/wa/LA_11_12_WA.pdf)

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project would comply with the existing Air Quality Management Plan of the SCAQMD³, as the proposed use is consistent with the General Plan land use designation and zoning.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project does not exceed the SCAQMD criteria for regional significance. Emissions from construction and operations, individually or cumulatively, would not exceed SCAQMD Air Quality Significance Thresholds for NO_x, VOC, PM₁₀, PM₂₅, Sox, CO or lead, as no permanent, significant source of air pollutants would be created. (An Emissions Report will be provided if needed.)

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project's generation of air pollutants would be minimal, as no permanent, significant source of air pollutants would be created.

d) Expose sensitive receptors to substantial pollutant concentrations?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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A health risk assessment was prepared to analyze health risks for students, staff and visitors attending the school from 10 stationary industrial facilities within 1/4 mile that have potential to generate hazardous and acutely hazardous air emissions, and from non-stationary locomotives traveling the adjacent rail line (Source: The Planning Center/DC&E, April 2012; 12/10/2012). The April analysis evaluated emissions from 10 stationary facilities, and the December analysis evaluated emissions from traveling locomotives. According to the risk assessment, the cumulative health risk of cancer and non-cancer associated with exposure to

³ SCAQMD 2007 Air Quality Management Plan (https://aqmd.gov/aqmp/07aqmp/aqmp/Complete_Document.pdf)

toxic air contaminants (“TAC”) for both students and staff attending the school is expected to be less than significant.

The project would not expose sensitive receptors to substantial pollutant concentrations. The proposed Beach II charter school is next to the existing Beach I charter school, industrial land uses, Metro light rail and Union Pacific rail lines, but is replacing an industrial manufacturing, warehousing and trucking facility. Despite the fact that more middle and high school aged children will be in the immediate area, there will be no increase in pollutant concentrations over existing conditions—which have already been reduced previously by the adaptive reuse by Beach I of a former furniture manufacturing facility to the south. The Project will implement best management practices for dust control during construction. The property is located 2.2 miles north of the 105 Freeway and 3.1 miles east of the 405 Freeway.

e) Create objectionable odors affecting a substantial number of people?

The proposed project is a school and will not result in the production of any objectionable odors.

4. BIOLOGICAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project is currently developed for industrial use, and no identified sensitive species have been recorded in the California Natural Diversity Database (CNDDB)⁴.

b) Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFG or USFWS?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project is currently developed for industrial use, and no identified sensitive natural communities or habitats exist on the project site.

c) Have a substantial adverse effect on federally or state protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, and drainages) or waters of the United States, as defined by § 404 of the federal Clean Water Act or California Fish & Game code § 1600, et seq. through direct removal, filling, hydrological interruption, or other means?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project is currently developed for industrial use, and no waters of any kind exist on the project site.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project setting is urbanized and densely developed, and wildlife are not known to migrate through the area.

⁴ CDFW California Natural Diversity Database (http://imaps.dfg.ca.gov/viewers/cnddb_quickviewer/app.asp)

e) Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or otherwise contain oak or other unique native trees (junipers, Joshuas, southern California black walnut, etc.)?

There are no oaks or other unique native trees on the project site. A tree report was prepared by Biological Assessment Services on December 18, 2012, and based on field work there are no trees protected under the applicable County Planning and Zoning Code (Title 22).

f) Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.56, Part 16), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, § 22.56.215), and Sensitive Environmental Resource Areas (SERAs) (L.A. County Code, Title 22, Ch. 22.44, Part 6)?

The project site is not within a designated Wildflower Reserve Area or Sensitive Environmental Resource Area, and there are no oak trees in the vicinity of the project site.

g) Conflict with the provisions of an adopted state, regional, or local habitat conservation plan?

The project site is not within any state⁵ or federal⁶ habitat conservation plan area, and it is not located within any Sensitive Ecological Area (“SEA”).

EVALUATION OF ENVIRONMENTAL IMPACTS:

The project site and the surrounding area have a significant lack of biological resources and no relationship to any Significant Ecological Areas (“SEAs”). Bird and animal habitat on site is limited to small mammals and avian species adapted to significantly disturbed industrial areas. The densely developed pattern of the area presents little opportunity to support native species. No oak tree or oak woodlands are located on or off the project site.

⁵ CDFW Natural Community Conservation Plan database (<http://www.dfg.ca.gov/habcon/nccp/>)

⁶ USFWS Habitat Conservation Plan database (http://ecos.fws.gov/conserv_plans/PlanReportSelect?region=8&type=HCP)

5. CULTURAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines § 15064.5?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Site is developed with industrial buildings dating from the mid-to-late twentieth century. There are no known historical resources on the project site.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The site has been previously disturbed through development and is unlikely to contain significant archaeological resources.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, or contain rock formations indicating potential paleontological resources?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The site has been previously disturbed through development and is unlikely to contain significant paleontological or geological resources.

d) Disturb any human remains, including those interred outside of formal cemeteries?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The site has been previously disturbed through development, so ground disturbance is unlikely to contain human remains. However, if human remains are discovered during these activities, law requires that all work shall stop and the County Coroner shall be contacted immediately to determine the origin and disposition of the remains. If the remains are determined to be of American Indian origin, the Coroner shall notify the Native American Heritage Commission, which will determine and notify a Most Likely Descendent (“MLD”). The MLD shall then be consulted regarding treatment and/or reburial of the remains.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The project site is located in a significantly urbanized area with a history of industrial development of more than 40 years. There are no known historically significant structures or archaeological/paleontological resources as defined in CEQA Guidelines, and therefore there will be a less than significant impact to cultural resources. In the event that archaeological or paleontological resources are uncovered during grading, the grading will cease until a third party consultant with requisite experience to assess potential resource value has visited the site and determined whether additional action is required. This will be added as a mitigation measure to ensure that overall impact to cultural resources is less than significant.

6. ENERGY

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Conflict with Los Angeles County Green Building Ordinance (L.A. County Code Title 22, Ch. 22.52, Part 20 and Title 21, § 21.24.440) or Drought Tolerant Landscaping Ordinance (L.A. County Code, Title 21, § 21.24.430 and Title 22, Ch. 22.52, Part 21)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project is exempt from Los Angeles County building codes due to the review of public school projects by DSA. Project review by the DSA will establish conformance with Cal Green Building requirements.

b) Involve the inefficient use of energy resources (see Appendix F of the CEQA Guidelines)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Use of energy resources would be similar or less than the existing industrial uses on the project site.

7. GEOLOGY AND SOILS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known active fault trace? Refer to Division of Mines & Geol. Special Publication 42.

The proposed project is not within the vicinity of any known fault trace⁷

ii) Strong seismic ground shaking?

The project site is in a seismically active area subject to potential strong ground shaking, as is the entire Los Angeles Basin. This is made less than significant by the fact that new construction is required to consider site specific seismic design parameters in accordance with the 2010 California Building Code.

iii) Seismic-related ground failure, including liquefaction and lateral spreading?

The project site is in an area identified as being at risk of liquefaction, as is most of the southeastern Los Angeles Basin.⁸ A geotechnical report prepared for the applicant by Converse Consultants, dated 12/18/2012, concludes that the site would likely be subject to "relatively minor" liquefaction. Any such liquefaction is made less than significant by the fact that new construction is required to consider site specific seismic design parameters in accordance with the 2010 California Building Code.

iv) Landslides?

The project site is not in an area identified as being at risk of landslides.⁸

b) Result in substantial soil erosion or the loss of topsoil?

Due to surficial disturbed soils and undocumented fill soils, remedial grading is recommended for ground preparation and should include over-excavation and re-compaction. A total of 5,703 cubic yards of cut and 4,689 cubic yards of fill will occur during grading activities, resulting in a net export of 1,014 cubic yards of earth from the project site. Although soil would be exported, this would consist of

⁷ California Geological Survey Alquist-Priolo fault trace maps (<http://www.consrv.ca.gov/cgs/rghm/ap/Pages/index.aspx>)

⁸ CGS Seismic Hazard Zone maps (<http://gmw.consrv.ca.gov/shmp/MapProcessor.asp?Action=Download&Location=SoCal>)

surficial disturbed soils and undocumented fill soils. Therefore, topsoil is not proposed for removal from the site in substantial amounts.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

A geotechnical report prepared for the applicant by Converse Consultants, dated 12/18/2012, concludes that site alluvial soils are anticipated to have a “very low” expansion potential and on-site soils are not considered potentially corrosive to concrete and buried metal. The site has been found to be suitable from a geotechnical standpoint for the proposed development of Beach II. However, due to surficial disturbed soils and undocumented fill soils, remedial grading is recommended for ground preparation and should include over-excavation and re-compaction as a mitigation measure.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

A geotechnical report prepared for the applicant by Converse Consultants, dated 12/18/2012, concludes that site alluvial soils are anticipated to have a “very low” expansion potential.

e) Have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater?

The project does not propose to use onsite wastewater treatment systems.

f) Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, § 22.56.215) or hillside design standards in the County General Plan Conservation and Open Space Element?

The project is not located on a hillside or within a Hillside Management Area.

EVALUATION OF ENVIRONMENTAL IMPACTS: The following sets forth the conclusions of the Geohazards/Geotechnical Study Report (Source Converse Consultants, 12/18/2012) based in part on eight exploratory borings: (i) groundwater was not encountered at the maximum boring depth of 51.5 ft. BGS consistent with the results for Beach I on the adjacent property, (ii) the site is not within a California Earthquake Fault Zone, (iii) the site is located in a seismically active area, and will be subject to intense ground motion during a significant seismic event – new construction should consider site specific seismic design parameters in accordance with the 2010 California Building Code, (iv) the site is within a mapped Seismic Hazard Zone for liquefaction and the site is susceptible to relatively minor liquefaction during earthquakes, (v) the site is outside the 0.2% annual chance flood plain as defined by FEMA, (vi) site alluvial soils are anticipated to have a “very low” expansion potential, (vii) on site soils are not considered potentially corrosive to concrete and buried metal. The project will also involve less soils import than would require analysis under the haul route permit process of the County. The site has been found to be suitable from a geotechnical standpoint for the proposed development of Beach II. However, due to surficial disturbed soils and undocumented fill soils, remedial grading is

recommended for ground preparation and should include over-excavation and re-compaction. This will be added as a mitigation measure to ensure that the project's overall environmental impact is less than significant.

8. GREENHOUSE GAS EMISSIONS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

- a) Generate greenhouse gas (GHGs) emissions, either directly or indirectly, that may have a significant impact on the environment?

The project would not generate GHG's that would have a significant impact on the environment. Temporary construction impacts include site preparation, the demolition of the existing industrial structures, removal and relocation of the existing collocated telecommunications monopole, construction, paving and landscaping. The construction period will be approximately less than one year. GHGs would be emitted by construction equipment and worker vehicles; however these GHG emissions would be short term.

Operational or long term annual GHG emissions attributed to the proposed project would be generated from the increased use of electricity and water and from vehicle trips generated by the project. Additionally, on weekdays, the number of vehicles driving will be decreased due to the proximity of more than 90% of students within a one-mile radius. Driving by students is prohibited and parking is restricted to 48 on site spaces – mostly for staff. Alternative modes of transportation to the school will likely decrease vehicle trips. Thus the operational impacts are also less than significant.

The CO₂ emissions are expected to be less than significant.

- b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The project is required to comply with existing energy saving regulations including Title 24 of the California Code of Regulations and any portion of the Cal Green standards determined to be applicable by the Division of the State Architect.

9. HAZARDS AND HAZARDOUS MATERIALS

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project would not store or use any hazardous materials other than small amounts of gasoline, propane and other materials used for building and equipment maintenance. The storage requirements and small amounts of such materials would make any impact from these materials less than significant. Standards regarding hazardous materials encountered during demolition activities, such as asbestos and lead paint, are regulated by the Department of Toxic Substances Control (“DTSC”) and administered by the Los Angeles County Health Hazardous Materials Division (“HHMD”)

The project site is adjacent to the right-of-way for the Metro Blue Line and Union Pacific railroads. Hazardous materials, such as petroleum products, are sometimes transported on this route. These lines were the subject of a Rail Safety Study (“RSS”) prepared for the applicant by The Planning Center/DC&E, dated April 2012. The RSS was prepared because the school is within 1,500 ft. of a railroad easement. The school property boundary is 48.5 ft. and 81.5 ft. from the nearest Metro track and nearest Union Pacific track, respectively. Conclusions of the RSS include the following: (i) there are multiple factors that reduce the likelihood of an accident or derailment occurring along the tracks, (ii) state of the art safety devices minimize the potential for light rail or freight train highway accidents at the one at-grade crossing located at Nadeau Street within a 1,500 ft. radius of the proposed school, (iii) the likelihood of debris from a derailment reaching the school site is low, (iv) potential for release of hazardous materials from a freight train derailment impacting students or staff is low because of only three freight trains per day, which travel at speeds of less than 30 miles per hour, and (v) there are no pipelines located along the rail right of way or that cross the rail lines track within 1,500 ft. of the proposed Beach II school, and therefore the probability of a railroad derailment resulting in the rupture of a pipeline is negligible

A pipeline safety hazard assessment (“PSHA”) was also prepared for the applicant by The Planning Center/DC&E in April 2012. It was prepared to analyze safety hazards related to above- or below-ground pipelines or pipeline easements. There is one petroleum product pipeline identified within 1,500 ft. of the school site located approximately 339 ft. south of the site beneath 83rd Street and 334 ft. east of the school under Holmes Avenue. No natural gas or chemical pipelines were identified. Using the guidelines provided in LAUSD’s PSHA User Manual, it has been determined that the hazard footprint of the pipeline does not reach the school site property boundary, and therefore no quantitative or other risk analysis is necessary and no mitigation measures are needed. The PSHA concludes that there is no significant risk to students or staff who will attend the school if a release or rupture of this pipeline were to occur.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project would not store or use any hazardous materials other than small amounts of gasoline, propane and other materials used for building and equipment maintenance. The storage requirements and small amounts of such materials would make any impact from these materials less than significant.

The project site is located adjacent to a railroad right-of-way and 339 feet from an underground petroleum pipeline. For information regarding the potential for release of hazardous materials from either of these locations due to an accident, see Section "a" above.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?

The proposed project is a school and is therefore considered a sensitive land use. The proposed project would not store or use any hazardous materials other than small amounts of gasoline, propane and other materials used for building and equipment maintenance. The storage requirements and small amounts of such materials would make any impact from these materials less than significant. Any hazardous emissions would be minimal and would originate from automobiles or other small mechanical equipment on the site.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The project site is not listed as a hazardous materials site in the DTSC's "Envirostor" database⁹.

A Preliminary Environmental Assessment Report ("PEA") was prepared by The Planning Center-DC&E, in February 2013 pursuant to the California Education Code which requires that all new school sites obtain a "No Further Action" ("NFA") determination from DTSC prior to proceeding with construction of a school. The human health risk screening indicated that chemical concentrations do not pose a significant risk to human health or the environment under an unrestricted, residential land use scenario, which is the most conservative screening approach. Based on the PEA objectives, the report determined that no further assessment is needed on the site.

e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

The project is not located within an airport land use plan area.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

The project is not located in the vicinity of a private airstrip.

⁹ DTSC Envirostor database (<http://www.envirostor.dtsc.ca.gov/public>)

g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

The project site is not located near any identified disaster route and would not interfere with any portion of the County's Operational Area Emergency Response Plan ("OAERP")¹⁰.

h) Expose people or structures to a significant risk of loss, injury or death involving fires, because the project is located:

i) within a Very High Fire Hazard Severity Zones (Zone 4)?

The project is not located within a Very High Fire Hazard Severity Zone.

ii) within a high fire hazard area with inadequate access?

The proposed project has been reviewed by the Los Angeles County Fire Department and has been determined to have adequate access.

iii) within an area with inadequate water and pressure to meet fire flow standards?

The proposed project has been reviewed by the Los Angeles County Fire Department and has been determined to have adequate access to water for fire flow standards.

iv) within proximity to land uses that have the potential for dangerous fire hazard?

The project site is located adjacent to a railroad right-of-way and 339 feet from an underground petroleum pipeline. For information regarding the potential for release of hazardous materials from either of these locations due to an accident, see Section "a" above.

i) Does the proposed use constitute a potentially dangerous fire hazard?

The proposed project is a school that does not propose to store, utilize, or be composed of highly flammable materials and must meet rigorous fire and building safety standards imposed by the Los Angeles County Fire Department, the Los Angeles Unified School District, and the Division of the State Architect.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The project is located in an urbanized area and is not within a Very High Fire Hazard Severity Zone. Adequate access from Beach Street would be provided and minimum fire flow would be provided, per Los Angeles County Fire Department standards. The site is adjacent to residential to the east and a school—Beach I—to the south. Proximity to the existing Metro Blue Line and Union Pacific freight rail line to the

¹⁰ Office of Emergency Management OAERP (http://file.lacounty.gov/bc/q2_2006/cms1_043521.pdf)

west was the subject of a Rail Safety Study (“RSS”) by The Planning Center/DC&E in April 2012. The RSS concludes that multiple factors reduce the likelihood of the rail lines creating hazardous conditions for occupants of the site through transport of hazardous materials, accidents, or fire. A pipeline safety hazard assessment (“PSHA”) was also prepared by the same group in April 2012. Using standards established by the Los Angeles Unified School District, the report determined that the petroleum pipeline 339 feet to the south would create a less-than-significant hazard.

The project site is not within the vicinity of any airport and is not listed within DTSC’s Envirostor database of hazardous materials sites. Nothing regarding the project’s development would interfere with the County’s Operational Area Emergency Response Plan (“OAERP”), and the project itself—a public charter high school—would not constitute a potential fire hazard. As a result of all of these factors, the overall environmental impact with respect to hazards and hazardous materials would be less than significant.

10. HYDROLOGY AND WATER QUALITY

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Violate any water quality standards or waste discharge requirements?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The scope of the project requires review and approval of drainage and grading plans through the Los Angeles County Department of Public Works ("DPW"). Drainage and hydrology studies will be reviewed and approved by DPW. Any drainage that flows offsite to existing catch basins must be shown to comply with NPDES and SUSMP requirements.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project will not involve the use or withdrawal of groundwater.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed development—three school buildings, internal circulation driveways, landscaping and an open landscaped area—would minimally alter the topographically flat 3.02-acre site. There will be relatively minor changes to current drainage patterns on the project site and relatively minor potential for erosion or siltation, as the site is currently developed with warehouses and industrial uses.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed development would minimally alter the topographically flat 3.02-acre site. There will be relatively minor changes to current drainage patterns on the project site and relatively minor potential for flooding, as the site is currently developed with warehouses and industrial uses. In fact, the increased amount of landscaping on the project site is likely to decrease the amount of surface runoff.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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drainage systems or provide substantial additional sources of polluted runoff?

There will be relatively minor changes to current drainage patterns on the project site, as the site is currently developed with warehouses and industrial uses. In fact, the increased amount of landscaping on the project site is likely to decrease the amount of surface runoff. The project must also be reviewed and approved by DPW to ensure adequacy of existing storm drains and comply with all applicable NPDES and SUSMP requirements regarding polluted runoff.

f) Generate construction or post-construction runoff that would violate applicable stormwater NPDES permits or otherwise significantly affect surface water or groundwater quality?

There will be relatively minor changes to current drainage patterns on the project site and relatively minor potential for erosion and run-off during construction—consistent with erosion and runoff generally occurring during construction despite implementation of erosion control measures. The scope of the project requires review and approval of drainage and grading plans through DPW for onsite improvement areas. Drainage and hydrology studies will be reviewed and approved by DPW, and any drainage that flows offsite to existing catch basins must be shown to comply with NPDES and SUSMP requirements.

g) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84 and Title 22, Ch. 22.52)?

The project is required to conform to Los Angeles County Low Impact Development (“LID”) standards.

h) Result in point or nonpoint source pollutant discharges into State Water Resources Control Board-designated Areas of Special Biological Significance?

Any and all pollutants would discharge directly into existing sanitary and storm sewers and, therefore, would be required to comply with NPDES and other applicable requirements.

i) Use onsite wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course)?

The project does not propose an onsite wastewater treatment system.

j) Otherwise substantially degrade water quality?

No other aspects of the proposed project would substantially degrade water quality.

k) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, or within a floodway or floodplain?

The project does not propose housing and is not located within a 100-year flood hazard area¹¹

l) Place structures, which would impede or redirect flood flows, within a 100-year flood hazard area, floodway, or floodplain?

The project is not located within a 100-year flood hazard area¹¹ or identified floodway or floodplain.

m) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

The proposed project is not within any flood hazard area identified by FEMA¹¹. The project site is within the projected dam inundation area of the Hollywood, Franklin Canyon, and Santa Fe dams¹². However, a large portion of the eastern Los Angeles Basin is also within these areas. Because the school would primarily draw students from the neighboring area, its location would not increase the risk of injury or death from such an event.

n) Place structures in areas subject to inundation by seiche, tsunami, or mudflow?

The project site is not within an identified tsunami inundation zone¹³. The site is not within the vicinity of any water body, drainage course, or significant slope, and is therefore unlikely to be affected by a seiche or mudflow.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed development—three school buildings, internal circulation driveways, landscaping and an open landscaped area—would minimally alter the topographically flat 3.02-acre parcel. There will be relatively minor changes to current drainage patterns on the project site and relatively minor potential for erosion and run-off during construction—consistent with erosion and runoff generally occurring during construction despite implementation of erosion control measures. The scope of the project requires review and approval of drainage and grading plans through DPW for onsite improvement areas. Drainage and hydrology studies must also be reviewed and approved by DPW, and County LID standards must be met. Any drainage that flows offsite to existing catch basins will be compliant with LID, NPDES, and SUSMP (or other applicable) requirements. The proposed project will not involve the withdrawal of groundwater.

There are no FEMA-mapped 100-year flood hazard areas in the project vicinity. The subject property is not within an identified area of tsunami inundation and does not adjoin any water body, drainage course, or significant slope so there is little risk of flood by seiche, tsunami, or mudflow. While the project site is within an identified dam failure inundation area, much of the eastern Los Angeles Basin is as well. Because the school will primarily draw students from the surrounding area, its construction would not significantly increase the risk of such an event.

Due to the aforementioned factors, the overall environmental impact of the project in regards to hydrology and water quality would be less than significant.

¹¹ FEMA National Flood Insurance Program Flood Maps

¹² County of Los Angeles CEO / ITS Emergency Management Systems

¹³ CalEMA/CGS/USC Los Angeles County Tsunami Inundation Maps ([LINK](#))

11. LAND USE AND PLANNING

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Physically divide an established community?

Nothing in the substance or scale of the proposed project would physically divide the community.

b) Be inconsistent with the applicable County plans for the subject property including, but not limited to, the General Plan, specific plans, local coastal plans, area plans, and community/neighborhood plans?

The project site is located within the "I" (Industrial) land use designation of the Countywide General Plan. Non-industrial uses within major industrial areas are permitted, provided that certain specific conditions exist in the vicinity. Therefore, the proposed use is not inconsistent with the existing General Plan.

c) Be inconsistent with the County zoning ordinance as applicable to the subject property?

The project site is located within the M-1 (Light Manufacturing) Zone. Schools are allowed within the M-1 Zone, provided that a conditional use permit is obtained (County Code Title 22, Section 32.070).

d) Conflict with Hillside Management criteria, Significant Ecological Areas conformance criteria, or other applicable land use criteria?

The proposed project is not within a Hillside Management area or a Significant Ecological Area, and the proposed use would not conflict with any other applicable land use criteria.

12. MINERAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

b) **Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project site is not within a designated Mineral Resource Area of the Countywide General Plan, and there is no known history of mineral resources on or adjacent to the site.

b) **Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project site is not within a designated Mineral Resource Area of the Countywide General Plan, and there is no known history of mineral resources on or adjacent to the site.

13. NOISE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project result in:

a) Exposure of persons to, or generation of, noise levels in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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An acoustical analysis was conducted for the applicant by Bricken Associates, dated 12/15/2012, to assess and present the results of a noise impact and design study of the proposed. Ambient noise levels were measured at the east and west sides of the school site to insure consideration of existing noise emanating from Beach Street traffic and from the adjacent Metro Blue Line and Union Pacific rail lines. Some low background noise was included from distant airplane traffic related to LAX. The Acoustical Analysis concluded: (i) there is no requirement to mitigate existing ambient exterior noise in the areas that students and faculty will utilize exterior to the proposed school buildings, and (ii) the buildings as designed will meet applicable interior classroom noise level standards, as insulated windows are proposed for the classroom buildings, which will insulate students and staff from exterior noise.

Modeling of the noise emanating from students either in the courtyard between the buildings or in the grassy area was performed, and it was determined that proposed layout of school buildings on the perimeter of the site would maintain noise levels at each location to less than the allowed 52 dBA Leq(h).

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Some of the noise emanating from the adjacent rail lines is likely to be in the form of groundborne vibrations. However, the acoustical study prepared by Bricken Associates determined that such noise would be periodic and would not exceed applicable standards (see Section "a" above).

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from parking areas?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The adjacent Beach I school and surrounding residential lands uses can be considered sensitive receptors that would be exposed to the increased ambient noise levels noises, such as car doors closing, conversations, and playing students. These noises are already a significant part of the existing ambient noise from the existing school site, and both schools will operate during substantially similar weekday hours.

Mitigation measures will be incorporated to: (i) limit the operation of the rooftop mechanical equipment, and (ii) limit the Sound Power level and utilize a HUSH cover for proposed HVAC units. These measures will ensure that noise impacts of this equipment on students, as well as residences immediately to the east, would be less than significant.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from amplified sound systems?

The County Code regulates noise generated during construction (Title 12, Section 12.08—Noise Control). The ordinance prohibits construction equipment operation between 7:00 PM and 7:00 AM, Monday through Saturday, or at any time on Sunday or holidays if the noise disturbance crosses a residential or commercial real property line. The project will be required to comply with these standards during the construction phase.

Other than the permanent increase in ambient noise levels mentioned in Section “c” above, there would be no other increase in ambient noise levels near the project site. No amplified sound systems are proposed, and there would be no on-site physical education or team sports at the school, as there are no suitable outdoor areas for such activities included in the project design.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The project site is not located within an airport land use plan.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

The project site is not in the vicinity of a private airstrip.

EVALUATION OF ENVIRONMENTAL IMPACTS:

An acoustical analysis was conducted for the applicant by Bricken Associates, dated 12/15/2012, to assess and present the results of a noise impact and design study of the proposed. The Acoustical Analysis concluded: (i) there is no requirement to mitigate existing ambient exterior noise in the areas that students and faculty will utilize exterior to the proposed school buildings, and (ii) the buildings as designed will meet applicable interior classroom noise level standards, as insulated windows are proposed for the classroom buildings, which will insulate students and staff from exterior noise. Modeling of the noise emanating from students either in the courtyard between the buildings or in the grassy area was performed, and it was determined that proposed layout of school buildings on the perimeter of the site would maintain noise levels at each location to less than allowed.

The surrounding area would be exposed to the increased ambient noise levels noises, such as car doors closing, conversations, and playing students. These noises are already a significant part of the existing ambient noise from the existing school site, and both schools will operate during substantially similar weekday hours.

Mitigation measures will be incorporated to: (i) limit the operation of the rooftop mechanical equipment, and (ii) limit the Sound Power level and utilize a HUSH cover for proposed HVAC units. These measures will

ensure that noise impacts of this equipment on students, as well as residences immediately to the east, would be less than significant.

14. POPULATION AND HOUSING

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed school provides an alternative for public education in addition to other public schools in the surrounding communities. It is unlikely that the school would spur population growth in the area, as the surrounding neighborhood is urbanized and would likely require more significant improvements in infrastructure and/or business conditions to encourage redevelopment at higher densities, which is more costly than greenfield construction.

b) Displace substantial numbers of existing housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Neither existing market rate nor affordable housing would be displaced.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project would not displace housing or necessary residential infrastructure.

d) Cumulatively exceed official regional or local population projections?

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project does not propose to construct residential units.

15. PUBLIC SERVICES

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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a) **Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

Fire protection?

A public charter school presents no greater need for fire protection services than the existing industrial land uses. All project improvements—including structures, driveways, pedestrian access as well as fire hydrants—have been reviewed by the Los Angeles County Fire Department, and the project design includes infrastructure measures to comply with all applicable rules, regulations and policies of said department. The closest County fire station is Fire Station 16, located at 8010 S. Compton Avenue—approximately 0.6 miles to the northwest from the project site.

Sheriff protection?

Data provided by the applicant indicates that 90 percent of the students at proposed school would be drawn students from within one mile of the site, and its overall student population would be relatively small (570 students). Therefore, the construction of the school is unlikely to significantly affect Sheriff service levels in the vicinity. The closest Sheriff's station is located at 6548 Miles Avenue in Huntington Park—approximately 2.0 miles to the east of the project site

Schools?

The proposed project would create additional school capacity for the area.

Parks?

The proposed public charter school is an academic institution without physical education or team sports programs, and there is no proposal to utilize public parklands. The Los Angeles County Department of Parks and Recreation has reviewed the proposed project and concluded that it would not adversely affect existing park facilities in the area.

Libraries?

The proposed school would primarily drawn students from existing schools in the vicinity, and its overall student population would be relatively small (570 students). Therefore, the construction of the school is unlikely to significantly affect library service levels in the vicinity. The closest library to the school site is the Florence Library, located at 1610 East Florence Avenue, approximately 0.9 miles to the north.

Other public facilities?

The proposed project is not expected to significantly affect other public facility service levels.

16. RECREATION

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed public charter school is an academic institution without physical education or team sports programs, and there is no proposal to utilize public parklands. The Los Angeles County Department of Parks and Recreation has reviewed the proposed project and concluded that it would not adversely affect existing park facilities in the area.

b) **Does the project include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment?**

	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The Los Angeles County Department of Parks and Recreation has reviewed the proposed project and concluded that it would not require additional parklands in the area.

c) **Would the project interfere with regional open space connectivity?**

	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project would break up any existing open space.

17. TRANSPORTATION/TRAFFIC

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

Would the project:

a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Temporary traffic impacts would result from the construction of the proposed project due to construction equipment and construction related vehicles. However, these impacts are short-term and would be considered less than significant when controlled by construction staging plans and temporary traffic/street closure plans approved by the Los Angeles County Department of Public Works (“DPW”).

A traffic impact analysis (“TIA”) was prepared for the applicant by Linscott, Law, & Greenspan Engineers on 04/11/2013 to evaluate potential impacts to the local street system. Twelve study intersections were identified by DPW—Traffic & Lighting Division and analyzed to determine changes in operations following construction and occupancy of the proposed Beach II school. Application of the impact threshold criteria from both the County (ten intersections) and City of Los Angeles (two intersections) indicates that none of the 12 intersections would be significantly impacted by the forecasted project traffic although incremental, less-than-significant impacts are noted at all the study intersections. No direct traffic mitigation measures are required or recommended for the 12 study intersections.

The TIA finds that cumulative impacts may occur at (i) Intersection No. 11—Alameda St/Nadeau St—morning peak hours, and (ii) Alameda St/Firestone Blvd—morning and evening peak hours from combined traffic effects due to the Beach II project and planned related projects. However, since the morning peak hour at the Alameda St/Nadeau St and Alameda St/Firestone Bl intersections occurs between 7:00 – 8:00 AM and the start times for the High School and Middle School are 8:30 AM and 9:00 AM respectively, the project is not expected to contribute to the potentially significant cumulative traffic impacts at these intersections. Similarly, since the evening peak at the Alameda St/Firestone Bl intersection occurs between 5:00 – 6:00 PM and the dismissal times for the High School and Middle School are 3:35 PM and 4:05 PM respectively, the project is not expected to contribute to the potentially significant cumulative traffic impacts at this intersection. These specific staggered start times and dismissal times shall be included as mitigation measures.

The TIA concludes that the existing transit service in the project area will adequately accommodate a small increase of project-generated transit trips.

The project site currently has a lack of Americans with Disabilities Act (“ADA”) compliant pedestrian paths along its street frontage. In addition, there is a lack of ADA compliant curb ramps at the northeast and southeast corners of 82nd Street and Beach Boulevard, which would be a main pedestrian path for the project. In order to ensure equal access, a mitigation measure shall be included requiring the provision of

ADA compliant pathways at these locations.

b) Conflict with an applicable congestion management program (CMP), including, but not limited to, level of service standards and travel demand measures, or other standards established by the CMP for designated roads or highways?

No significant project impact was identified to the Los Angeles County Congestion Management Plan ("CMP"). Two intersection monitoring locations in the project vicinity – Manchester Ave/Avalon Blvd and Alameda St/Firestone Blvd – were identified. The Alameda St/Firestone Blvd monitoring location required further review because more than 50 trips would be added to the intersection during the morning or evening peak hours. However, it was determined that the Alameda St/Firestone Blvd CMP monitoring location is not anticipated to be significantly impacted by the proposed project, when applying the CMP TIA significant impact criteria. There are no CMP freeway monitoring locations in the project vicinity. No further analysis was required because less than 150 morning or evening peak trips would be added to a freeway monitoring location.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Nothing in the proposed project is likely to result in a change in air traffic patterns.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

A particular focus of the TIA is the proposed student drop-off/pick-up operations along the eastside frontage of Beach Street and the analysis of safe pedestrian crossings and pathways on the project site and in the immediate vicinity. The proposed on-site area has been positioned and designed to mitigate potential queuing impacts along Beach Street. The school will utilize a system of dispersed and staggered times for student drop-off/pick-up such that the proposed vehicle queue and parking locations provide sufficient on-site space to mitigate queuing impacts along Beach Street.

It is anticipated that there will continue to be high levels of pedestrian activity related to the project as more than 90% of the current Beach I students live within 1.0 miles of the site. The TIA concludes that pedestrian movements can be accommodated as part of the proposed project. A Traffic Management Plan shall be required as a mitigation measure. This plan shall address the positioning of staff and parent volunteers in strategic on-site and off-site locations to direct the student drop-off/pick-up operations. The plan shall also address the provision of informational materials to students, parents, caregivers, and staff at the start of each school term indicating suggested pedestrian routes to and from the school. The information shall include mandatory pedestrian pathways in regards to avoiding crossing the vehicle queuing and parking areas.

e) Result in inadequate emergency access?

The proposed project has been reviewed for emergency access by the Los Angeles County Fire Department, and said department has determined that it is adequate.

f) Conflict with adopted policies, plans, or programs

regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The project site is located in a Transit Oriented District and is a land use considered compatible with transportation and pedestrian-oriented programs.

18. UTILITIES AND SERVICE SYSTEMS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Exceed wastewater treatment requirements of either the Los Angeles or Lahontan Regional Water Quality Control Boards?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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A sanitary sewer study was prepared for the applicant by Brandow and Johnson on 12/19/2012. The study determined the sewer loading and existing sewer capacity of the existing sanitary sewer system. The resultant flow of 0.24 CFS from the proposed school and tributary area is less than and able to be accommodated by the maximum flow rate of 0.31 CFS for the existing sanitary sewer.

b) Create water or wastewater system capacity problems, or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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A sanitary sewer study was prepared for the applicant by Brandow and Johnson on 12/19/2012. The study determined the sewer loading and existing sewer capacity of the existing sanitary sewer system. The resultant flow of 0.24 CFS from the proposed school and tributary area is less than and able to be accommodated by the maximum flow rate of 0.31 CFS for the existing sanitary sewer.

c) Create drainage system capacity problems, or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project would include more landscaping and permeable surface area than that which exists on the existing industrial sites. Therefore, it is unlikely that the project would result in a greater amount of storm water runoff.

d) Have sufficient reliable water supplies available to serve the project demands from existing entitlements and resources, considering existing and projected water demands from other land uses?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source:

A "will serve" letter was issued for the project by Golden State Water Company on 12/19/2012.

e) Create energy utility (electricity, natural gas, propane) system capacity problems, or result in the construction of new energy facilities or expansion of existing facilities, the construction of which could

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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cause significant environmental effects?

The amount of energy used by the proposed project would be relatively low and would not rise to the level requiring energy infrastructure expansion.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

The proposed project would generate minimal amounts of solid waste. This amount would be easily accommodated by the existing Los Angeles County Integrated Waste Management Plan ("IWMP")¹⁴.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

The small amount of solid waste generated by the facility would be easily accommodated by the Los Angeles County IWMP. The proposed deconstruction and reconstruction activities would also be required to comply with county, state, and federal guidelines regarding the disposal of hazardous substances, such as asbestos and lead paint (see above section 9—"Hazards and Hazardous Materials"), and state and county green building requirements—such as Cal Green and the County Green Building Ordinance—and other waste diversion standards¹⁴.

¹⁴ Los Angeles County IWMP and solid waste diversion documents (<http://dpw.lacounty.gov/epd/swims/swims-more-links.aspx?id=4>)

19. MANDATORY FINDINGS OF SIGNIFICANCE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

The site is currently developed with industrials uses, and development of the project site with a public charter high school is unlikely to disturb the habitat of sensitive species or uncover cultural resources in previously disturbed ground.

b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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It is unlikely that the proposed project would negatively impact long-term environmental goals.

c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project is unlikely to have cumulatively considerable environmental impacts.

d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The proposed project would have less-than-significant environmental effects on human beings. Mitigation measures will be required regarding geology, noise, and transportation/traffic to ensure this.

MITIGATION MONITORING PROGRAM
PROJECT NO. R2013-00160-(2) / CONDITIONAL USE PERMIT NO. 201300015 / ENV NO. 201300039

The Department of Regional Planning staff has determined that the following mitigation measures for the project are necessary in order to assure that the proposed project will not cause significant impacts on the environment.

The permittee shall deposit the sum of \$6,000.00 with the Department of Regional Planning within 30 days of permit approval in order to defray the cost of reviewing and verifying the information contained in the reports required by the Mitigation Monitoring Program.

Mitigation	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party	
GEOLOGY/SOILS					
1	Due to superficial disturbed soils and undocumented fill soils, remedial grading shall occur for ground preparation and should include over-excavation and re-compaction, at the discretion of the Department of Public Works	Submittal and approval of grading plan	Prior to approval of grading permits	Applicant	Department of Public Works
NOISE					
2	Roof top mechanical equipment shall not operate between the hours of 10:00 p.m. and 7:00 a.m.	Restriction of rooftop equipment operation	Prior to approval of CUP, then ongoing	Applicant	Department of Regional Planning
3	Sound power level of HVAC units shall be limited through installation of a HUSH kit approved by the State of California Department of General Services, Division of the State Architect.	Submittal and approval of building and electrical permits	Prior to approval of building and electrical permits	Applicant	Division of the State Architect, Department of Regional Planning
TRANSPORTATION/TRAFFIC					
4	Student instruction shall begin no earlier than 8:30 a.m., and start times for the middle school and high school shall be staggered no less than 30 minutes apart. Instruction shall cease no later than 4:05 p.m. and dismissal times for the middle school and high school shall be staggered no less than 30 minutes apart.	Restriction of instructional periods, staggering of start/end times	Prior to approval of CUP, then ongoing	Applicant	Department of Regional Planning
5	New parking regulation shall be installed along the entire project frontage on the west side of Beach Street. This regulation shall be "No Stopping" on school days between 7:00 a.m. and 9:00 a.m. and between 3:00 p.m. and 5:00	Installation of signage as approved by the Department of Public Works	Prior to issuance of occupancy permit	Applicant	Department of Public Works

p.m.						
6	Installation of stop signs, school assembly signs, and crosswalks as described in Figure 3-1 Preliminary Safe Routes to School Plan of the April 11, 2013 Traffic Impact Analysis.	Installation of signage as approved by the Department of Public Works	Prior to issuance of occupancy permit	Applicant	Department of Public Works	
7	The Beach Street inbound/outbound (drop-off and pick-up zone) driveway shall be restricted to right-turn ingress and right-turn egress only.	Installation of signage as approved by the Department of Public Works	Prior to issuance of occupancy permit	Applicant	Department of Public Works	
8	During peak pick-up and drop-off times, between four and six adult monitors, identified appropriately with reflective vests, shall direct inbound and outbound traffic through the drop-off and pick-up zone and onto Beach Street.	Maintenance of 4 to 6 adult traffic monitors	Prior to approval of CUP, then ongoing	Applicant	Department of Regional Planning	
9	Americans with Disabilities Act ("ADA") compliant pedestrian pathways, including ADA compliant driveways, shall be constructed along the project site street frontage. ADA compliant pedestrian curb ramps shall also be constructed at the northeast and southeast corners of the intersection of Beach Street and 82 nd Street. All of these improvements shall be to the satisfaction of the Department of Public Works.	Construction of ADA compliant pathways, curb ramps	Prior to issuance of occupancy permit	Applicant	Department of Public Works	
MITIGATION COMPLIANCE						
As a means of ensuring compliance of above mitigation measures, the applicant and subsequent owner(s) are responsible for submitting compliance report to the Department of Regional Planning for review, and for replenishing the mitigation monitoring account if necessary until such as all mitigation measures have been implemented.						

As the applicant, I agree to incorporate these mitigation measures into the project, and understand that the public hearing and consideration by the Hearing Officer and/or Regional Planning Commission will be on the project as mitigation measures.

Applicant ATC Date 5/15/13
SW Date 5-15-13
 Staff _____ Date _____



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

JACQUELINE TAYLOR, MPA, REHS
Director of Environmental Protection Bureau

PATRICK NEJADIAN, REHS
Chief EHS, Land Use Program

THAO KOMURA, REHS
Environmental Health Specialist IV
Land Use Program
5050 Commerce Drive
Baldwin Park, California 91708
TEL (626) 430-5581 • FAX (626) 813-3016



BOARD OF SUPERVISORS

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February 26, 2013

TO: Tyler Montgomery
Current Planning Division
Department of Regional Planning

FROM: Thao Komura, REHS 
Environmental Health Division
Department of Public Health

SUBJECT: PERMIT CONSULTATION – GREEN DOT CHARTER HIGH SCHOOL
PROJECT NO. R2013-00160
8145-8205 BEACH ST., LOS ANGELES

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

The Department of Public Health has reviewed the information provided for the project identified above. The CUP is for the construction and operation of a 56,322 sq. ft. public charter high school for a maximum of 650 students and 39 staff in grades 9 through 12. The facility would consist of 34 classrooms, a multi-purpose room, and one administrative office on two parcels in the M-1 (Light Manufacturing) Zone with a total area of 3.02 acres.

The Department recommends approval of this CUP with the following conditions:

1. The proposed project shall remain connected to existing public water and public sewer facilities.
2. The project shall comply with the requirements of the Los Angeles County Noise Control Ordinance as found in Title 12 of the Los Angeles County Code.

If you should have any questions, please contact me at (626) 430-5382.



COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION

"Parks Make Life Better!"

Russ Guiney, Director

John Wicker, Chief Deputy Director

February 28, 2013

Sent via e-mail: tmontgomery@planning.lacounty.gov

TO: Tyler Montgomery
Department of Regional Planning

FROM: Julie Yom, Park Planner *JY*
Environmental and Regulatory Permitting Section

SUBJECT: **PERMIT CONSULTATION**
PROJECT NO. R2013- 00160 (2)
RCUP 201300015
AMINO PAT BROWN CHARTER HIGH SCHOOL
8145- 8205 BEACH STREET, LOS ANGELES
APN: 6027- 015- 003 & 004

The above project has been reviewed for potential impacts on the facilities of this Department. We have determined that the proposed project, which involves construction and operation of a public charter high school, will not impact the facilities of this Department as there will be no use of the facilities by the school for recreational purposes.

Thank you for including this Department in the review of this document. If we may be of further assistance, please contact me at (213) 351-5127 or jyom@parks.lacounty.gov.

JY/ R2013-00160/ Green Dot, Amino Pat Brown Charter HS

c: DPR (N. E. Garcia, J. Mendoza, M. Yamamoto, K. King, J. Rupert, J. Barber, L. Bradley, O. Ruano)



**COUNTY OF LOS ANGELES
FIRE DEPARTMENT**

**5823 Rickenbacker Road
Commerce, California 90040-3027**

DATE: March 19, 2013

TO: Department of Regional Planning
Zoning Permits

PROJECT #: CUP R2013-00160

LOCATION: 8145 & 8205 Beach St

- The Fire Department Land Development Unit has no additional requirements for this permit.
- The required fire flow for this development is ____ gallons per minute for _ 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.
- Verify __ 6" X 4" X 2 1/2" public fire hydrant, 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 recommends approval of this permit as presently submitted.
:
- Water:** Per the fire flow test performed by Golden State Water Company dated 12-17-12, the existing public fire hydrants are adequate.
- Access:** The Fire Department approved the access as shown in the site plan filed in our office.
- Special Requirements:** All proposed gates shall comply with the Fire Department's Regulation 5.

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



Florence Firestone Community Leaders

Via email and US Mail

May 15, 2013

Ms. Mi Kim, Zoning Permits Section Chief
Mr. Tyler Montgomery, Planner
County Regional Planning – Zoning Permits Section
320 West Temple Street, 13th Floor
Los Angeles, CA 90012

Re: Notice of Support for Project R2007-02480-(2) - Beach II – - 8145/8205 Beach St.

Zoning Permits Section,

Our Coalition of Community Leaders met with representatives of Pacific Charter School Development ("PCSD") and Green Dot Public Schools (collectively, "Applicant") on March 13, 2013. The Applicant brought its zoning entitlement/environmental, and construction management consultants to present the project. In particular, the Applicant spoke at length and responded to comments about several issues of importance:

1. Site history and environmental issues relating to the current land uses.
2. Proposed demolition of existing improvements.
3. Proposed construction of 34 classrooms, multipurpose building and open space areas.
4. Transition of Beach I to a Middle School.
5. The CUP process.
6. Proposed construction and operations.
7. School application / lottery process for area students,
8. Academic student performance of Beach I, and
9. Education goals.

On behalf of the FFCL, we would like to go on record in support of the CUP and that we appreciate the thorough overview that the Applicant provided.

We look forward to the approval of project and the enhancement of educational opportunities in this area of the 2nd District.

Sincerely,

Art Jones, President

SITE PHOTOGRAPHS

Proposed Amino Pat Brown Public Charter High School

Project Site:

**8145-8205 Beach St.
Los Angeles, CA 90012**

**Prepared in support of a CUP application
Green Dot Public Schools, Applicant**

***County of Los Angeles*
Department of Regional Planning**

Prepared by:

**David Moss & Associates, Inc.
613 Wilshire Blvd., Suite 105
Santa Monica, CA 90401
Tel (310) 395-3481
Fax (310) 395-8191**

Introduction

Photographs are provided to assist County Staff with review of the CUP request (LACC S.22.24.070) to construct a new public charter high school.

The photographs show the existing improved nature of the two parcels held as one with historic medium intensity industrial/manufacturing land uses.

Offsite land uses include industrial to the north, a public charter school to the south, single and multi-family to the east, and a Standard Pacific rail line and Metrorail commuter rail line to the west.

Site Photographs

Photographs taken on adjacent public rights-of-way show the existing developed nature of the property and along both sides of Beach St. The aerial photograph showing the view vantage points is a superior means to see the layout of the site with multiple industrial structures and a previously entitled collocated cellular monopole.

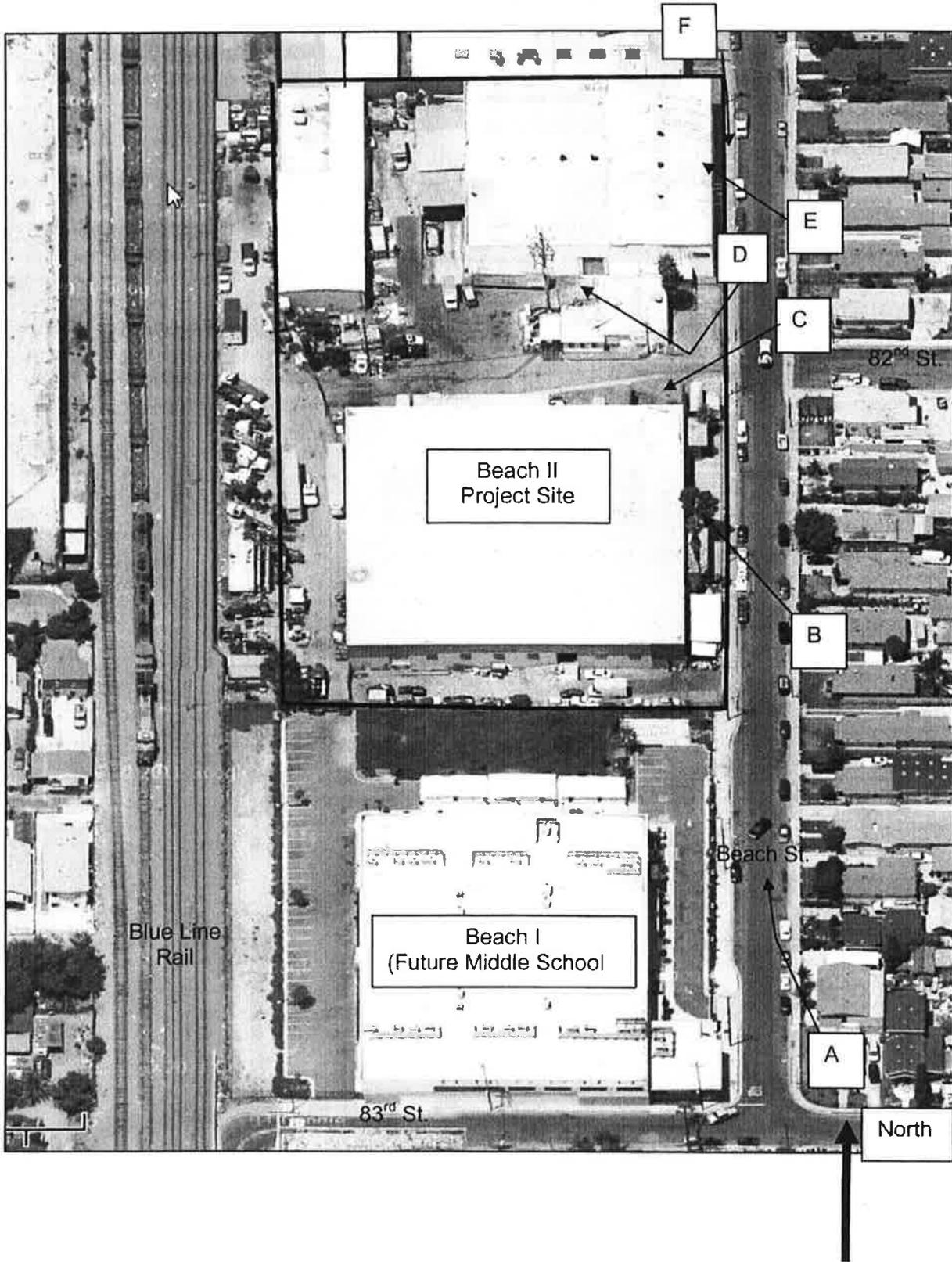
Distances shown in () in text under each photograph are the approximate distance from the location of the vantage towards the subject.

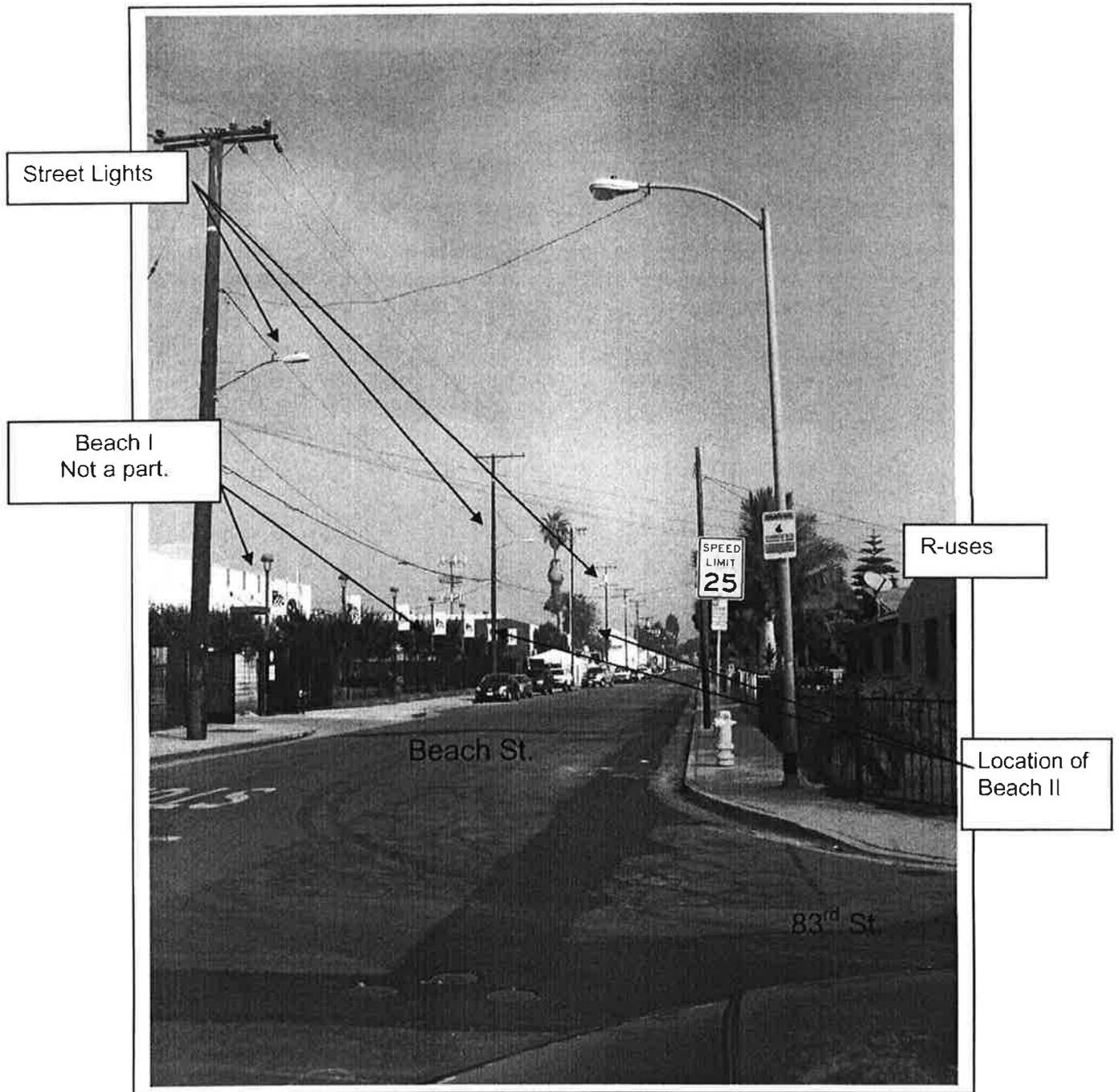
Project Description

1. **Proposed Project / CUP Entitlement Requested:** Green Dot Public Schools ("GD") requests a CUP (LACC S.22.24.070) to entitle and operate a public charter high school (the "High School" or the "High School Project"; Beach II) at 8145-8205 Beach St. The property has a long history for industrial land uses in the M-1 zone and is located directly north of the existing Animo Pat Brown Public Charter High School (Beach I) at 8255 Beach St. operated by GD.
 - a. The existing public charter high school (Beach I) at 8255 Beach St. operated by Green Dot will become a public charter middle school for grades 6 through 8 upon the opening of the High School (Beach II). There will be no changes to any of the operations or as-built conditions of 8255 Beach St. once it is converted to a Green Dot operated middle school as approved by prior discretionary CUP entitlement (CUP Project No. 2007-02480 (2)).
 - b. The High School Project entails the demolition and removal of all existing industrial structures on the 3-ac , two-lot M-1 zoned property and the construction of three buildings totaling 56,211 sq. ft for a maximum of 650 students in 34 classrooms and one multi-purpose room, with 39 staff (32 teachers and 7 staff).
 - c. All 48 required parking spaces will be provided on site consistent with the Blue Line Transit Oriented District ("TOD") promotion of transit rider-ship.
 - d. A drop-off/pick-up area on private property will be constructed parallel to Beach Street consisting of one queuing lane and parking for drop off and pick up purposes. GD staff and parents will be trained to serve as field monitors to mitigate potential queuing backups.
 - e. There will be staggered outdoor lunch periods – weather permitting – to minimize outdoor noise.
 - f. No private bus services for student pickup/drop-off are proposed.
 - g. The High School will be a closed/secure campus – with controlled ingress and egress through perimeter fencing where pickup is restricted to parents/care givers, and students may not leave unattended.

2. **State Funding and Project Review** The High School Project is financed by State Proposition 55 bond financing and all school improvements will be reviewed by the State of California Division of State Architect (“DSA”)
 - a. All on-site improvements will be reviewed by DSA.
 - b. All off-site (public) improvements will be reviewed by the County of Los Angeles.
3. **State/Local School District Licensing:** LAUSD approved the charter for the proposed High School and the proposed High School will be evaluated every five years to maintain its charter school designation.
4. **Student Enrollment:** The proposed High School – similar to the existing high school that will be converted to a middle school - has an open enrollment and students who apply can come from immediate or more distant communities. If enrollment reaches the maximum, then students are selected by a lottery system.

View Vantage Map

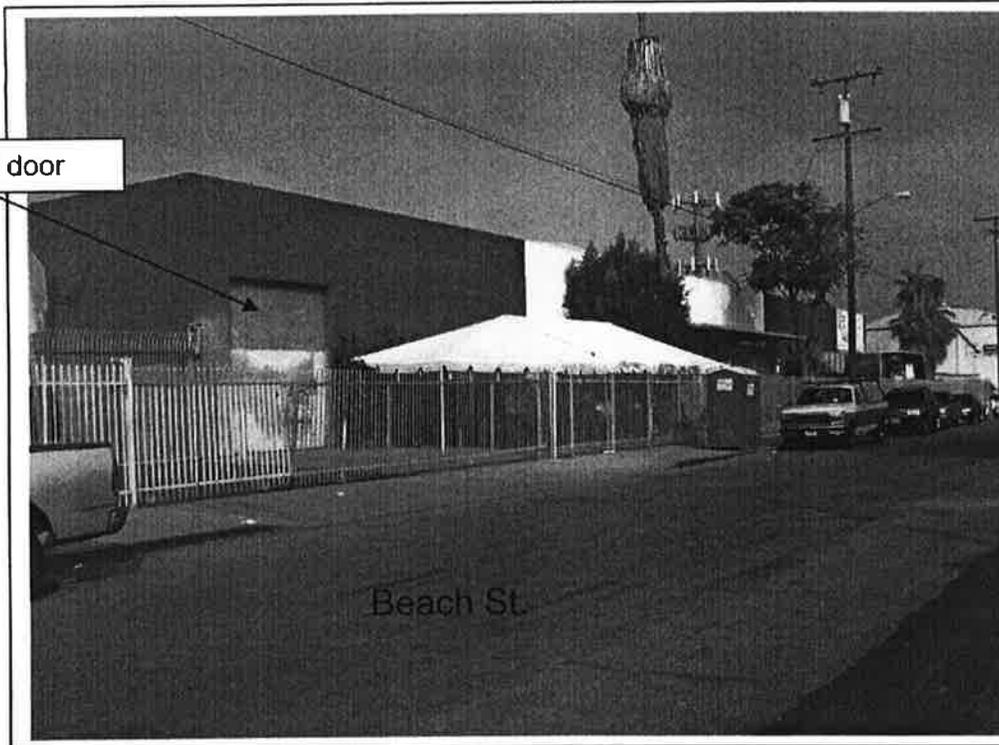




View A

- View from 83rd St. along the east side of Beach St., looking west and north at Beach I (not a part), and existing industrial/manufacturing buildings located on the subject property to be developed as Beach II. (250 ft.)
- County DPW previously required curb, gutter, sidewalk, street light and street tree improvements along the Beach I frontage. Similar requirements are expected along the frontage of Beach II.

Overhead door



View B

- View from east side of Beach St., south of 82nd St., looking west and north at existing industrial/ manufacturing buildings located on the subject property to be developed as Beach II. (100 ft.)



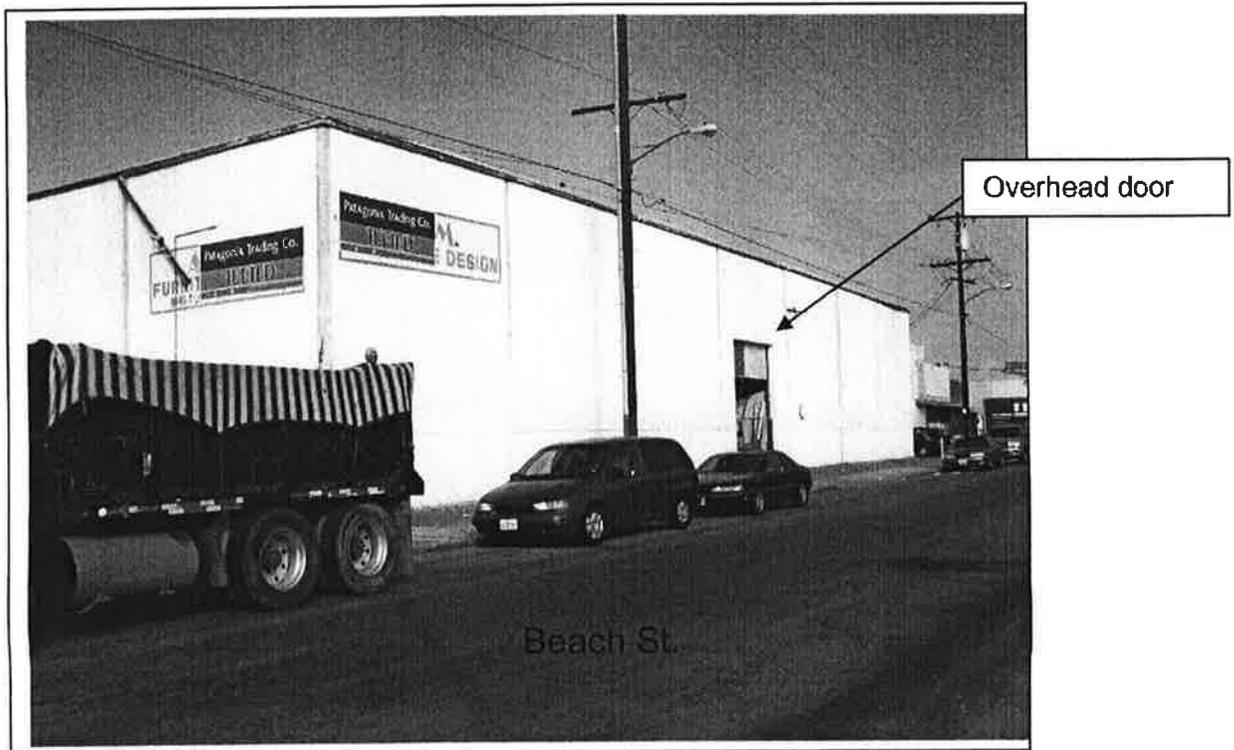
View C

- View from east side of Beach St., south of 82nd St., looking west and south at existing industrial/ manufacturing buildings located on the subject property to be developed as Beach II. (100 ft.)



View D

- View from east side of Beach St., south of 82nd St., looking west at existing cellular monopole and south side of subject site where Beach II will be constructed. (75 ft.)
- Driveway in foreground along Beach St. to be relocated.



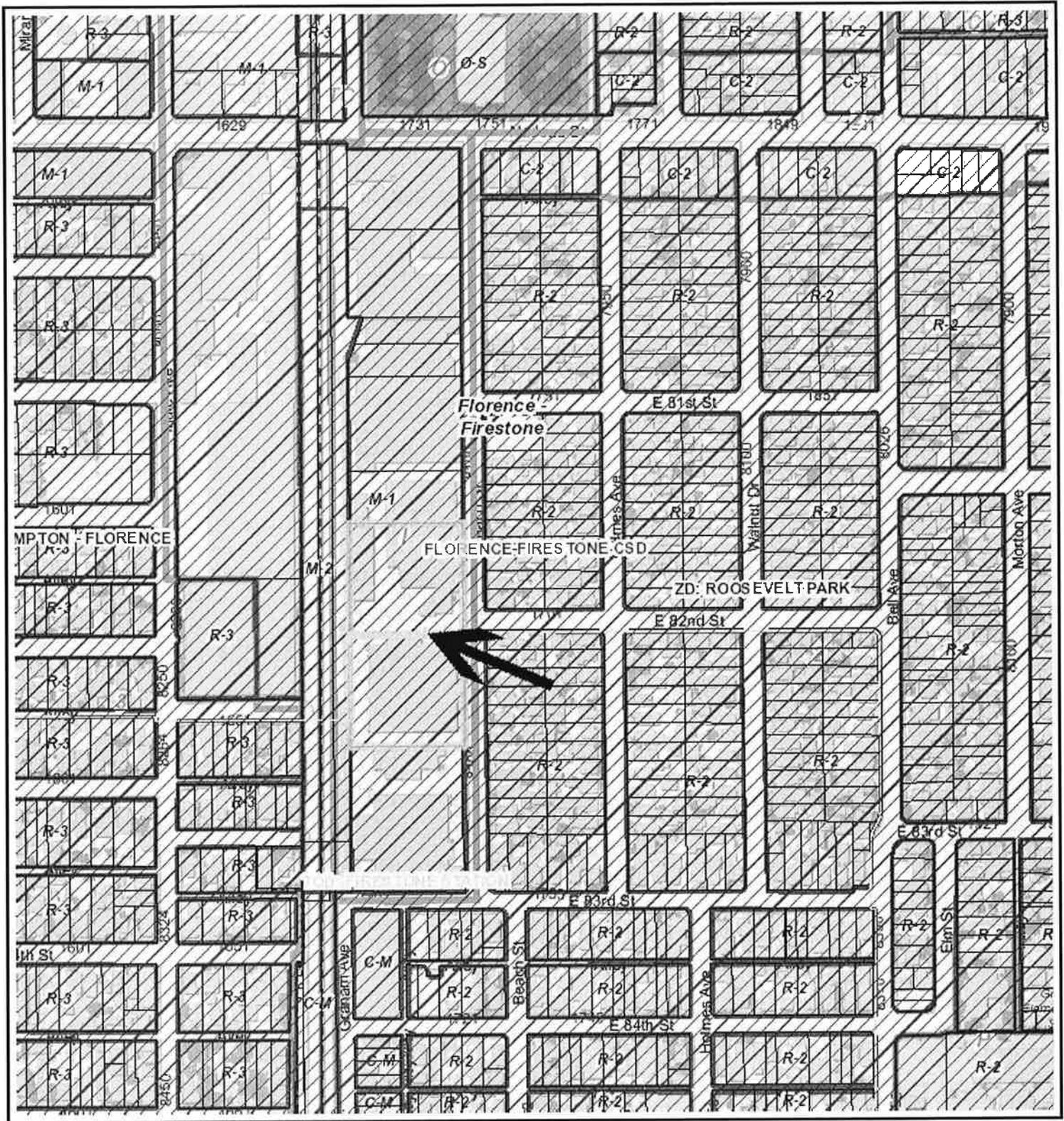
View E

- View from east side of Beach St., south of subject site, looking towards existing industrial building to be demolished. (100 ft.)



View F

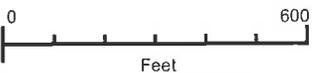
- View from north side of subject site, looking south and east at existing Beach St. improvements.
- The east side of Beach St. is exclusively used as single- and multi-family housing. (100 ft.).
- The residential neighbors have a long history of quiet enjoyment of the neighborhood while sharing the immediate Beach St. thoroughfare with both industrial and existing school uses.
- Street improvements along the subject site will include a five ft dedication, curb, sidewalk, gutter, street trees and street lights in the public right of way, and pickup-drop-off curb and pavement changes to accommodate passenger vehicles on private property.



GIS Map

Project No. R2013-00160-(2)

Printed: May 16, 2013



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