# Regional Planning Commission Transmittal Checklist

**Hearing Date**
11/09/2016
**Agenda Item No.**
6

**Project Number:** R2014-03527-(2)

**Case(s):**
Vesting Tentative Tract Map No. 073203
Zone Change No. 201400013
Conditional Use Permit No. 201400172
Parking Permit No. 201500005
Environmental Assessment No. 201400280

**Planner:** Tyler Montgomery

- ☒ Project Summary
- ☒ Property Location Map
- ☒ Staff Analysis
- ☒ Draft Resolution / Draft Ordinance / 8.5x11 Map (ZC or PA)
- ☒ Draft Findings
- ☒ Draft Conditions + Other department letters of recommended conditions
- ☐ Previous CUP Conditions of Approval
- ☒ Burden of Proof Statement(s)
- ☒ Environmental Documentation (ND / MND / EIR)
- ☐ Correspondence
- ☒ Photographs
- ☒ Aerial Image(s)
- ☒ Land Use/Zoning Map
- ☒ Tentative Tract / Parcel Map
- ☒ Site Plan / Floor Plans / Elevations
- ☒ Exhibit Map
- ☒ Landscaping Plans

**Reviewed By:** JONES for KKS

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

# PROJECT SUMMARY

**PROJECT NUMBER**
R2014-03527-(2)

**HEARING DATE**
11/09/2016

**REQUESTED ENTITLEMENTS**
Vesting Tentative Tract Map No. 073203
Zone Change No. 201400013
Conditional Use Permit No. 201400172
Parking Permit No. 201500005
Environmental Assessment No. 201400280

**OWNER / APPLICANT**
Normandie Harbor City Investors / La Terra Development

**MAP/EXHIBIT DATE**
06/22/2016

**PROJECT OVERVIEW**
Vesting Tentative Tract Map for 111 residential condominiums and a separate commercial space on three lots totaling 11.27 gross (9.37 net) acres. The proposed Lot 1 would have an area of 0.90 gross (0.44 net) acres and be reserved for future commercial use. The proposed Lot 2 would have an area of 3.27 gross (2.55 net) acres and contain 39 attached residential condominium units. The proposed Lot 3 would have an area of 7.10 gross (6.39 net) acres and contain 72 detached residential condominium units. Vehicular access would be from Normandie Avenue for Lots 1-3 as well as Lomita Boulevard for Lot 1. The applicant also proposes to change the zone of Lots 2 and 3 from M-1 (Light Manufacturing) to RPD (Residential Planned Development). A parking permit is requested to allow for parallel guest parking spaces on Lot 2.

**LOCATION**
24710, 24906 S. Normandie Avenue, West Carson

**ACCESS**
Normandie Avenue, Lomita Boulevard

**ASSESSORS PARCEL NUMBER(S)**
7409-029-006; 7409-029-009; 7409-029-010

**SITE AREA**
11.27 gross (9.37 net) acres

**GENERAL PLAN / LOCAL PLAN**
Countywide Land Use Plan (1980)

**ZONED DISTRICT**
Carson

**LAND USE DESIGNATION**
2—Low/Medium Density Residential (6 to 12 dwelling units/gross acre) (per 1980 Plan)

**ZONE**
M-1 (Light Manufacturing)

| PROPOSED UNITS | MAX DENSITY/UNITS |
|---|---|
| Lot 1: 0 units | LOT 1: 10 UNITS (12 DU/AC) |
| Lot 2: 39 units (12 DU/AC) | LOT 2: 39 UNITS (12 DU/AC) |
| Lot 3: 72 units (10 DU/AC) | LOT 3: 85 UNITS (12 DU/AC) |

**COMMUNITY STANDARDS DISTRICT**
None

**ENVIRONMENTAL DETERMINATION (CEQA)**
Mitigated Negative Declaration

**KEY ISSUES**
- Consistency with the Countywide Land Use Plan (1980)
- Consistency with the Subdivision Map Act and Title 21 (Subdivisions) of the Los Angeles County Code
- Satisfaction of the following Section(s) of Title 22 of the Los Angeles County Code:
  - 22.16.110 (Zone Change Burden of Proof)
  - 22.20.460 (RPD Zone Development Standards)
  - 22.56.040 (Conditional Use Permit Burden of Proof)
  - 22.56.1020 (Parking Permit Burden of Proof)

**CASE PLANNER:**
Tyler Montgomery

**PHONE NUMBER:**
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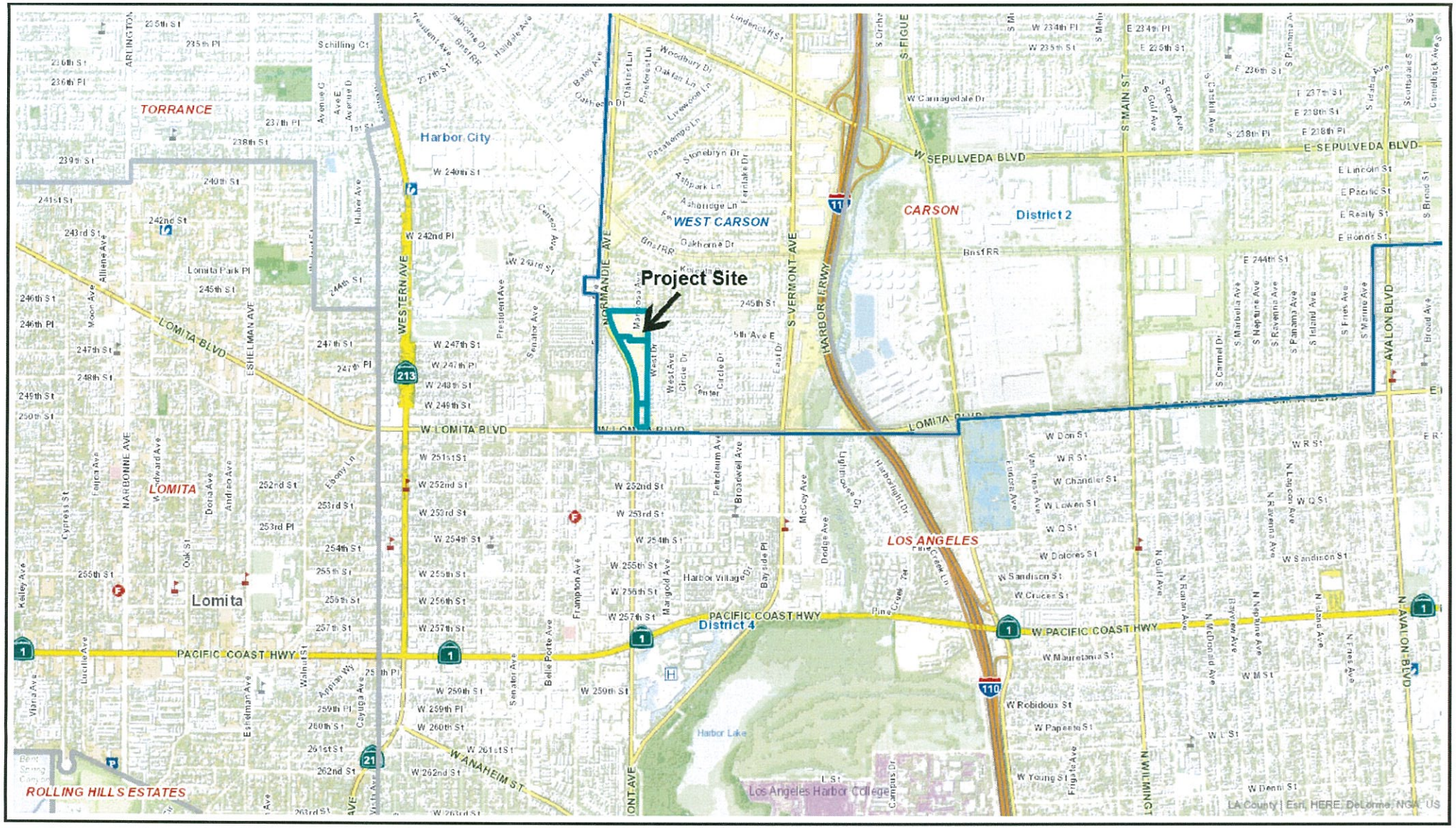


# TR 073203

# Vicinity Map

Printed: Oct 26, 2016

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## ENTITLEMENTS REQUESTED

- Vesting Tentative Tract Map to create 111 residential condominiums on two lots and a separate commercial lot (3 lots total) on 11.27 gross (9.37 net) acres, pursuant to County Code Section 21.38.020.
- Zone Change to alter the zoning of proposed Lots 2 and 3 from M-1 (Light Manufacturing) to RPD (Residential Planned Development), pursuant to County Code Section 22.16.090.
- Conditional Use Permit to adopt a development program for the RPD Zone, pursuant to County Code Section 22.20, Part 7.
- Parking Permit to allow for parallel guest parking spaces on Lot 2, pursuant to County Code Section 22.56, Part 7.

## PROJECT DESCRIPTION

The applicant requests a Vesting Tentative Tract Map to create 111 residential condominiums on two lots and a separate commercial lot (3 lots total) on 11.27 gross (9.37 net) acres. The proposed Lot 1 would have an area of 0.90 gross (0.44 net) acres and be reserved for future commercial use. The proposed Lot 2 would have an area of 3.27 gross (2.55 net) acres and contain 39 attached residential condominium units. The proposed Lot 3 would have an area of 7.10 gross (6.39 net) acres and contain 72 detached residential condominium units. Vehicular access for Lots 2 and 3 would be from Normandie Avenue via two separate gated entrances and private driveway systems. Lot 1 would take vehicular access from both Normandie Avenue and Lomita Boulevard.

The applicant also proposes to change the zone of Lots 2 and 3 from M-1 (Light Manufacturing) to RPD (Residential Planned Development). A development program for the RPD Zone would be adopted through a conditional use permit ("CUP"). Through this development program, the applicant requests flexibility in project design regarding setbacks, fence height, and open space, and has volunteered to dedicate two dwelling units on Lot 2 for sale to lower-income households. A parking permit is also requested to allow for parallel guest parking spaces on Lot 2, as parallel on-site parking is normally not permitted. The project would require approximately 37,100 cubic yards of cut, 54,360 cubic yards of fill and the import of approximately 17,260 cubic yards of earth.

The property contains three abandoned oil wells and one operating oil well. The three abandoned wells will be capped and closed in accordance with applicable requirements. The one operating oil well is located in the open space component at the northern end of Lot 2 and will continue to operate, screened with landscaping.

## MAP DESCRIPTION

The Vesting Tentative Tract Map depicts the three proposed lots on 9.37 acres. Lot 1, which would retain the zoning of M-1, would have an area of 0.44 net acres. Lots 2 and 3, which would be rezoned as RPD, would have areas of 2.55 net acres and 6.39 net acres, respectively. Lots 2 and 3 would each have a separate, unconnected system of private driveways and fire lanes, which two separate vehicular access points to Normandie Avenue.

The Exhibit Map depicts the location, access, and amenities of the condominium units. Lot 2 contains 39 attached condominium units in eight three-story buildings on 2.55 net acres. Lot 3 contains 72 three-story detached condominium single-family homes on 6.39 net acres and would contain four unit types ranging from approximately 1,536 square feet to approximately 2,438 square feet. The maximum building height across both lots would be 27 feet. The project would include a total of 2.54 acres of open space, which includes common front yards, parkways, a barbecue area, a tot lot, and a passive recreational area surrounding the remaining oil well. Each residential lot will be separately gated, with two separate points of vehicular entry from Normandie Avenue and separate interior driveway and fire lane systems. There will also be pedestrian access between lots and multiple pedestrian connections to Normandie Avenue. All residential units include an attached two-car garage, and there would be a total of 14 guest parking spaces on Lot 2 and 49 guest parking spaces on Lot 3.

## EXISTING ZONING

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

Surrounding properties are zoned as follows:
North: R-1 (Single Family Residence)
South: City of Los Angeles (M1—Limited Industrial)
East: R-3-15U (Limited Multiple Residence—15 dwelling units per acre maximum)
West: R-3-15U, C-3 (General Commercial)

## EXISTING LAND USES

The northern portion of the project site is a vacant, paved commercial lot formerly utilized as a truck storage yard. The southern portion is currently occupied by four auto parts stores and auto repair businesses. The property contains three abandoned oil wells and one operating oil well. Normandie Avenue, a busy four-lane thoroughfare, is immediately to the west of the project site, while Lomita Boulevard, a four-lane divided highway, is located immediately to the south.

Because the Project was submitted prior to the adoption of the current Countywide Land Use Plan in 2015, the applicant has the option of being reviewed for consistency with the

previous Plan, which was adopted in 1980. The applicant has chosen, therefore, for the Project to be subject to the goals, policies, and land use categories of the 1980 Plan.

The Land Use classification of the project site under the 1980 Countywide Lane Use Plan is Low/Medium Density Residential (6-12 dwelling units per gross acre).

Surrounding properties are developed as follows:
North: Single-family residences
South: Church, light industry
East: Mobile home park
West: Mobile home park

## ENVIRONMENTAL DETERMINATION

The Department of Regional Planning prepared a Mitigated Negative Declaration as 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 with adoption of appropriate mitigation measures. The Mitigated Negative Declaration and its associated Mitigation Monitoring and Reporting Program ("MMRP") have been circulated to all relevant County agencies. All comments received by these agencies were incorporated into the final document.

## STAFF EVALUATION

General Plan Consistency

The proposed use of the site for attached and detached condominiums is consistent with the Low/Medium Residential land use classification of the 1980 Countywide Land Use Plan. This designation allows for a maximum density of 12 dwelling units per gross acre, which would permit a maximum of 124 dwelling units on the portion of the site proposed for residential use (Lots 2 and 3). Therefore, the requested total of 111 residential units is consistent with this regulation.

Zoning Ordinance and Development Standards Compliance

The proposed Lot 1 is located in the M-1 (Light Manufacturing) Zone. No current use of the lot is proposed, although the applicant has indicated that it will be reserved for future commercial development. Many types of commercial uses are allowed by right within the M-1 Zone.

The proposed Lots 2 and 3, upon adoption of the zone change, would be located in the RPD (Residential Planned Development) Zone. Section 22.20.460 of the County Code states that it is the intent of the RPD Zone "to promote residential amenities beyond those expected under conventional development, to achieve greater flexibility in design, to encourage well-planned neighborhoods through creative and imaginative planning as a

unit, and to provide for appropriate use of land which is sufficiently unique in its physical characteristics or other circumstances to warrant special methods of development."

In general, development in the RPD Zone is subject to the same permitted uses, limitations, and conditions as in the R-1 (Single Family Residence) Zone. However, upon adoption of a development program through the CUP process, a project may deviate from certain R-1 Zone development standards, such as required yards, fence heights, and minimum lot sizes. In addition, development in the RPD Zone must meet certain additional requirements.

Parking:
Section 22.52.1180 of the County Code requires that each single-family residence—whether attached or detached—provide two covered parking spaces. In this case, each proposed residence includes an attached two-car garage. This section of the Code also requires that guest parking spaces be provided for condominium developments containing 10 or more units at a rate of one space per four units. Therefore, 10 guest parking spaces would be required for Lot 2, and 18 guest parking spaces would be required for Lot 3. These requirements would be satisfied, as the proposed project would provide 14 guest parking spaces for Lot 2 and 49 guest parking spaces for Lot 3. Of these spaces, 12 of those on Lot 2 would be parallel to the proposed driveway and fire lane. Because on-site parallel parking spaces are not normally permitted, the applicant has requesting a parking permit to authorize them. The ability of the project to satisfy the parking permit burden of proof will be analyzed under the "Neighborhood Impact/Land Use Compatibility" section below.

Yard/Setback Requirements:
Pursuant to Section 22.20.460 of the County Code, lots in the RPD Zone are normally required to maintain front-yard setbacks of 20 feet, rear-yard setbacks of 15 feet, side-yard setbacks of five feet, and corner side-yard setbacks of 10 feet. In addition, walls and fences in front yards may not exceed a height of 3'-6", and walls and fences in other yards may not exceed six feet. However, these standards may be modified upon adoption of a Development Program, which is intended to allow for flexibility of design. In this case, the applicant has applied for a CUP for a Development Program to allow for the following deviations to yard/setback requirements:

a. Reduction of required front-yard setback from 20 feet to 10 feet (Lots 2 and 3)
b. Reduction of required rear-yard setback from 15 feet to 10 feet (Lot 3)
c. Increase in fence/wall height within the front-yard setback from 3'-6" to 5'-6" (Lots 2 and 3)
d. Increase in fence/wall height within the rear-yard setback from 6'-0" to 12'-0" (Lots 2 and 3)

The ability of the project to satisfy the Development Program CUP burden of proof will be analyzed under the "Neighborhood Impact/Land Use Compatibility" section below.

Open Space:
The RPD Zone requires that not less than 30 percent of a project site's net area be dedicated as open space (County Code Section 22.20.460). As 8.94 net acres are proposed to be zoned RPD, this would require a total of 2.68 acres of open space. Currently the applicant proposes to provide 2.54 acres of open space (28.4 percent of the net area). While this is less than the requirement of 30 percent, Section 22.20.460.B.4 of the County Code allows the Commission to modify this requirement if it finds "that the particular development will contain compensatory characteristics which will provide as well as better for planned unit development."

The ability of the project to satisfy this burden of proof will be analyzed under the "Neighborhood Impact/Land Use Compatibility" section below.

Healthy Design:
Section 21.24.380 of the County Code requires that a separate, five-foot-wide pedestrian pathway must connect each new condominium unit with a public street. In addition, the County's Healthy Design Guidelines encourage as much pedestrian interconnectivity as possible within a new residential development, as well as between a new residential development and adjoining neighborhoods. A system of five-foot-wide walkways is proposed throughout the project site, connecting each individual unit to walkways that eventually reach Normandie Avenue. Overall, there are four gated pedestrian pathways connecting Lot 2 with Normandie Avenue and three connecting Lot 3 with the same street. These walkways also connect units to the provided recreational areas, as well as providing pedestrian connections between Lot 2 and Lot 3.

All pedestrian pathways are separated from the private driveway/fire lanes with either a curb or parkway. Pathways along interior access driveways, which each serve four units, were permitted to utilize a "woonerf" design, which is a demarcated pathway on either side of a driveway, differentiated by color and texture but not separated by a curb.

All other applicable development standards of Titles 21 and 22 of the County Code would be met by the proposed project.

Site Visit
Regional Planning staff has visited the Project site numerous times since the application was filed, with the most recent visit occurring in July of 2016. Staff can confirm that the topography and conditions of the site are accurately represented in the applicant's submitted maps.

Burden of Proof

The applicant is required to substantiate all facts identified by Sections 22.16.110, 22.56.040, and 22.56.1020 of the County Code, which pertain to Zone Changes, CUPs, and Parking Permits. The Burden of Proof statements with applicant's responses are attached.

Neighborhood Impact/Land Use Compatibility

The proposed development is compatible with the site's allowed dwelling unit density under the applicable Countywide Land Use Plan.

- *Zone Change Consistency*
  The applicant's request to change the zoning of a portion of the project site from M-1 to RPD is warranted, as the applicable Countywide Land Use Plan designates the site for Low/Medium Residential use. Changing the zone to allow residential development at this density would correct this inconsistency. The majority of the project site, which was operated as a truck storage yard, has been vacant since 2013, and the remainder of the site is occupied by auto repair and auto sales businesses. Therefore, rezoning the site would not result in the elimination or relocation of manufacturing jobs or location-dependent industries. There is also a need for additional residentially-zoned property in the community, as the project site is located in an area with a critical shortage of affordable housing. The project is surrounded by compatible residential zones and uses to the north, east, and west, and major employment centers are located in nearby Torrance and Long Beach. Therefore, it is unlikely that additional residential development on the project site would adversely affect the health, comfort, or welfare of area residents.

- *Parking Permit Consistency*
  The proposed on-site parallel parking spaces on Lot 2 would not result in traffic conflicts or congestion on the project site. The 12 guest parking spaces, which would have dimensions of 8 feet by 22 feet, would provide ample room for maneuvering, and the private driveway/fire lanes to which they are parallel would have unobstructed widths of 26 feet, which would allow for passing vehicles to continue uninhibited.

- *Development Program CUP Consistency*
  In order to allow for creative design, a development in the RPD Zone may request a Development Program CUP to deviate from certain development standards. The applicant's request for reduced front and rear yard setbacks and increased fence heights in these setbacks (see "Yard/Setback Requirements" section above) is appropriate in this case. The reduced front-yard setback of 10 feet along a portion of Normandie Avenue is warranted by the existence of a large utility easement corridor that occupies a portion of the street frontage near the center of the site. Because buildings may not be located within this easement, the reduced front

setback on other portions of the site allows dwelling units to be built in a number that approaches the appropriate density of the Countywide Land Use Plan. A 5'6"-tall perimeter wall within this front-yard setback is also appropriate, as it would be facing the rear of all adjacent residences, which primarily face inward. The wall would also serve as a sound barrier to Normandie Avenue, which is a busy four-lane thoroughfare with heavy truck traffic.

The reduced rear-yard setback of 10 feet along the site's eastern property line is also appropriate, as it would be facing the side yards of all new residences, due to their north-south orientation. The normal required side-yard setback for a property in the RPD Zone is only five feet. In addition, the mobile home park immediately to the east maintains the same boundary as a side-yard setback, with a minimum distance of five feet. The proposed fence within this required yard would also exceed the maximum height of six feet. The applicant proposes to construct a six-foot-high retaining wall topped by a six-foot-tall open-work fence, for a total height of 12 feet. By right, a six-foot-high retaining wall may be topped with a 3'-6"-tall open-work fence as a safety measure. However, the applicant proposes to raise the height of this safety fence by an additional 2'-6" in order to discourage children—and their toys—from going over the top. After visiting the site and studying proposed elevations, staff believes that the open-work nature of the fence material will prevent it from blocking light on adjacent properties.

- *Open Space Consistency*
  As stated above, The RPD Zone requires that not less than 30 percent of a project site's net area be dedicated as open space. Such open space must be available for the "use and enjoyment of all of the occupants" of a development (County Code Section 22.20.460). As 8.94 net acres are proposed to be zoned RPD, this would require a total of 2.68 acres of open space. Currently the applicant proposes to provide 2.54 acres of open space (28.4 percent of the net area). This open space includes front yards, parkways, and recreational areas spread throughout Lots 2 and 3. While this is less than the requirement of 30 percent, Section 22.20.460.B.4 of the County Code allows the Commission to modify this requirement if it finds "that the particular development will contain compensatory characteristics which will provide as well as better for planned unit development."

  As proposed, staff believes that the project would contain the required compensatory characteristics to allow less than the required amount of open space. The fact that the development would provide two dwelling units for lower-income households would benefit the community greater than the provision of an additional 0.14 acres of open space. As a result, it is staff's opinion that the project is consistent with the requirements of the RPD Zone.

## COUNTY DEPARTMENT COMMENTS AND RECOMMENDATIONS

The Los Angeles County Subdivision Committee consists of representatives of the departments of Regional Planning, Public Works, Fire, Parks and Recreation, and Public Health. Based on the reports submitted to the Subdivision Committee for the map dated June 22, 2016, all departments have cleared the project for public hearing. The full Subdivision Committee Report of July 19, 2016 is attached.

## 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 this public hearing by mail, newspaper, property posting, library posting and DRP website posting.

## PUBLIC COMMENTS

No public comments have been received for this project.

## 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 No. TR73203-(3), Vesting Tentative Tract Map 073203, Zone Change No. 201400013, Conditional Use Permit No. 201400172, and Parking Permit No. 201400280, subject to the attached conditions.

## SUGGESTED APPROVAL MOTIONS:

***CEQA:***

**I MOVE THAT THE REGIONAL PLANNING COMMISSION CLOSE THE PUBLIC HEARING AND ADOPT THE MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM ASSOCIATED WITH ENVIRONMENTAL ASSESSMENT NO. 201400280, PURSUANT TO STATE AND LOCAL CEQA GUIDELINES.**

***Entitlement:***

**I MOVE THAT THE REGIONAL PLANNING COMMISSION APPROVE VESTING TENTATIVE TRACT MAP NO. 073203, CONDITIONAL USE PERMIT NO. 201400172, AND PARKING PERMIT NO. 201500005, AND INDICATE ITS INTENT TO RECOMMEND APPROVAL OF ZONE CHANGE NO. 201400013, SUBJECT TO THE ATTACHED FINDINGS AND CONDITIONS.**

Prepared by Tyler Montgomery, Senior Regional Planning Assistant, Land Divisions Section
Reviewed by Kim K. Szalay, Supervising Regional Planner, Land Divisions Section

Attachments:
Draft Findings, Conditions
Subdivision Committee Report (07/19/16)
Draft Zone Change Resolution
Draft Zone Change Ordinance
Aerial Image, Site Photographs
GIS Maps
Initial Study & Mitigated Negative Declaration
MMRP

KKS:TM
10/27/16

**DRAFT FINDINGS AND ORDER OF THE REGIONAL PLANNING COMMISSION**
**COUNTY OF LOS ANGELES**
**PROJECT NO. R2014-03527-(2)**
**VESTING TENTATIVE TRACT MAP NO. 073203**

1. **HEARING DATE(S).** The Los Angeles County ("County") Regional Planning Commission ("Commission") conducted a duly-noticed public hearing on November 9, 2016, in the matter of Project No. R2014-03527, consisting of Vesting Tentative Tract Map No. 073203, Zone Change No. 201400013, Conditional Use Permit No. 201400172, and Parking Permit No. 201500005. Environmental Assessment No. 201400280 is associated with this Project.

2. **ENTITLEMENT(S) REQUESTED.** The applicant requests a Vesting Tentative Tract Map to create 111 residential condominiums on two lots and a separate commercial lot (3 lots total) on 11.27 gross (9.37 net) acres, pursuant to County Code Section 21.38.020.

3. **LOCATION.** The project site is located at 24710 and 24906 South Normandie Avenue in the community of West Carson (APNs 7409-029-006; 7409-029-009; and 7409-029-010).

4. **PROJECT DESCRIPTION.** The applicant requests a Vesting Tentative Tract Map to create 111 residential condominiums on two lots and a separate commercial lot (3 lots total) on 11.27 gross (9.37 net) acres. The proposed Lot 1 would have an area of 0.90 gross (0.44 net) acres and be reserved for future commercial use. The proposed Lot 2 would have an area of 3.27 gross (2.55 net) acres and contain 39 attached residential condominium units. The proposed Lot 3 would have an area of 7.10 gross (6.39 net) acres and contain 72 detached residential condominium units.

   The applicant also proposes to change the zone of Lots 2 and 3 from M-1 (Light Manufacturing) to RPD (Residential Planned Development). A development program for the RPD Zone would be adopted through a conditional use permit ("CUP"). Through this development program, the applicant requests flexibility in project design regarding setbacks, fence height, and open space, and has volunteered to dedicate two dwelling units on Lot 2 for sale to lower-income households. A parking permit is also requested to allow for parallel guest parking spaces on Lot 2, as parallel on-site parking is normally not permitted. The project would require approximately 37,100 cubic yards of cut, 54,360 cubic yards of fill and the import of approximately 17,260 cubic yards of earth.

5. **TOPOGRAPHY**. The northern portion of the project site is a vacant, paved commercial lot formerly utilized as a truck storage yard. The southern portion is currently occupied by four auto parts stores and auto repair businesses. The property contains three abandoned oil wells and one operating oil well. Normandie

Avenue, a busy four-lane thoroughfare, is immediately to the west of the project site, while Lomita Boulevard, a four-lane divided highway, is located immediately to the south.

6. **ZONING.** The subject property is currently zoned M-1 (Light Manufacturing).

7. **LAND USE CLASSIFICATION.** Because the Project was submitted prior to the adoption of the current Countywide Land Use Plan in 2015, the applicant has the option of being reviewed for consistency with the previous Plan, which was adopted in 1980. The applicant has chosen, therefore, for the Project to be subject to the goals, policies, and land use categories of the 1980 Plan.

   The Land Use classification of the project site under the 1980 Countywide Lane Use Plan is Low/Medium Density Residential (6-12 dwelling units per gross acre).

8. **SURROUNDING ZONING.** Surrounding Zoning within a 500-foot radius:

   North: R-1 (Single Family Residence)
   South: City of Los Angeles (M1—Limited Industrial)
   East: R-3-15U (Limited Multiple Residence—15 dwelling units per acre maximum)
   West: R-3-15U, C-3 (General Commercial)

9. **SURROUNDING LAND USES.** Surrounding land uses within a 500-foot radius include:

   North: Single-family residences
   South: Church, light industry
   East: Mobile home park
   West: Mobile home park

10. **SITE ACCESS.** Vehicular access for Lots 2 and 3 would be from Normandie Avenue via two separate gated entrances and private driveway systems. Lot 1 would take vehicular access from both Normandie Avenue and Lomita Boulevard.

11. **COUNTY DEPARTMENT COMMENTS AND RECOMMENDATIONS.** The Los Angeles County Subdivision Committee consists of representatives of the departments of Regional Planning, Public Works, Fire, Parks and Recreation, and Public Health. Based on the reports submitted to the Subdivision Committee for the map dated June 22, 2016, all departments have cleared the project for public hearing and approval. The full Subdivision Committee Report of July 19, 2016 is included as part of the Vesting Tentative Tract Map's conditions of approval.

12. **ENVIRONMENTAL DETERMINATION.** Prior to the Commission's public hearing on the Project, an Initial Study was prepared for the Project in compliance with the California Environmental Quality Act (Public Resources Code section 21000, et

seq.) ("CEQA"), the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines for the County. Based on the Initial Study, staff from Regional Planning determined that a Mitigated Negative Declaration ("MND") was the appropriate environmental document for the Project because the Initial Study concluded that there was no substantial evidence that the Project would result in a significant impact on the environment with the incorporation of those mitigation measures included in the project's Mitigation Monitoring and Reporting Program ("MMRP").

13. **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.

14. **PUBLIC COMMENTS.**
No public comments have been received regarding the project.

15. **HEARING PROCEEDINGS.** A duly noticed public hearing was held before the Regional Planning Commission on November 9, 2016.

16. **PLAN CONSISTENCY.**
The proposed use of the site for attached and detached condominiums is consistent with the Low/Medium Residential land use classification of the 1980 Countywide Land Use Plan. This designation allows for a maximum density of 12 dwelling units per gross acre, which would permit a maximum of 124 dwelling units on the portion of the site proposed for residential use (Lots 2 and 3). Therefore, the requested total of 111 residential units is consistent with this regulation.

17. **ZONING CODE CONSISTENCY.**
The proposed Lot 1 is located in the M-1 (Light Manufacturing) Zone. No current use of the lot is proposed, although the applicant has indicated that it will be reserved for future commercial development. Many types of commercial uses are allowed by right within the M-1 Zone.

The proposed Lots 2 and 3, upon adoption of the zone change, would be located in the RPD (Residential Planned Development) Zone. Section 22.20.460 of the County Code states that it is the intent of the RPD Zone "to promote residential amenities beyond those expected under conventional development, to achieve greater flexibility in design, to encourage well-planned neighborhoods through creative and imaginative planning as a unit, and to provide for appropriate use of land which is sufficiently unique in its physical characteristics or other circumstances to warrant special methods of development."

In general, development in the RPD Zone is subject to the same permitted uses, limitations, and conditions as in the R-1 (Single Family Residence) Zone. However, upon adoption of a development program through the CUP process, a project may

deviate from certain R-1 Zone development standards, such as required yards, fence heights, and minimum lot sizes. In addition, development in the RPD Zone must meet certain additional requirements.

Parking:
Section 22.52.1180 of the County Code requires that each single-family residence—whether attached or detached—provide two covered parking spaces. In this case, each proposed residence includes an attached two-car garage. This section of the Code also requires that guest parking spaces be provided for condominium developments containing 10 or more units at a rate of one space per four units. Therefore, 10 guest parking spaces would be required for Lot 2, and 18 guest parking spaces would be required for Lot 3. These requirements would be satisfied, as the proposed project would provide 14 guest parking spaces for Lot 2 and 49 guest parking spaces for Lot 3. Of these spaces, 12 of those on Lot 2 would be parallel to the proposed driveway and fire lane. Because on-site parallel parking spaces are not normally permitted, the applicant has requesting a parking permit to authorize them. The ability of the project to satisfy the parking permit burden of proof will be analyzed under the "Neighborhood Impact/Land Use Compatibility" section below.

Yard/Setback Requirements:
Pursuant to Section 22.20.460 of the County Code, lots in the RPD Zone are normally required to maintain front-yard setbacks of 20 feet, rear-yard setbacks of 15 feet, side-yard setbacks of five feet, and corner side-yard setbacks of 10 feet. In addition, walls and fences in front yards may not exceed a height of 3'-6", and walls and fences in other yards may not exceed six feet. However, these standards may be modified upon adoption of a Development Program, which is intended to allow for flexibility of design. In this case, the applicant has applied for a CUP for a Development Program to allow for the following deviations to yard/setback requirements:

a. Reduction of required front-yard setback from 20 feet to 10 feet (Lots 2 and 3)
b. Reduction of required rear-yard setback from 15 feet to 10 feet (Lot 3)
c. Increase in fence/wall height within the front-yard setback from 3'-6" to 5'-6" (Lots 2 and 3)
d. Increase in fence/wall height within the rear-yard setback from 6'-0" to 12'-0" (Lots 2 and 3)

Open Space:
The RPD Zone requires that not less than 30 percent of a project site's net area be dedicated as open space (County Code Section 22.20.460). As 8.94 net acres are proposed to be zoned RPD, this would require a total of 2.68 acres of open space. Currently the applicant proposes to provide 2.54 acres of open space (28.4 percent of the net area). While this is less than the requirement of 30 percent, Section 22.20.460.B.4 of the County Code allows the Commission to modify this requirement

if it finds "that the particular development will contain compensatory characteristics which will provide as well as better for planned unit development."

Healthy Design:
Section 21.24.380 of the County Code requires that a separate, five-foot-wide pedestrian pathway must connect each new condominium unit with a public street. In addition, the County's Healthy Design Guidelines encourage as much pedestrian interconnectivity as possible within a new residential development, as well as between a new residential development and adjoining neighborhoods. A system of five-foot-wide walkways is proposed throughout the project site, connecting each individual unit to walkways that eventually reach Normandie Avenue. Overall, there are four gated pedestrian pathways connecting Lot 2 with Normandie Avenue and three connecting Lot 3 with the same street. These walkways also connect units to the provided recreational areas, as well as providing pedestrian connections between Lot 2 and Lot 3.

All pedestrian pathways are separated from the private driveway/fire lanes with either a curb or parkway. Pathways along interior access driveways, which each serve four units, were permitted to utilize a "woonerf" design, which is a demarcated pathway on either side of a driveway, differentiated by color and texture but not separated by a curb.

All other applicable development standards of Titles 21 and 22 of the County Code would be met by the proposed project.

18. **LAND USE COMPATIBILITY.**
The proposed development is compatible with the site's allowed dwelling unit density under the applicable Countywide Land Use Plan.

Zone Change Consistency
The applicant's request to change the zoning of a portion of the project site from M-1 to RPD is warranted, as the applicable Countywide Land Use Plan designates the site for Low/Medium Residential use. Changing the zone to allow residential development at this density would correct this inconsistency. The majority of the project site, which was operated as a truck storage yard, has been vacant since 2013, and the remainder of the site is occupied by auto repair and auto sales businesses. Therefore, rezoning the site would not result in the elimination or relocation of manufacturing jobs or location-dependent industries. There is also a need for additional residentially-zoned property in the community, as the project site is located in an area with a critical shortage of affordable housing. The project is surrounded by compatible residential zones and uses to the north, east, and west, and major employment centers are located in nearby Torrance and Long Beach. Therefore, it is unlikely that additional residential development on the project site would adversely affect the health, comfort, or welfare of area residents.

Parking Permit Consistency

The proposed on-site parallel parking spaces on Lot 2 would not result in traffic conflicts or congestion on the project site. The 12 guest parking spaces, which would have dimensions of 8 feet by 22 feet, would provide ample room for maneuvering, and the private driveway/fire lanes to which they are parallel would have unobstructed widths of 26 feet, which would allow for passing vehicles to continue uninhibited.

Development Program CUP Consistency

In order to allow for creative design, a development in the RPD Zone may request a Development Program CUP to deviate from certain development standards. The applicant's request for reduced front and rear yard setbacks and increased fence heights in these setbacks (see "Yard/Setback Requirements" section above) is appropriate in this case. The reduced front-yard setback of 10 feet along a portion of Normandie Avenue is warranted by the existence of a large utility easement corridor that occupies a portion of the street frontage near the center of the site. Because buildings may not be located within this easement, the reduced front setback on other portions of the site allows dwelling units to be built in a number that approaches the appropriate density of the Countywide Land Use Plan. A 5'6"-tall perimeter wall within this front-yard setback is also appropriate, as it would be facing the rear of all adjacent residences, which primarily face inward. The wall would also serve as a sound barrier to Normandie Avenue, which is a busy four-lane thoroughfare with heavy truck traffic.

The reduced rear-yard setback of 10 feet along the site's eastern property line is also appropriate, as it would be facing the side yards of all new residences, due to their north-south orientation. The normal required side-yard setback for a property in the RPD Zone is only five feet. In addition, the mobile home park immediately to the east maintains the same boundary as a side-yard setback, with a minimum distance of five feet. The proposed fence within this required yard would also exceed the maximum height of six feet. The applicant proposes to construct a six-foot-high retaining wall topped by a six-foot-tall open-work fence, for a total height of 12 feet. By right, a six-foot-high retaining wall may be topped with a 3'-6"-tall open-work fence as a safety measure. However, the applicant proposes to raise the height of this safety fence by an additional 2'-6" for the safety of children. The open-work nature of the fence material will prevent it from blocking light on adjacent properties.

Open Space Consistency

As stated above, The RPD Zone requires that not less than 30 percent of a project site's net area be dedicated as open space. Such open space must be available for the "use and enjoyment of all of the occupants" of a development (County Code Section 22.20.460). As 8.94 net acres are proposed to be zoned RPD, this would require a total of 2.68 acres of open space. Currently the applicant proposes to provide 2.54 acres of open space (28.4 percent of the net area). This open space includes front yards, parkways, and recreational areas spread throughout Lots 2 and 3. While this is less than the requirement of 30 percent, Section 22.20.460.B.4 of the County Code allows the Commission to modify this requirement if it finds "that

the particular development will contain compensatory characteristics which will provide as well as better for planned unit development."

The project would contain the required compensatory characteristics to allow less than the required amount of open space. The fact that the development would provide two dwelling units for lower-income households would benefit the community greater than the provision of an additional 0.14 acres of open space. As a result, the project is consistent with the requirements of the RPD Zone.

19. **PHYSICAL SITE SUITABILITY.** The Regional Planning Commission finds that the site is physically suitable for the type of development being proposed since the property is relatively level and is served by adequate road and utility infrastructure.

20. **SEWER DISCHARGE.** The Regional Planning Commission finds that the discharge of sewage from this land division into the public sewer system will not violate the requirements of the California Regional Water Quality Control Board pursuant to Division 7 (Commencing with Section 13000) of the Water Code. Public Works has issued conditional approval of the subject land division, and sewer service is available for the site.

21. **DESIGN IMPACT – PUBLIC HEALTH.** The Regional Planning Commission finds that the design of the subdivision and the type of improvements will not cause serious public health problems, since sewage disposal, storm drainage, fire protection, and geologic and soils factors are already adequately addressed.

22. **WILDLIFE/HABITAT IMPACTS.** The Regional Planning Commission finds that there is no substantial evidence, based on the record as a whole, that the proposed project will have potential for an adverse effect on wildlife resources or the habitat upon which, either individually or cumulatively, the wildlife depends. The proposed subdivision is on a relatively small site completely surrounded by developed land and does not contain any sensitive wildlife or habitat environments.

23. **PASSIVE COOLING.** The Regional Planning Commission finds that the design of the subdivision provides to the extent feasible, for future passive or natural heating or cooling opportunities therein. Future structures built on the subject property after subdivision recordation will be required to comply with State and County Green Building standards, which regulate the heating and cooling efficiency of structures for the benefit of the natural environment.

24. **RIGHTS-OF-WAY/EASEMENTS.** The Regional Planning Commission finds that the division and development of the property in the manner set forth on this map will not unreasonably interfere with the free and complete exercise of public entity and/or public utility rights-of-way and/or easements within this map, since the design and development as set forth in the conditions of approval and shown on the tentative map, provide adequate protection for any such easements.

25. **WATERCOURSE IMPACT.** The Regional Planning Commission finds that Pursuant to Article 3.5 of the Subdivision Map Act, the proposed subdivision does not contain or front upon any public waterway, river, stream, coastline, shoreline, lake or reservoir.

26. **HOUSING/EMPLOYMENT NEEDS.** The Regional Planning Commission finds that the housing and employment needs of the region were considered and balanced against the public service needs of local residents and available fiscal and environmental resources when the project was determined to be consistent with the applicable General Plan.

27. **PUBLIC NOTICE.** The Commission finds that pursuant to sections 22.60.174 and 22.60.175 of the County Code, the community was properly notified of the public hearing by mail, newspaper, and property posting. Additionally, the Project was noticed and case materials were available on Regional Planning's website and the Harbor Gateway Library. On October 5, 2016, Notices of Public Hearing were mailed to all property owners as identified on the County Assessor's record within a 500-foot radius from the Project Site, as well as to two persons on the courtesy mailing list for the Carson Zoned District.

28. **LOCATION OF DOCUMENTS.** The location of the documents and other materials constituting the record of proceedings upon which the Commission'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, California 90012. The custodian of such documents and materials shall be the Section Head of the Land Divisions Section, Department of Regional Planning.

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

A. That the proposed use with the attached conditions will be consistent with the applicable adopted General Plan.

B. That the proposed use at the site will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area, will not be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site, and will not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.

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

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

**THEREFORE, THE REGIONAL PLANNING COMMISSION:**

1. Certifies that the MND for the Project was completed in compliance with CEQA and the State and County CEQA Guidelines related thereto; certifies that it independently reviewed and considered the MND and that the MND reflects the independent judgment and analysis of Commission as to the environmental consequences of the Project; certifies that it considered the MMRP, finding that it is adequately designed to ensure compliance with the mitigation measures during Project implementation; determined that on the basis of the whole record before the Commission that there is no substantial evidence that the Project will have a significant effect on the environment; adopts the MND and finds that the MMRP is adequately designed to ensure compliance with the mitigation measures during Project implementation; and

2. Approves Vesting Tentative Tract Map No. 073203, subject to the attached conditions.

**ACTION DATE:**
**Vote:**
Yes:
No:
Absent:

KKS:TM
10/27/16

**DRAFT CONDITIONS OF APPROVAL**
**COUNTY OF LOS ANGELES**
**PROJECT NO. R2014-03527-(2)**
**VESTING TENTATIVE TRACT MAP NO. 073203**

## PROJECT DESCRIPTION

The project is a subdivision to create 111 residential condominiums on two lots and a separate commercial lot (3 lots total) on 11.27 gross acres. The project is 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, and the owner of the subject property if other than the permittee, have 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. Notwithstanding the foregoing, this Condition No. 2 and Condition Nos. 4, 5, 7, 10, and 11 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 reasonably 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 reasonably 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. In the event that Tentative Tract Map No. 060358 should expire without the recordation of a final map, this grant shall terminate upon the expiration of the tentative map. Entitlement to the use of the property thereafter shall be subject to the regulations then in effect.

8. The subject property shall be maintained and operated in full compliance with the conditions of this grant and any law, statute, ordinance, or other regulation applicable to any development or activity on the subject property. Failure of the permittee to cease any development or activity not in full compliance shall be a violation of these conditions.

9. Prior to final map approval, the permittee shall remit all applicable library facilities mitigation fees to the County Librarian, pursuant to Chapter 22.72 of the County Code. The permittee shall pay the fees in effect at the time of payment, pursuant to Section 22.72.030. Questions regarding fee payment can be directed to the County Librarian at (562) 940-8430. The permittee shall provide proof of payment upon request from Regional Planning.

10. Within five (5) working days from the end of the appeal period **[Appeal date + five working days]**, the permittee shall remit processing fees at the Office of the Registrar-Recorder/County Clerk, 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 **$2,285.25** ($2,210.25 for a Negative Declaration or 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.

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 to the satisfaction of said department.

13. All development pursuant to this grant shall conform with the requirements of the County Department of Public Works to the satisfaction of said department.

14. All development pursuant to this grant shall comply with the requirements of Title 22 of the County Code and of the specific zoning of the subject property, unless specifically modified by this grant, as set forth in these conditions.

15. The permittee shall maintain the subject property in a neat and orderly fashion. The permittee shall maintain free of litter all areas of the premises over which the permittee has control.

16. 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. The only exceptions shall be seasonal decorations or signage provided under the auspices of a civic or non-profit organization.

    In the event of graffiti or other extraneous markings occurring, the permittee shall remove or cover said markings, drawings, or signage. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.

## TENTATIVE TRACT MAP SPECIFIC CONDITIONS

17. Unless otherwise apparent from the context, the term "subdivider" shall include the applicant or any successor in interest, and any other person, corporation, or other entity making use of this grant.

18. Except as expressly modified herein, this approval is subject to all recommended conditions listed in the attached portion of the Subdivision Committee Report dated April 26, 2016, consisting of letters and reports from the Departments of Public Works, Fire, Parks and Recreation, and Public Health.

19. The project site shall be developed and maintained in substantial compliance with the approved vesting tentative map dated June 22, 2016.

20. Prior to obtaining final map approval, the subdivider shall submit a copy of the project's Covenants, Conditions and Restrictions ("CC&Rs") and any other covenants or maintenance agreements entered into with respect to the project, to the Director for review and approval. Said CC&Rs shall contain lighting requirements, in which all

outdoor lighting and glare shall be deflected, shaded and focused away from all adjoining properties. A copy of these conditions of approval shall be attached to the CC&Rs and made a part thereof. All applicable project conditions of approval shall be included as conditions in the CC&Rs and the CC&Rs shall prohibit any such condition from being amended in any way, or eliminated, with regard to language in the CC&Rs, without prior approval from the Director.

21. Prior to obtaining final map approval, the subdivider shall provide in the CC&Rs a method for the continuous maintenance of manufactured slopes and plantings, common landscaped areas and facilities and all private driveways/fire lanes, to the satisfaction of the Director.

22. Permission is granted to record multiple final maps. The boundaries of the final unit maps shall be to the satisfaction of the Los Angeles County Subdivision Committee ("Subdivision Committee"). Each final unit map to record shall comply on its own, or in combination with previously recorded final unit maps, with the open space and average lot area requirements of the applicable General Plan, Zoning Ordinance and CUP No. 00-136. Prior to approval of each final unit map, the subdivider shall submit the following:

    a. A phasing map indicating the boundaries of the current final map, the boundaries and status of all previously filed final unit maps and the expected boundaries and phasing of all future final unit maps; and

    b. A summary sheet indicating the number and type of all lots shown, including open space breakdown by phase, acreage, type and percentage, on the current and previous final maps.

23. Grading shall not occur prior to final map recordation, unless otherwise approved by the Director of the Department of Regional Planning.

24. Concurrent with recordation of associated final map, the permittee or successor in interest shall record a covenant entered into with the Los Angeles County Community Development Commission ("CDC") in compliance with Section 22.56.2630 of the County Zoning Ordinance to set aside two (2) two-bedroom dwelling units for sale to lower income households as defined in California Health and Safety Code Section 50079.5. The two units set aside shall be set aside for a period of not less than 55 years from the date of the issuance of the Certificate of Occupancy. The permittee shall submit a copy of the covenant to Regional Planning for review prior to recordation of the document.

Attachments:
Subdivision Committee Report (Tentative Tract Map dated 06/22/16)

KKS:TM
10/27/16

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

**PROJECT NUMBER**
R2014-03527-(2)

**HEARING DATE**
TBD

**REQUESTED ENTITLEMENTS**
Vesting Tentative Tract Map No. 073203
Zone Change No. 201400013
Conditional Use Permit No. 201400172
Parking Permit No. 201500005
Environmental Assessment No. 201400280

# SUBDIVISION COMMITTEE REPORT

| OWNER / APPLICANT | MAP/EXHIBIT DATE: | SCM REPORT DATE: | SCM DATE: |
|---|---|---|---|
| Normandie Harbor City Investors / La Terra Development | 06/22/16 | 07/19/16 | 08/04/16 |

**PROJECT OVERVIEW**

Vesting Tentative Tract Map for 111 residential condominiums and 3,900 square feet of commercial/retail space on three lots totaling 11.27 gross (9.37 net) acres. The proposed Lot 1 would have an area of 0.90 gross (0.44 net) acres and contain one commercial building. The proposed Lot 2 would have an area of 3.27 gross (2.55 net) acres and contain 39 attached residential condominium units. The proposed Lot 3 would have an area of 7.10 gross (6.39 net) acres and contain 72 detached residential condominium units. Vehicular access would be from Normandie Avenue for Lots 1-3 as well as Lomita Boulevard for Lot 1. The applicant also proposes to change the zone of Lots 2 and 3 from M-1 (Light Manufacturing) to RPD (Residential Planned Development). A parking permit is requested to allow for parallel on-site guest parking spaces on Lot 2.

**MAP STAGE**

Tentative: ☒ Revised: ☐ Amendment: ☐ Amended : ☐ Exhibit "A" Modification to : ☐ Recorded Map Other: ☐

**MAP STATUS**

Initial: ☐ 1st Revision: ☐ 2nd Revision: ☐ Additional Revisions (4th): ☒

**LOCATION**
24500, 24906 S. Normandie Avenue, West Carson

**ACCESS**
Normandie Avenue, Lomita Boulevard

**ASSESSORS PARCEL NUMBER(S)**
7409-029-006; 7409-029-009; 7409-029-010

**SITE AREA**
11.27 gross (9.37 net) acres

**GENERAL PLAN / LOCAL PLAN**
Countywide Land Use Plan (1980)

**ZONED DISTRICT**
Carson

**SUP DISTRICT**
2

**LAND USE DESIGNATION**
2—Low/Medium Density Residential (6 to 12 dwelling units/gross acre) (per 1980 Plan)

**ZONE**
M-1 (Light Manufacturing)

| PROPOSED DWELLING UNITS (DU/AC) | MAX DENSITY/UNITS (DU/AC) | COMMUNITY STANDARDS DISTRICT |
|---|---|---|
| Lot 1: 0 units | Lot 1: 10 units (12 DU/AC) | None |
| Lot 2: 39 units (12 DU/AC) | Lot 2: 39 units (12 DU/AC) | |
| Lot 3: 72 units (10.1 DU/AC) | Lot 3: 85 units (12 DU/AC) | |

**ENVIRONMENTAL DETERMINATION (CEQA)**
Mitigated Negative Declaration

**SUBDIVISION COMMITTEE DEPARTMENT CLEARANCE**

| Department | Status | Contact |
|---|---|---|
| Regional Planning | Cleared | Tyler Montgomery (213) 974-6433 tmontgomery@planning.lacounty.gov |

| | | |
|---|---|---|
| Public Works | Cleared | Henry Wong (626) 458-4961 hwong@dpw.lacounty.gov |
| Fire | Cleared | Juan Padilla (323) 890-4243 jpadilla@fire.lacounty.gov |
| Parks & Recreation | Cleared | Julie Yom (213) 351-5121 jyom@parks.lacounty.gov |
| Public Health | Cleared | Vicente Banada (626) 430-5382 vbanada@ph.lacounty.gov |

**SUBDIVISION COMMITTEE STATUS**

Tentative Map Revision Required: ☐
Exhibit Map/Exhibit "A" Revision Required: ☐
Revised Application Required: ☐
Reschedule for Subdivision Committee Meeting: ☐
Reschedule for Subdivision Committee Reports Only: ☐
Other Holds (see below): ☐

TENTATIVE MAP DATED 06-22-2016
EXHIBIT MAP DATED 06-22-2016

The following reports consisting of 15 pages are the recommendations of Public Works.

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

1. Details and notes shown on the tentative map are not necessarily approved. Any details or notes which may be inconsistent with requirements of ordinances, general conditions of approval, or Department policies must be specifically approved in other conditions, or ordinance requirements are modified to those shown on the tentative map upon approval by the Advisory agency.

2. Easements are tentatively required, subject to review by the Director of Public Works to determine the final locations and requirements.

3. Easements shall not be granted or recorded within areas proposed to be granted, dedicated, or offered for dedication for public streets, highways, access rights, building restriction rights, or other easements until after the final map is filed with the Registrar-Recorder/County Clerk's Office. If easements are granted after the date of tentative approval, a subordination must be executed by the easement holder prior to the filing of the final map.

4. In lieu of establishing the final specific locations of structures on each lot at this time, the owner, at the time of issuance of a grading or building permit, agrees to develop the property in conformance with the County Code and other appropriate ordinances such as the Building Code, Plumbing Code, Grading Ordinance, Highway Permit Ordinance, Mechanical Code, Zoning Ordinance, Undergrounding of Utilities Ordinance, Water Ordinance, Sanitary Sewer and Industrial Waste Ordinance, Electrical Code, and Fire Code. Improvements and other requirements may be imposed pursuant to such codes and ordinances.

5. All easements existing at the time of final map approval must be accounted for on the approved tentative map. This includes the location, owner, purpose, and recording reference for all existing easements. If an easement is blanket or indeterminate in nature, a statement to that effect must be shown on the tentative map in lieu of its location. If all easements have not been accounted for, submit a corrected tentative map to the Department of Regional Planning for approval.

6. Adjust, relocate, and/or eliminate lot lines, lots, streets, easements, grading, geotechnical protective devices, and/or physical improvements to comply with ordinances, policies, and standards in effect at the date the County determined the application to be complete all to the satisfaction of Public Works.

7. If applicable, quitclaim or relocate easements running through proposed structures.

8. Prior to final approval of the tract map submit a notarized affidavit to the Director of Public Works, signed by all owners of record at the time of filing of the map with the Registrar-Recorder/County Clerk's Office, stating that any proposed condominium building has not been constructed or that all buildings have not been occupied or rented and that said building will not be occupied or rented until after the filing of the map with the Registrar-Recorder/County Clerk's Office.

9. Place standard condominium notes on the final map to the satisfaction of Public Works.

10. Label driveways and multiple access strips as "Private Driveway and Fire Lane" and delineate on the final map to the satisfaction of Public Works and Fire Department.

11. Remove existing buildings prior to final map approval. Demolition permits and final sign-off are required from the Building and Safety office.

12. The boundaries of the unit final maps shall be designed to the satisfaction of the Departments of Regional Planning and Public Works.

13. The first unit of this subdivision shall be filed as Tract No. 73203-01, the second unit, Tract No. 73203-02, ..... and the last unit, Tract No. 73203.

14. If unit filing occurs, reserve reciprocal drainage, ingress/egress, sewer, water, utilities, and maintenance purposes, in documents over the private driveways and delineate on the final map to the satisfaction of Public Works.

15. A final tract map must be processed through the Director of Public Works prior to being filed with the Registrar-Recorder/County Clerk's Office.

16. Prior to submitting the tract map to the Director of Public Works for examination pursuant to Section 66442 of the Government Code, obtain clearances from all affected Departments and Divisions, including a clearance from the Subdivision Mapping Section of the Land Development Division of Public Works for the following mapping items; mathematical accuracy; survey analysis; and correctness of certificates, signatures, etc.

17. A final guarantee will be required at the time of filing of the final map with the Registrar-Recorder/County Clerk's Office.

18. Within 30 days of the approval date of this land use entitlement or at the time of first plan check submittal, the applicant shall deposit the sum of $5,000 with Public Works to defray the cost of verifying conditions of approval for the purpose of issuing final map clearances.

HW

Prepared by Aissa Carrillo Phone (626) 458-3126 Date 07-19-2016

tr73203L-rev5.doc
http://planning.lacounty.gov/case/view/tr073203/

# COUNTY OF LOS ANGELES
## DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
WWW.DPW.LACOUNTY.GOV

**TRACT MAP NO.:** 073203

**TENTATIVE MAP DATE:** 06/22/16
**EXHIBIT MAP DATE** 06/22/16

**HYDROLOGY UNIT CONDITIONS OF APPROVAL, PHONE: (626) 458-4921**

**Prior to Improvement Plans Approval:**

1. Comply with hydrology study, which was approved on 05/31/16 to the satisfaction of the Department of Public Works.

Note: This clearance is only for the tentative map. If a Conditional Use Permit is required by the Department of Regional Planning, a drainage concept may be required prior to clearing the Conditional Use Permit.

Name M.D. Esfandi Date 07/14/16 Phone (626) 458-7130
DAVID ESFANDI

P:\ldpub\SUBPCHECK\Hydrology\Tentative Map Reviews\TTCON2-TR073203b.doc

PCA LX001129/A867
Telephone: (626) 458-4925

**County of Los Angeles Department of Public Works**
**Geotechnical and Materials Engineering Division**
**GEOLOGIC AND SOILS ENGINEERING REVIEW SHEET**
**900 S. Fremont Avenue, Alhambra, CA 91803**

| | | | | | |
|---|---|---|---|---|---|
| **Tentative Tract Map** | 73203 | **Tentative Map Dated** | 6/22/16 (Rev.) | **Parent Tract** | |
| **Grading By Subdivider?** [Y] (Y or N) | 54,360 $yd^3$ | **Location** | Harbor City | **APN** | |
| **Geologist** | --- | **Subdivider** | Normandie Harbor City Investors, LLC | | |
| **Soils Engineer** | --- | **Engineer/Arch.** | Fuscoe Engineering | | |

**Review of:**
Geologic Report(s) Dated:
Soils Engineering Report(s) Dated:
Geotechnical Report(s) Dated:
References:

**TENTATIVE MAP FEASIBILITY IS RECOMMENDED FOR APPROVAL FROM A GEOTECHNICAL STANDPOINT**

**THE FOLLOWING INFORMATION IS APPLICABLE TO THIS DIVISION OF LAND:**

- The Final Map does ***not*** need to be reviewed by the Geotechnical and Materials Engineering Division.
- Geotechnical report(s) may be required prior to approval of grading plans. Report(s) must comply with the provisions of the County of Los Angeles Department of Public Works *Manual for Preparation of Geotechnical Reports.* The Manual is available at: ***http://dpw.lacounty.gov/gmed/permits/docs/manual.pdf***.

Prepared by

REGISTERED PROFESSIONAL ENGINEER
JEREMY CHUN YIN WAN
No. GE 2849
GEOTECHNICAL
STATE OF CALIFORNIA

Jeremy Wan
Soils Section

PROFESSIONAL GEOLOGIST
CHARLES T. NESTLE
No. 2065
CERTIFIED ENGINEERING GEOLOGIST
STATE OF CALIFORNIA

Charles Nestle
Geology Section

Date 7/12/16

Please complete a Customer Service Survey at http://dpw.lacounty.gov/go/gmedsurvey
NOTICE: Public safety, relative to geotechnical subsurface exploration, shall be provided in accordance with current codes for excavations, inclusive of the Los Angeles County Code, Chapter 11.48, and the State of California, Title 8, Construction Safety Orders.
P:\gmepub\Development Review\Combined Reviews\Tracts and Parcels\073203, Harbor City, TTM-A_6.docx

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION – GRADING
TRACT/PARCEL MAP NO. 073203



TENTATIVE MAP DATED 06-22-2016
EXHIBIT MAP DATED 06-22-2016

1. Approval of this map pertaining to grading is recommended.

**The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:**

**REQUIREMENTS PRIOR TO GRADING PLAN APPROVAL:**

2. Provide approval of:

   a. The latest hydrology study by the Storm Drain and Hydrology Section of Land Development Division.

   b. The grading plan by the Geotechnical & Materials Engineering Division (GMED).

   c. Permits and/or letters of non-jurisdiction from all State and Federal Agencies. These agencies may include, but may not be limited to the State of California Regional Water Quality Control Board, State of California Department of Fish and Wildlife, State of California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR), and the Army Corps of Engineers.

**REQUIREMENTS PRIOR TO FINAL MAP RECORDATION:**

3. Submit a grading plan for approval. The grading plan must show and call out the following items, including but not limited to: construction of all drainage devices and details, paved driveways, elevation and drainage of all pads, SUSMP and LID devices (fill in whichever is applicable), and any required landscaping and irrigation not within a common area or maintenance easement. Acknowledgement and/or approval from all easement holders may be required.

4. A maintenance agreement or CC&Rs may be required for all privately maintained drainage devices, slopes, and other facilities.

DGR

Name Diego Rivera Date 07/19/16 Phone (626) 458-4921

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

1. Locate any entry gate or key pad (if one is provided) a minimum of 50 feet beyond the right of way of Normandie Boulevard and construct a turnaround with a minimum turnaround radius of 32 feet in the private drive and fire lane preceding the gated entrance to the satisfaction of Public Works. The details of the gated access as shown on the tentative map are not necessarily approved.

2. Re-construct the existing curb ramp at the intersection of Lomita Boulevard and Normandie Avenue to meet current ADA requirements and to the satisfaction of Public Works. Existing utilities may need to be relocated if affected.

3. Construct or reconstruct any proposed driveways to meet current ADA requirements and to the satisfaction of Public Works.

4. Close any unused driveways with standard curb, gutter, and sidewalk along the property frontage to the satisfaction of Public Works.

5. Reconstruct full width sidewalk along the property frontage on Normandie Avenue to the satisfaction of Public Works.

6. Repair any improvements damaged during construction to the satisfaction of Public Works.

7. Any proposed perimeter fence (CMU or wood) adjacent to the driveway shall be depressed to 3 feet or less within 10 feet of the right of way to provide line of sight.

8. Execute a covenant for private maintenance of curb/parkway drains; if any, to the satisfaction of Public Works.

9. Plant street trees along the property frontage on Lomita Boulevard and Normandie Avenue to the satisfaction of Public Works. Existing trees in dedicated or to be dedicated right of way shall be removed and replaced if not acceptable as street trees.

10. Prior to final map approval, enter into an agreement with the County franchised cable TV operator (if an area is served) to permit the installation of cable in a

common utility trench to the satisfaction of Public Works; or provide documentation that steps to provide cable TV to the proposed subdivision have been initiated to the satisfaction of Public Works.

11. Comply with all requirements or mitigation measures required to mitigate traffic impacts identified in the Public Works Traffic and Lighting Division's letter dated May 24, 2016 (attached).

12. Prepare detailed 1" = 40' scaled signing and striping plans for Normandie Avenue and Lomita Boulevard to the satisfaction of Public Works.

13. Underground all existing service lines and distribution lines that are less than 50 KV and new utility lines to the satisfaction of Public Works and Southern California Edison. Please contact Construction Division at (626) 458-3129 for new location of any above ground utility structure in the parkway.

14. Comply with the following street lighting requirements:

    a. Provide street lights on concrete poles with underground wiring along the property frontage on Normandie Avenue and Lomita Boulevard to the satisfaction of the Department of Public Works or as modified by the Department of Public Works. Submit street lighting plans along with existing and/or proposed underground utilities plans to Traffic and Lighting Division, Street lighting Section, for processing and approval. For additional information, please contact the Street Lighting Section at (626) 300-4726.

    b. The proposed project or portions of the proposed project are not within an existing lighting district. Annexation to street lighting district is required. Street lighting plans cannot be approved prior to completion of annexation process. See Conditions of Annexation below.

    c. Upon submittal of street lighting plan(s) (subdivision only), the applicant shall comply with conditions of annexation listed below in order for the Lighting Districts to pay for the future operation and maintenance of the street lights. Conditions (1) and (2) shall apply for projects subject to annexation. The annexation and the levy of assessment require the approval of the Board of Supervisors prior to Public Works approving street lighting plans. It is the sole responsibility of the owner/developer 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/developer of the project and the installation must be accepted per approved plans prior to issuance of a Certificate of Occupancy. If phasing of the project is approved, the required street lighting improvements shall be the sole responsibility of the owner/developer of the project and will be made a condition of approval to be in place for each phase.

**CONDITIONS OF ANNEXATION**

(1) Provide business/property owners name, mailing address, site address, Assessor Parcel Number, and Parcel Boundaries in either Microstation or Auto CADD format of territory to be developed to Street Lighting Section.

(2) Submit map of the proposed project including any roadways conditioned for street lights to Street Lighting Section. Contact Street Lighting Section for map requirements and/or questions at (626)-300-4726.

The annexation and assessment balloting process takes approximately 12 months or more to complete once the above information is received and approved. Therefore, untimely compliance with the above may result in delaying the approval of the street lighting plans.

**CONDITIONS OF ACCEPTANCE FOR STREET LIGHT TRANSFER OF BILLING:**

The area must be annexed into the lighting district and all street lights in the project, or the approved phase of the project, must be constructed according to Public Works approved plans. The contractor shall submit one complete set of "as-built" plans. The lighting district can assume the responsibility for the operation and maintenance of the street lights by July 1st of any given year, provided the above conditions are met, all street lights in the project, or approved project phase, have been constructed per Public Works approved plan and energized and the owner/developer has requested a transfer of billing at least by January 1st of the previous year.

The transfer of billing could be delayed one or more years if the above conditions are not met. The lighting district cannot pay for the operation and maintenance of street lights located within gated communities.

Prepared by Joseph Nguyen jn Phone (626) 458-4921 Date 7-18-2016
tr073203r-rev5

# COUNTY OF LOS ANGELES

## DEPARTMENT OF PUBLIC WORKS

*"To Enrich Lives Through Effective and Caring Service"*

GAIL FARBER, Director

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

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


May 24, 2016

REPLY PLEASE
REFER TO FILE: T-4

Mr. William A. Kunzman, P.E.
Kunzman Associates, Inc.
1111 Town & County Road, Suite 34
Orange, CA 92868

Dear Mr. Kunzman:

**TRACT MAP 73203**
**LOMITA BOULEVARD/NORMANDIE AVENUE PROJECT**
**TRAFFIC IMPACT ANALYSIS (JANUARY 27, 2016)**
**UNINCORPORATED WEST CARSON AREA**

We reviewed the Traffic Impact Analysis (TIA) dated January 27, 2016, for the proposed Lomita Boulevard/Normandie Avenue project located at the northeast corner of Normandie Avenue and Lomita Boulevard in the unincorporated West Carson area.

**Project Impact**

According to the TIA, the traffic generated by the project alone will not have a significant transportation impact to County roadways or intersections in the area based on the County's TIA Guidelines. We generally agree with the findings in the TIA.

**Cumulative Impact**

According to the TIA, the cumulative traffic generated by the project and other related projects will have a significant transportation impact at the intersection of Normandie Avenue and Lomita Boulevard based on the County's TIA Guidelines. We generally agree with the findings in the TIA. Jurisdiction of the intersection is shared by the County and the City of Los Angeles.

## Mitigation of Cumulative Impact

According to the TIA, the cumulative impact could be mitigated by implementing the following improvement:

Normandie Avenue at Lomita Boulevard

Existing lane configuration (north approach): One left-turn lane, one through lane, and one shared through/right-turn lane.

Mitigation: Convert the shared through/right-turn lane to one through lane and one right-turn lane. The resulting lane configuration of the north approach would be one left-turn lane, two through lanes, and one right-turn lane.

We generally agree with the mitigation measures recommended in the TIA to address the project's cumulative transportation impact. In accordance with the County's TIA Guidelines, the project shall pay its pro rata share of 18.7 percent of the cost for the above improvement prior to issuance of the Certificate of Occupancy.

## Site Access Requirements

The project shall adhere to the following site access requirements:

Normandie Avenue at North Project Driveway

- Modify roadway striping on Normandie Avenue to add a left-turn lane to access project driveway.
- Accommodate left-turn and right-turn ingress/egress access.

Normandie Avenue at Middle Project Driveway

- Modify roadway striping on Normandie Avenue to add a left-turn lane to access project driveway.
- Accommodate left-turn and right-turn ingress/egress access.

Normandie Avenue at South Project Driveway

- Accommodate right-turn ingress and egress access only.

Lomita Boulevard at Project Driveway

- Accommodate right-turn ingress and egress access only.

We recommend the applicant consult with the California Department of Transportation and the Cities of Los Angeles, Lomita, and Carson to obtain their concurrence with any potential California Environmental Quality Act impacts within their jurisdictions.

If you have any questions regarding the review of this document, please contact Mr. Suen Fei Lau of Traffic and Lighting Division, Traffic Studies Section, at (626) 300-4820.

Very truly yours,

GAIL FARBER
Director of Public Works

DEAN R. LEHMAN
Assistant Deputy Director
Traffic and Lighting Division

SFL:mrb
P:\TLPUB\STUDIES\EIR 15-0163 TR 73203 LOMITA&NORMANDIE.DOCX

bc: Land Development (Dubiel, Narag)

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION - SEWER
TRACT NO. 073203 (Rev.)



TENTATIVE MAP DATED 06-22-2016
EXHIBIT "A" MAP DATED 06-22-2016

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

1. The subdivider shall install and dedicate main line sewers and serve each building with a separate house lateral or have approved and bonded sewer plans on file with Public Works.

2. A sewer area study for the proposed subdivision (PC12258AS, dated 09-17-2015) was reviewed and approved. No additional mitigation measures are required. The sewer area study shall be invalidated should there be an increase in the total number of dwelling units, an increase in the density, dwelling units occur on previously identified building restricted lots, a change in the proposed sewer alignment, an increase in the tributary sewershed, a change in the sewer connection points, or the adoption of a land use plan or a revision to the current plan. A revision to the approved sewer area study may be allowed at the discretion of the Director of Public Works. The approved sewer area study shall remain valid for two years from the date of sewer area study approval. After this period of time, an update of the area study shall be submitted by the applicant if determined to be warranted by Public Works.

3. The subdivider shall send a print of the land division map to the County Sanitation District with a request for annexation. The request for annexation must be approved prior to final map approval.

4. Off-site improvements are required.

5. Provide a minimum 10-foot sewer easement on the private driveway and fire lane to the satisfaction of Public Works.

IN

Prepared by Imelda Ng  Phone (626) 458-4921  Date 07-12-2016
tr73203s-rev5.doc

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION - WATER
TRACT NO. 073203 (Rev.)



TENTATIVE MAP DATED 06-22-2016
EXHIBIT "A" MAP DATED 06-22-2016

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

1. A water system maintained by the water purveyor, with appurtenant facilities to serve all lots in the land division, must be provided. The system shall include fire hydrants of the type and location (both on-site and off-site) as determined by the Fire Department. The water mains shall be sized to accommodate the total domestic and fire flows.

2. The applicant shall comply with the requirements as stipulated by the attached Will Serve letter dated 11/18/2015 from the California Service Water Company to the satisfaction of Public Works. The Will Serve letter will expire on 11/18/2016 it shall be sole responsibility of the applicant to renew the aforementioned Will Serve letter upon expiration and abide by all requirements of the water purveyor.

3. Submit landscape and irrigation plans for each multi-family parcel in the land division, with landscape area greater than 500 square feet, in accordance with the Water Efficient Landscape Ordinance.

TK Prepared by Tony Khalkhali Phone (626) 458-4921 Date 07-14-2015
tr73203w-rev5.doc

# COUNTY OF LOS ANGELES FIRE DEPARTMENT
## FIRE PREVENTION DIVISION

Land Development Unit
5823 Rickenbacker Road
Commerce, CA 90040
Telephone (323) 890-4243, Fax (323) 890-9783

PROJECT: TR 73203 MAP DATE: June 22, 2016

**THE FIRE DEPARTMENT RECOMMENDS APPROVAL OF THIS PROJECT AS PRESENTLY SUBMITTED WITH THE FOLLOWING CONDITIONS OF APPROVAL.**

### FINAL MAP
### CONDITIONS OF APPROVAL

1. Access as noted on the Tentative and the Exhibit Maps shall comply with Title 21 (County of Los Angeles Subdivision Code) and Section 503 of the Title 32 (County of Los Angeles Fire Code), which requires an all-weather access surface to be clear to sky.

2. A copy of the Final Map shall be submitted to the Fire Department for review and approval prior to recordation.

3. The private access within the development shall be indicated as "Private Driveway" on the Final Map. The required fire apparatus access, the fire lanes and turnarounds, shall be labeled as "Fire Lane" on the Final Map. Any proposed parking area, walkway, or other amenities within the private driveway shall be outside the required fire lane. Clearly delineate on the Final Map and submit to the Fire Department for approval.

4. A construct bond is required for the private driveways within this development. Provide written verification of the posted construction bond to the Fire Department prior to Final Map clearance.

5. Provide written verification stating the required fire hydrants have been installed or bonded for in lieu of installation prior to Final Map clearance.

6. A reciprocal access agreement is required for all private driveways within this development. Submit documentation to the Fire Department for review prior to Final Map clearance.

Reviewed by: Juan Padilla Date: July 19, 2016

# COUNTY OF LOS ANGELES FIRE DEPARTMENT
## FIRE PREVENTION DIVISION

Land Development Unit
5823 Rickenbacker Road
Commerce, CA 90040
Telephone (323) 890-4243, Fax (323) 890-9783


PROJECT: TR 73203 MAP DATE: June 22, 2016

## PROJECT
## CONDITIONS OF APPROVAL

1. All proposed buildings shall be places such that a fire lane is provided to within 150 feet of all exterior walls of the first story. This measurement shall be by an approved route around the exterior of the building or facility. Verification for compliance will be performed during the Fire Department review of the architectural plan prior to building permit issuance.

2. The private driveways shall provide a minimum fire lane width of 20 feet for the detached residential portion and a minimum fire lane width of 26 feet for the multi-family residential/commercial portions, all fire lanes shall be unobstructed clear to the sky. Verification for compliance will be performed during the Fire Department review of the architectural plan prior to building permit issuance.

3. The proposed high density residential buildings shall not exceed 30 feet above the lowest level of the Fire Department vehicular access road. Buildings exceeding this height shall provide minimum fire lane width of 28 feet and shall provide a setback between 15 feet and 30 feet from the edge of the fire lane to the building wall. Verification for compliance will be performed during the Fire Department review of the architectural plan prior to building permit issuance.

4. Fire lanes exceeding a length of 150 feet that dead end are required to provide an approved Fire Department turnaround. All required Fire Department turnarounds shall be designed to accommodate the required fire apparatus as mentioned on the Fire Department standards due to the size of the building and shall be clearly depicted on the final design plans.

5. The proposed Permeable Pavement or alternate surface within the required fire lane shall be capable to support a live load of 75,000 pounds. Provide construction detail on the load capacity of the permeable pavement product to be used and a note on the architectural plans so the Fire Department can verification for compliance prior to building permit issuance.

6. Any change of direction within a private driveway shall provide a 32 feet centerline turning radius. Verification for compliance will be performed during the Fire Department review of the architectural plan prior to building permit issuance.

Reviewed by: Juan Padilla Date: July 19, 2016

Land Development Unit
5823 Rickenbacker Road
Commerce, CA 90040
Telephone (323) 890-4243, Fax (323) 890-9783


PROJECT: TR 73203 MAP DATE: June 22, 2016

7. All proposed vehicular gates shall be designed, constructed, and maintained in accordance with ASTM F2200 and UL 325 as specified in the County of Los Angeles Fire Code. The vehicular gates shall provide an unobstructed width not less than 20 feet when fully open. Verification for compliance will be performed during the architectural plan review prior to building permit issuance

8. Per the fire flow test performed by California Water Service dated 04-15-15 on the existing public fire hydrant located on the southwest corner of 245th Street and Mariposa Avenue, the existing fire hydrants and water system meets the current Fire Department requirements. An updated fire flow test will be required by the Fire Department prior to building permit issuance

9. Per the fire flow test performed by Los Angeles Department of Water and Power dated 04-16-15 on the existing public fire hydrant located on the east side of Normandie Avenue north of Lomita Avenue, the existing fire hydrants and water system DOES NOT meets the current Fire Department requirements. This existing public fire hydrant is required to be upgraded to a standard size fire hydrant and to meet the minimum required fire flow of 1,750 gallons per minute at 20 psi for a 2 hours duration.

10. Install **8** public fire hydrants and Upgrade **1** public fire hydrant as noted on the Exhibit Map filed in our office dated 10-21-15. All hydrants shall measure 6"x 4"x 2-1/2" brass or bronze, conforming to current AWWA standard C503 or approved equal.

11. The required fire flow from the new public fire hydrants adjacent to the residential portion of the development, single family dwellings and detached condominiums, is **1250** gallons per minute at 20 psi for a duration of 2 hours, over and above maximum daily domestic demand.

12. The required fire flow from the new public fire hydrants adjacent to the high density residential portion of the development is **2000** gallons per minute at 20 psi for a duration of 2 hours, over and above maximum daily domestic demand. The required fire flow may be recalculated and subject to changes by the Fire Prevention Engineering Section during the architectural plan review process prior to building permit issuance.

Land Development Unit
5823 Rickenbacker Road
Commerce, CA 90040
Telephone (323) 890-4243, Fax (323) 890-9783


PROJECT: TR 73203 MAP DATE: June 22, 2016

13. The existing public fire hydrant to be upgraded is located on Normadie Avenue north of Lomita Boulevard adjacent to the commercial portion of the development. The required fire flow is **1750** gallons per minute at 20 psi for a duration of 2 hours, over and above maximum daily domestic demand, based on the building square footage provided during the subdivision process. The required fire flow may be recalculated and subject to changes by the Fire Prevention Engineering Section during the architectural plan review process prior to building permit issuance.

14. All required fire hydrants shall be installed, tested, and accepted prior to construction. Vehicular access must be provided and maintained serviceable throughout construction to all required fire hydrants.

15. Parking shall be restricted 30 feet adjacent to any required public or private fire hydrant, 15 feet on each side measured from the center of the fire hydrant. Adequate signage and/or stripping shall be required prior to occupancy.

16. An approved automatic fire sprinkler system is required for the proposed buildings within this development. Submit design plans to the Fire Department Sprinkler Plan Check Unit for review and approval prior to installation.

17. An approved limited access device is required for any proposed gate within this development in compliance with the Fire Department's Regulation 5. Compliance required prior to occupancy during final sign off of the gate.

18. The driveways required for fire apparatus access shall be posted with signs stating "No Parking-Fire Lane" and/or stripped accordingly in compliance with the County of Los Angeles Fire Code prior to occupancy.

19. The proposed private driveways within this development shall provide approved street names and signs. All proposed buildings shall provide approved address numbers. Compliance required prior to occupancy to the satisfaction of the Department of Public Works and the County of Los Angeles Fire Code.

For any questions regarding the report, please contact Juan Padilla at (323) 890-4243 or Juan.Padilla@fire.lacounty.gov.

Reviewed by: Juan Padilla Date: July 19, 2016

# LOS ANGELES COUNTY
# DEPARTMENT OF PARKS AND RECREATION

## PARK OBLIGATION REPORT

| | | | | |
|---|---|---|---|---|
| Tentative Map # 73203 | DRP Map Date: 06/22/2016 | SCM Date: 07/28/2016 | Report Date: 07/19/2016 |
| Park Planning Area # 21 | WEST CARSON | | Map Type: REV. (REV RECD) |

Total Units **111** = Proposed Units **111** + Exempt Units **0**

Sections 21.24.340, 21.24.350, 21.28.120, 21.28.130, and 21.28.140, the County of Los Angeles Code, Title 21, Subdivision Ordinance provide that the County will determine whether the development's park obligation is to be met by:

1) the dedication of land for public or private park purpose or,
2) the payment of in-lieu fees or,
3) the provision of amenities or any combination of the above.

The specific determination of how the park obligation will be satisfied will be based on the conditions of approval by the advisory agency as recommended by the Department of Parks and Recreation.

**Park land obligation in acres or in-lieu fees:**

| | |
|---|---|
| ACRES: | 0.90 |
| IN-LIEU FEES: | $355,281 |

**Conditions of the map approval:**

**The park obligation for this development will be met by:**

The payment of $355,281 in-lieu fees.

**Trails:**

No trails.

**Comments:**

**The map proposes 39 multi-family units and 72 detached condominium units.**

*****Advisory:**

**The Representative Land Value (RLVs) in Los Angeles County Code (LACC) Section 21.28.140 are used to calculate park fees and are adjusted annually, based on changes in the Consumer Price Index. The new RLVs become effective July 1st of each year and may apply to this subdivision map if first advertised for hearing before either a hearing officer or the Regional Planning Commission on or after July 1st pursuant to LACC Section 21.28.140, subsection 3. Accordingly, the park fee in this report is subject to change depending upon when the subdivision is first advertised for public hearing.**

Please contact Clement Lau at (213) 351-5120 or Sheela Mathai at (213) 351-5121, Department of Parks and Recreation, 510 South Vermont Avenue, Los Angeles, CA 90020 for further information or to schedule an appointment to make an in-lieu fee payment.

For information on Hiking and Equestrian Trail requirements, please contact the Trails Coordinator at (213) 351-5134.

By: Kathline King

Kathline J. King, Chief of Planning

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June 27, 2016 13:23:39
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# LOS ANGELES COUNTY
# DEPARTMENT OF PARKS AND RECREATION

## PARK OBLIGATION WORKSHEET

| | | | | |
|---|---|---|---|---|
| Tentative Map # 73203 | DRP Map Date: 06/22/2016 | SMC Date: 07/28/2016 | Report Date: 07/19/2016 |
| Park Planning Area # 21 | WEST CARSON | | Map Type: REV. (REV RECD) |

The formula for calculating the acreage obligation and or In-lieu fee is as follows:

**(P)eople x (0.003) Ratio x (U)nits = (X) acres obligation**

**(X) acres obligation x RLV/Acre = In-Lieu Base Fee**

Where: P = Estimate of number of People per dwelling unit according to the type of dwelling unit as determined by the 2000 U.S. Census*. Assume * people for detached single-family residences; Assume * people for attached single-family (townhouse) residences, two-family residences, and apartment houses containing fewer than five dwelling units; Assume * people for apartment houses containing five or more dwelling units; Assume * people for mobile homes.

Ratio = The subdivision ordinance provides a ratio of 3.0 acres of park land for each 1,000 people generated by the development. This ratio is calculated as "0.0030" in the formula.

U = Total approved number of Dwelling Units.

X = Local park space obligation expressed in terms of acres.

RLV/Acre = Representative Land Value per Acre by Park Planning Area.

Total Units 111 = Proposed Units 111 ÷ Exempt Units 0

| | People* | Ratio 3.0 Acres / 1000 People | Number of Units | Acre Obligation |
|---|---|---|---|---|
| Detached S.F. Units | 2.95 | 0.0030 | 72 | 0.64 |
| M.F. < 5 Units | 2.84 | 0.0030 | 3 | 0.03 |
| M.F. >= 5 Units | 2.17 | 0.0030 | 36 | 0.23 |
| Mobile Units | 2.09 | 0.0030 | 0 | 0.00 |
| Exempt Units | | | 0 | |
| | | | Total Acre Obligation = | 0.90 |

Park Planning Area = 21 WEST CARSON

| Ratio | Acre Obligation | RLV / Acre | In-Lieu Base Fee |
|---|---|---|---|
| @(0.0030) | 0.90 | $394,757 | $355,281 |

| Lot # | Provided Space | Provided Acres | Credit (%) | Acre Credit | Land |
|---|---|---|---|---|---|
| None | | | | | |
| | | | Total Provided Acre Credit: | 0.00 | |

| Acre Obligation | Public Land Crdt. | Priv. Land Crdt. | Net Obligation | RLV / Acre | In-Lieu Fee Due |
|---|---|---|---|---|---|
| 0.90 | 0.00 | 0.00 | 0.90 | $394,757 | $355,281 |

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June 27, 2016 13:23:46
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COUNTY OF LOS ANGELES
Public Health

CYNTHIA A. HARDING, M.P.H.
Interim Director

JEFFREY D. GUNZENHAUSER, M.D., M.P.H.
Interim Health Officer

ANGELO J. BELLOMO, REHS, QEP
Deputy Director for Health Protection

TERRI S. WILLIAMS, REHS
Director of Environmental Health

5050 Commerce Drive
Baldwin Park, California 91706
TEL (626) 430-5100 • FAX (626) 813-3000

www.publichealth.lacounty.gov

BOARD OF SUPERVISORS

Hilda Solis
First District

Mark Ridley-Thomas
Second District

Sheila Kuehl
Third District

Don Knabe
Fourth District

Michael D. Antonovich
Fifth District

August 4, 2016

Tentative Tract Map No. 073203

Vicinity: West Carson

Tentative Tract Map Date: June 22, 2016

The Los Angeles County Department of Public Health – Environmental Health Division recommends the approval of **Tentative Tract Map 073203** based on the use of public water (California Water Service Company) and public sewer as proposed for wastewater disposal. Any variation from the approved use of water supply and/or approved method of sewage disposal shall invalidate the Department's approval.

Prepared by:

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**DRAFT FINDINGS AND ORDER OF THE REGIONAL PLANNING COMMISSION**
**COUNTY OF LOS ANGELES**
**PROJECT NO. R2014-03527-(2)**
**CONDITIONAL USE PERMIT NO. 201400172**
**PARKING PERMIT NO. 201500005**

1. **HEARING DATE(S).** The Los Angeles County ("County") Regional Planning Commission ("Commission") conducted a duly-noticed public hearing on November 9, 2016, in the matter of Project No. R2014-03527, consisting of Vesting Tentative Tract Map No. 073203, Zone Change No. 201400013, Conditional Use Permit No. 201400172, and Parking Permit No. 201500005. Environmental Assessment No. 201400280 is associated with this Project.

2. **ENTITLEMENT(S) REQUESTED.** The applicant requests a Conditional Use Permit ("CUP") to adopt a development program for the RPD Zone, pursuant to County Code Section 22.20, Part 7.

   The applicant also requests a Parking Permit to allow for parallel guest parking spaces on Lot 2 of Tract 073203, pursuant to County Code Section 22.56, Part 7.

3. **LOCATION.** The project site is located at 24710 and 24906 South Normandie Avenue in the community of West Carson (APNs 7409-029-006; 7409-029-009; and 7409-029-010).

4. **PROJECT DESCRIPTION.** The applicant requests a Vesting Tentative Tract Map to create 111 residential condominiums on two lots and a separate commercial lot (3 lots total) on 11.27 gross (9.37 net) acres. The proposed Lot 1 would have an area of 0.90 gross (0.44 net) acres and be reserved for future commercial use. The proposed Lot 2 would have an area of 3.27 gross (2.55 net) acres and contain 39 attached residential condominium units. The proposed Lot 3 would have an area of 7.10 gross (6.39 net) acres and contain 72 detached residential condominium units.

   The applicant also proposes to change the zone of Lots 2 and 3 from M-1 (Light Manufacturing) to RPD (Residential Planned Development). A development program for the RPD Zone would be adopted through a conditional use permit ("CUP"). Through this development program, the applicant requests flexibility in project design regarding setbacks, fence height, and open space, and has volunteered to dedicate two dwelling units on Lot 2 for sale to lower-income households. A parking permit is also requested to allow for parallel guest parking spaces on Lot 2, as parallel on-site parking is normally not permitted. The project would require approximately 37,100 cubic yards of cut, 54,360 cubic yards of fill and the import of approximately 17,260 cubic yards of earth.

5. **TOPOGRAPHY**. The northern portion of the project site is a vacant, paved commercial lot formerly utilized as a truck storage yard. The southern portion is currently occupied by four auto parts stores and auto repair businesses. The property contains three abandoned oil wells and one operating oil well. Normandie Avenue, a busy four-lane thoroughfare, is immediately to the west of the project site, while Lomita Boulevard, a four-lane divided highway, is located immediately to the south.

6. **ZONING.** The subject property is currently zoned M-1 (Light Manufacturing).

7. **LAND USE CLASSIFICATION.** Because the Project was submitted prior to the adoption of the current Countywide Land Use Plan in 2015, the applicant has the option of being reviewed for consistency with the previous Plan, which was adopted in 1980. The applicant has chosen, therefore, for the Project to be subject to the goals, policies, and land use categories of the 1980 Plan.

   The Land Use classification of the project site under the 1980 Countywide Lane Use Plan is Low/Medium Density Residential (6-12 dwelling units per gross acre).

8. **SURROUNDING ZONING.** Surrounding Zoning within a 500-foot radius:

   North: R-1 (Single Family Residence)
   South: City of Los Angeles (M1—Limited Industrial)
   East: R-3-15U (Limited Multiple Residence—15 dwelling units per acre maximum)
   West: R-3-15U, C-3 (General Commercial)

9. **SURROUNDING LAND USES.** Surrounding land uses within a 500-foot radius include:

   North: Single-family residences
   South: Church, light industry
   East: Mobile home park
   West: Mobile home park

10. **SITE ACCESS.** Vehicular access for Lots 2 and 3 would be from Normandie Avenue via two separate gated entrances and private driveway systems. Lot 1 would take vehicular access from both Normandie Avenue and Lomita Boulevard.

11. **COUNTY DEPARTMENT COMMENTS AND RECOMMENDATIONS.** The Los Angeles County Subdivision Committee consists of representatives of the departments of Regional Planning, Public Works, Fire, Parks and Recreation, and Public Health. Based on the reports submitted to the Subdivision Committee for the map dated June 22, 2016, all departments have cleared the project for public hearing

and approval. The full Subdivision Committee Report of July 19, 2016 is included as part of the Vesting Tentative Tract Map's conditions of approval.

12. **ENVIRONMENTAL DETERMINATION.** Prior to the Commission's public hearing on the Project, an Initial Study was prepared for the Project in compliance with the California Environmental Quality Act (Public Resources Code section 21000, et seq.) ("CEQA"), the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines for the County. Based on the Initial Study, staff from Regional Planning determined that a Mitigated Negative Declaration ("MND") was the appropriate environmental document for the Project because the Initial Study concluded that there was no substantial evidence that the Project would result in a significant impact on the environment with the incorporation of those mitigation measures included in the project's Mitigation Monitoring and Reporting Program ("MMRP").

13. **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.

14. **PUBLIC COMMENTS.**
No public comments have been received regarding the project.

15. **HEARING PROCEEDINGS.** A duly noticed public hearing was held before the Regional Planning Commission on November 9, 2016.

16. **PLAN CONSISTENCY.**
The proposed use of the site for attached and detached condominiums is consistent with the Low/Medium Residential land use classification of the 1980 Countywide Land Use Plan. This designation allows for a maximum density of 12 dwelling units per gross acre, which would permit a maximum of 124 dwelling units on the portion of the site proposed for residential use (Lots 2 and 3). Therefore, the requested total of 111 residential units is consistent with this regulation.

17. **ZONING CODE CONSISTENCY.**
The proposed Lot 1 is located in the M-1 (Light Manufacturing) Zone. No current use of the lot is proposed, although the applicant has indicated that it will be reserved for future commercial development. Many types of commercial uses are allowed by right within the M-1 Zone.

The proposed Lots 2 and 3, upon adoption of the zone change, would be located in the RPD (Residential Planned Development) Zone. Section 22.20.460 of the County Code states that it is the intent of the RPD Zone "to promote residential amenities beyond those expected under conventional development, to achieve greater flexibility in design, to encourage well-planned neighborhoods through creative and

imaginative planning as a unit, and to provide for appropriate use of land which is sufficiently unique in its physical characteristics or other circumstances to warrant special methods of development."

In general, development in the RPD Zone is subject to the same permitted uses, limitations, and conditions as in the R-1 (Single Family Residence) Zone. However, upon adoption of a development program through the CUP process, a project may deviate from certain R-1 Zone development standards, such as required yards, fence heights, and minimum lot sizes. In addition, development in the RPD Zone must meet certain additional requirements.

Parking:
Section 22.52.1180 of the County Code requires that each single-family residence—whether attached or detached—provide two covered parking spaces. In this case, each proposed residence includes an attached two-car garage. This section of the Code also requires that guest parking spaces be provided for condominium developments containing 10 or more units at a rate of one space per four units. Therefore, 10 guest parking spaces would be required for Lot 2, and 18 guest parking spaces would be required for Lot 3. These requirements would be satisfied, as the proposed project would provide 14 guest parking spaces for Lot 2 and 49 guest parking spaces for Lot 3. Of these spaces, 12 of those on Lot 2 would be parallel to the proposed driveway and fire lane. Because on-site parallel parking spaces are not normally permitted, the applicant has requesting a parking permit to authorize them. The ability of the project to satisfy the parking permit burden of proof will be analyzed under the "Neighborhood Impact/Land Use Compatibility" section below.

Yard/Setback Requirements:
Pursuant to Section 22.20.460 of the County Code, lots in the RPD Zone are normally required to maintain front-yard setbacks of 20 feet, rear-yard setbacks of 15 feet, side-yard setbacks of five feet, and corner side-yard setbacks of 10 feet. In addition, walls and fences in front yards may not exceed a height of 3'-6", and walls and fences in other yards may not exceed six feet. However, these standards may be modified upon adoption of a Development Program, which is intended to allow for flexibility of design. In this case, the applicant has applied for a CUP for a Development Program to allow for the following deviations to yard/setback requirements:

a. Reduction of required front-yard setback from 20 feet to 10 feet (Lots 2 and 3)
b. Reduction of required rear-yard setback from 15 feet to 10 feet (Lot 3)
c. Increase in fence/wall height within the front-yard setback from 3'-6" to 5'-6" (Lots 2 and 3)
d. Increase in fence/wall height within the rear-yard setback from 6'-0" to 12'-0" (Lots 2 and 3)

Open Space:
The RPD Zone requires that not less than 30 percent of a project site's net area be dedicated as open space (County Code Section 22.20.460). As 8.94 net acres are proposed to be zoned RPD, this would require a total of 2.68 acres of open space. Currently the applicant proposes to provide 2.54 acres of open space (28.4 percent of the net area). While this is less than the requirement of 30 percent, Section 22.20.460.B.4 of the County Code allows the Commission to modify this requirement if it finds "that the particular development will contain compensatory characteristics which will provide as well as better for planned unit development."

Healthy Design:
Section 21.24.380 of the County Code requires that a separate, five-foot-wide pedestrian pathway must connect each new condominium unit with a public street. In addition, the County's Healthy Design Guidelines encourage as much pedestrian interconnectivity as possible within a new residential development, as well as between a new residential development and adjoining neighborhoods. A system of five-foot-wide walkways is proposed throughout the project site, connecting each individual unit to walkways that eventually reach Normandie Avenue. Overall, there are four gated pedestrian pathways connecting Lot 2 with Normandie Avenue and three connecting Lot 3 with the same street. These walkways also connect units to the provided recreational areas, as well as providing pedestrian connections between Lot 2 and Lot 3.

All pedestrian pathways are separated from the private driveway/fire lanes with either a curb or parkway. Pathways along interior access driveways, which each serve four units, were permitted to utilize a "woonerf" design, which is a demarcated pathway on either side of a driveway, differentiated by color and texture but not separated by a curb.

All other applicable development standards of Titles 21 and 22 of the County Code would be met by the proposed project.

18. **LAND USE COMPATIBILITY.**
The proposed development is compatible with the site's allowed dwelling unit density under the applicable Countywide Land Use Plan.

Zone Change Consistency
The applicant's request to change the zoning of a portion of the project site from M-1 to RPD is warranted, as the applicable Countywide Land Use Plan designates the site for Low/Medium Residential use. Changing the zone to allow residential development at this density would correct this inconsistency. The majority of the project site, which was operated as a truck storage yard, has been vacant since 2013, and the remainder of the site is occupied by auto repair and auto sales businesses. Therefore, rezoning the site would not result in the elimination or relocation of manufacturing jobs or location-dependent industries. There is also a

need for additional residentially-zoned property in the community, as the project site is located in an area with a critical shortage of affordable housing. The project is surrounded by compatible residential zones and uses to the north, east, and west, and major employment centers are located in nearby Torrance and Long Beach. Therefore, it is unlikely that additional residential development on the project site would adversely affect the health, comfort, or welfare of area residents.

Parking Permit Consistency

The proposed on-site parallel parking spaces on Lot 2 would not result in traffic conflicts or congestion on the project site. The 12 guest parking spaces, which would have dimensions of 8 feet by 22 feet, would provide ample room for maneuvering, and the private driveway/fire lanes to which they are parallel would have unobstructed widths of 26 feet, which would allow for passing vehicles to continue uninhibited.

Development Program CUP Consistency

In order to allow for creative design, a development in the RPD Zone may request a Development Program CUP to deviate from certain development standards. The applicant's request for reduced front and rear yard setbacks and increased fence heights in these setbacks (see "Yard/Setback Requirements" section above) is appropriate in this case. The reduced front-yard setback of 10 feet along a portion of Normandie Avenue is warranted by the existence of a large utility easement corridor that occupies a portion of the street frontage near the center of the site. Because buildings may not be located within this easement, the reduced front setback on other portions of the site allows dwelling units to be built in a number that approaches the appropriate density of the Countywide Land Use Plan. A 5'6"-tall perimeter wall within this front-yard setback is also appropriate, as it would be facing the rear of all adjacent residences, which primarily face inward. The wall would also serve as a sound barrier to Normandie Avenue, which is a busy four-lane thoroughfare with heavy truck traffic.

The reduced rear-yard setback of 10 feet along the site's eastern property line is also appropriate, as it would be facing the side yards of all new residences, due to their north-south orientation. The normal required side-yard setback for a property in the RPD Zone is only five feet. In addition, the mobile home park immediately to the east maintains the same boundary as a side-yard setback, with a minimum distance of five feet. The proposed fence within this required yard would also exceed the maximum height of six feet. The applicant proposes to construct a six-foot-high retaining wall topped by a six-foot-tall open-work fence, for a total height of 12 feet. By right, a six-foot-high retaining wall may be topped with a 3'-6"-tall open-work fence as a safety measure. However, the applicant proposes to raise the height of this safety fence by an additional 2'-6" for the safety of children. The open-work nature of the fence material will prevent it from blocking light on adjacent properties.

Open Space Consistency

As stated above, The RPD Zone requires that not less than 30 percent of a project site's net area be dedicated as open space. Such open space must be available for the "use and enjoyment of all of the occupants" of a development (County Code Section 22.20.460). As 8.94 net acres are proposed to be zoned RPD, this would require a total of 2.68 acres of open space. Currently the applicant proposes to provide 2.54 acres of open space (28.4 percent of the net area). This open space includes front yards, parkways, and recreational areas spread throughout Lots 2 and 3. While this is less than the requirement of 30 percent, Section 22.20.460.B.4 of the County Code allows the Commission to modify this requirement if it finds "that the particular development will contain compensatory characteristics which will provide as well as better for planned unit development."

The project would contain the required compensatory characteristics to allow less than the required amount of open space. The fact that the development would provide two dwelling units for lower-income households would benefit the community greater than the provision of an additional 0.14 acres of open space. As a result, the project is consistent with the requirements of the RPD Zone.

19. **PHYSICAL SITE SUITABILITY.** The Regional Planning Commission finds that the site is physically suitable for the type of development being proposed since the property is relatively level and is served by adequate road and utility infrastructure.

20. **COMPATIBLITY WITH SURROUNDINGS.** The Commission finds that the requested use at the location will not adversely affect the health, peace, comfort, or welfare or persons residing or working in the surrounding area; be detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site, or jeopardize, endanger, or otherwise constitute a menace to the public health, safety, or general welfare. The project is surrounded by compatible residential zones and uses to the north, east, and west, and major employment centers are located in nearby Torrance and Long Beach.

21. **DEVELOPMENT STANDARDS.** The Commission finds that the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in Title 21 (Subdivision Code) and Title 22 (Zoning Code), or as is otherwise required in order to integrate said use with the uses in the surrounding area. The project would substantially comply with the development standards of the Zoning Code.

22. **ADEQUATE STREETS.** The Commission finds that the proposed site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate and by other public or private service facilities as are required. The site would be served by Normandie Avenue

and Lomita Boulevard, and the applicant's Traffic Impact Analysis has been analyzed and approved by the Department of Public Works.

23. **SAFETY OF RESIDENTS.** The Commission finds that the proposed project is located and designed so as to protect the safety of current and future residents, and will not create significant threats to life and/or property due to the presence of geologic, seismic, slope instability, fire, flood, mud flow or erosion hazard. All disused oil wells must be re-abandoned to current standards imposed by the California Division of Oil, Gas, and Geothermal Resources ("DOGGR"), and new residences will be separated from the remaining active oil well by a distance of at least 100 feet.

24. **ADEQUATE PARKING ARRANGEMENTS.** The Commission finds that the proposed parking arrangements, including the parallel on-site guest parking spaces, will not cause conflicts, result in traffic congestion, or cause unauthorized use of surrounding parking facilities. The 12 guest parking spaces, which would have dimensions of 8 feet by 22 feet, would provide ample room for maneuvering, and the private driveway/fire lanes to which they are parallel would have unobstructed widths of 26 feet, which would allow for passing vehicles to continue uninhibited. All other parking facilities would be developed to general standards of the County Code.

25. **PUBLIC NOTICE.** The Commission finds that pursuant to sections 22.60.174 and 22.60.175 of the County Code, the community was properly notified of the public hearing by mail, newspaper, and property posting. Additionally, the Project was noticed and case materials were available on Regional Planning's website and the Harbor Gateway Library. On October 5, 2016, Notices of Public Hearing were mailed to all property owners as identified on the County Assessor's record within a 500-foot radius from the Project Site, as well as to two persons on the courtesy mailing list for the Carson Zoned District.

26. **LOCATION OF DOCUMENTS.** The location of the documents and other materials constituting the record of proceedings upon which the Commission'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, California 90012. The custodian of such documents and materials shall be the Section Head of the Land Divisions Section, Department of Regional Planning.

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

Regarding the CUP:

A. That the proposed use with the attached conditions will be consistent with the applicable adopted General Plan.

B. That the proposed use at the site will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area, will not be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site, and will not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.

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

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

Regarding the Parking Permit:

E. That there will be no conflicts arising from special parking arrangements allowing shared facilities, tandem spaces, or compact spaces.

F. That the requested parking permit at the location proposed will not result in traffic congestion, excessive off-site parking, or unauthorized use of parking facilities developed to serve surrounding property.

**THEREFORE, THE REGIONAL PLANNING COMMISSION:**

1. Certifies that the MND for the Project was completed in compliance with CEQA and the State and County CEQA Guidelines related thereto; certifies that it independently reviewed and considered the MND and that the MND reflects the independent judgment and analysis of Commission as to the environmental consequences of the Project; certifies that it considered the MMRP, finding that it is adequately designed to ensure compliance with the mitigation measures during Project implementation; determined that on the basis of the whole record before the Commission that there is no substantial evidence that the Project will have a significant effect on the environment; adopts the MND and finds that the MMRP is adequately designed to ensure compliance with the mitigation measures during Project implementation; and

2. Approves Conditional Use Permit No. 201400172 and Parking Permit No. 201500005, subject to the attached conditions.

**ACTION DATE:**
**Vote:**
Yes:
No:
Absent:

KKS:TM
10/27/16

**DRAFT CONDITIONS OF APPROVAL**
**COUNTY OF LOS ANGELES**
**PROJECT NO. R2014-03527-(2)**
**CONDITIONAL USE PERMIT NO. 201400172**
**PARKING PERMIT NO. 201400280**

## PROJECT DESCRIPTION

The project is a Conditional Use Permit ("CUP") to adopt a Development Program for a condominium complex on two lots in the RPD (Residential Planned Development) Zone totaling 11.27 gross acres. Also a parking permit to allow for on-site parallel parking spaces. The project is 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, and the owner of the subject property if other than the permittee, have 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 that the conditions of the grant have been recorded as required by Condition No. 7, and until all required monies have been paid. Notwithstanding the foregoing, this Condition No. 2 and Condition Nos. 4, 5, 8, 11, and 12 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 reasonably 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 reasonably 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. Prior to the use of this grant, the permittee, or the owner of the subject property if other than the permittee, shall **record the terms and conditions** of the grant in the office of the County Registrar-Recorder/County Clerk ("Recorder"). In addition, 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. In the event that Tentative Tract Map No. 060358 should expire without the recordation of a final map, this grant shall terminate upon the expiration of the tentative map. Entitlement to the use of the property thereafter shall be subject to the regulations then in effect.

9. 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.

10. Prior to final approval, the permittee shall remit all applicable library facilities mitigation fees to the County Librarian, pursuant to Chapter 22.72 of the County Code. The permittee shall pay the fees in effect at the time of payment, pursuant to Section 22.72.030. Questions regarding fee payment can be directed to the County Librarian at (562) 940-8430. The permittee shall provide proof of payment upon request from Regional Planning.

11. Within five (5) working days from the end of the appeal period **[Appeal date + five working days]**, the permittee shall remit processing fees at the Office of the Registrar-Recorder/County Clerk, 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 **$2,285.25** ($2,210.25 for a Negative Declaration or 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. 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.

13. All development pursuant to this grant must be kept in full compliance with the County Fire Code to the satisfaction of said department.

14. All development pursuant to this grant shall conform with the requirements of the County Department of Public Works to the satisfaction of said department.

15. All development pursuant to this grant shall comply with the requirements of Title 22 of the County Code and of the specific zoning of the subject property, unless specifically modified by this grant, as set forth in these conditions.

16. The permittee shall maintain the subject property in a neat and orderly fashion. The permittee shall maintain free of litter all areas of the premises over which the permittee has control.

17. 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. The only exceptions shall be seasonal decorations or signage provided under the auspices of a civic or non-profit organization.

    In the event of graffiti or other extraneous markings occurring, the permittee shall remove or cover said markings, drawings, or signage. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.

18. The subject property shall be developed and maintained in substantial conformance with the plans marked Exhibit "A." If changes to any of the plans marked Exhibit "A" are required as a result of instruction given at the public hearing, five (5) copies of a modified Exhibit "A" shall be submitted to Regional Planning by **January 11, 2017**.

19. 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 substantially conform to the originally approved Exhibit "A". All revised plans must be accompanied by the written authorization of the property owner(s) and applicable fee for such revision.

## CONDITIONAL USE PERMIT SPECIFIC CONDITIONS

20. The permittee shall maintain a front-yard (western) setback of not less than 10 feet and a rear-yard (eastern) setback of not less than 10 feet for both condominium lots.

21. The permittee may maintain a fence or wall within the required front-yard (western) setback of both lots not to exceed five feet, six inches (5'-6") in height.

22. The permittee may maintain a retaining wall within the required rear-yard (eastern) setback of both lots not to exceed six feet in height. This may be topped by an open-work fence that shall not exceed six feet in height.

23. The permittee shall maintain a minimum of 2.54 acres of open space across both lots. Said open space shall be maintained and kept permanently accessible to all residents.

24. Prior to obtaining final approval, the permittee shall submit a copy of the project's Covenants, Conditions and Restrictions ("CC&Rs") and any other covenants or maintenance agreements entered into with respect to the project, to the Director for review and approval. Said CC&Rs shall contain lighting requirements, in which all outdoor lighting and glare shall be deflected, shaded and focused away from all adjoining properties. A copy of these conditions of approval shall be attached to the CC&Rs and made a part thereof. All applicable project conditions of approval shall be included as conditions in the CC&Rs and the CC&Rs shall prohibit any such condition from being amended in any way, or eliminated, with regard to language in the CC&Rs, without prior approval from the Director.

25. Prior to obtaining final approval, the permittee shall provide in the CC&Rs a method for the continuous maintenance of manufactured slopes and plantings, common landscaped areas and facilities and all private driveways/fire lanes, to the satisfaction of the Director.

26. Concurrent with recordation of associated final map, the permittee or successor in interest shall record a covenant entered into with the Los Angeles County Community Development Commission ("CDC") in compliance with Section 22.56.2630 of the County Zoning Ordinance to set aside two (2) two-bedroom dwelling units for sale to lower income households as defined in California Health and Safety Code Section 50079.5. The two units set aside shall be set aside for a period of not less than 55 years from the date of the issuance of the Certificate of Occupancy. The permittee shall submit a copy of the covenant to Regional Planning for review prior to recordation of the document.

## PARKING PERMIT SPECIFIC CONDITIONS

27. Required guest parking for Lot 2 of Tract 73203 (southern lot) may be fulfilled with on-site parallel parking spaces with minimum dimensions of eight feet by 22 feet (8' x 22'). Said spaces shall not block or interfere with any required fire lane, garage entrance, or backup space.

KKS:TM
10/27/16

**THE REGIONAL PLANNING COMMISSION**
**COUNTY OF LOS ANGELES**
**PROJECT NO. R2014-03527-(2)**
**ZONE CHANGE NO. 201400013**

**WHEREAS,** the Regional Planning Commission of the County of Los Angeles has conducted a public hearing in the matter of Zone Change Case No. 201400013 on November 9, 2016:

**WHEREAS,** the Regional Planning Commission finds as follows:

1. The project site is located at 24710 and 24906 South Normandie Avenue in the community of West Carson (APNs 7409-029-006; 7409-029-009; and 7409-029-010).

2. The applicant requests a Vesting Tentative Tract Map to create 111 residential condominiums on two lots and a separate commercial lot (3 lots total) on 11.27 gross (9.37 net) acres. The proposed Lot 1 would have an area of 0.90 gross (0.44 net) acres and be reserved for future commercial use. The proposed Lot 2 would have an area of 3.27 gross (2.55 net) acres and contain 39 attached residential condominium units. The proposed Lot 3 would have an area of 7.10 gross (6.39 net) acres and contain 72 detached residential condominium units.

   The applicant also proposes to change the zone of Lots 2 and 3 from M-1 (Light Manufacturing) to RPD (Residential Planned Development). A development program for the RPD Zone would be adopted through a conditional use permit ("CUP"). Through this development program, the applicant requests flexibility in project design regarding setbacks, fence height, and open space, and has volunteered to dedicate two dwelling units on Lot 2 for sale to lower-income households. A parking permit is also requested to allow for parallel guest parking spaces on Lot 2, as parallel on-site parking is normally not permitted. The project would require approximately 37,100 cubic yards of cut, 54,360 cubic yards of fill and the import of approximately 17,260 cubic yards of earth.

3. The proposed use and zoning of the site for attached and detached condominiums is consistent with the Low/Medium Residential land use classification of the 1980 Countywide Land Use Plan. This designation allows for a maximum density of 12 dwelling units per gross acre, which would permit a maximum of 124 dwelling units on the portion of the site proposed for residential use (Lots 2 and 3). Therefore, the requested total of 111 residential units is consistent with this regulation

4. The proposed Lot 1 is located in the M-1 (Light Manufacturing) Zone. No current use of the lot is proposed, although the applicant has indicated that it will be reserved for future commercial development. Many types of commercial uses are allowed by right within the M-1 Zone.

   The proposed Lots 2 and 3, upon adoption of the zone change, would be located in the RPD (Residential Planned Development) Zone. Section 22.20.460 of the County Code states that it is the intent of the RPD Zone "to promote residential amenities beyond those expected under conventional development, to achieve greater flexibility in design, to encourage well-planned neighborhoods through creative and imaginative planning as a unit, and to provide for appropriate use of land which is sufficiently unique in its physical characteristics or other circumstances to warrant special methods of development."

   In general, development in the RPD Zone is subject to the same permitted uses, limitations, and conditions as in the R-1 (Single Family Residence) Zone. However, upon adoption of a development program through the CUP process, a project may deviate from certain R-1 Zone development standards, such as required yards, fence heights, and minimum lot sizes. In addition, development in the RPD Zone must meet certain additional requirements.

   Section 22.52.1180 of the County Code requires that each single-family residence—whether attached or detached—provide two covered parking spaces. In this case, each proposed residence includes an attached two-car garage. This section of the Code also requires that guest parking spaces be provided for condominium developments containing 10 or more units at a rate of one space per four units. Therefore, 10 guest parking spaces would be required for Lot 2, and 18 guest parking spaces would be required for Lot 3. These requirements would be satisfied, as the proposed project would provide 14 guest parking spaces for Lot 2 and 49 guest parking spaces for Lot 3. Of these spaces, 12 of those on Lot 2 would be parallel to the proposed driveway and fire lane. Because on-site parallel parking spaces are not normally permitted, the applicant has requesting a parking permit to authorize them. The ability of the project to satisfy the parking permit burden of proof will be analyzed under the "Neighborhood Impact/Land Use Compatibility" section below.

   Pursuant to Section 22.20.460 of the County Code, lots in the RPD Zone are normally required to maintain front-yard setbacks of 20 feet, rear-yard setbacks of 15 feet, side-yard setbacks of five feet, and corner side-yard setbacks of 10 feet. In addition, walls and fences in front yards may not exceed a height of 3'-6", and walls and fences in other yards may not exceed six feet. However, these standards may be modified upon adoption of a Development Program, which is intended to allow for flexibility of design. In

this case, the applicant has applied for a CUP for a Development Program to allow several deviations to yard/setback requirements:

The RPD Zone requires that not less than 30 percent of a project site's net area be dedicated as open space (County Code Section 22.20.460). As 8.94 net acres are proposed to be zoned RPD, this would require a total of 2.68 acres of open space. Currently the applicant proposes to provide 2.54 acres of open space (28.4 percent of the net area). While this is less than the requirement of 30 percent, Section 22.20.460.B.4 of the County Code allows the Commission to modify this requirement if it finds "that the particular development will contain compensatory characteristics which will provide as well as better for planned unit development."

Section 21.24.380 of the County Code requires that a separate, five-foot-wide pedestrian pathway must connect each new condominium unit with a public street. In addition, the County's Healthy Design Guidelines encourage as much pedestrian interconnectivity as possible within a new residential development, as well as between a new residential development and adjoining neighborhoods. A system of five-foot-wide walkways is proposed throughout the project site, connecting each individual unit to walkways that eventually reach Normandie Avenue. Overall, there are four gated pedestrian pathways connecting Lot 2 with Normandie Avenue and three connecting Lot 3 with the same street. These walkways also connect units to the provided recreational areas, as well as providing pedestrian connections between Lot 2 and Lot 3.

All pedestrian pathways are separated from the private driveway/fire lanes with either a curb or parkway. Pathways along interior access driveways, which each serve four units, were permitted to utilize a "woonerf" design, which is a demarcated pathway on either side of a driveway, differentiated by color and texture but not separated by a curb.

All other applicable development standards of Titles 21 and 22 of the County Code would be met by the proposed project.

5. The proposed development is compatible with the site's allowed dwelling unit density under the applicable Countywide Land Use Plan.

   Zone Change Consistency
   The applicant's request to change the zoning of a portion of the project site from M-1 to RPD is warranted, as the applicable Countywide Land Use Plan designates the site for Low/Medium Residential use. Changing the zone to allow residential development at this density would correct this inconsistency. The majority of the project site, which was operated as a truck storage yard, has been vacant since 2013, and the remainder of the site is occupied by auto repair and auto sales businesses. Therefore, rezoning the site would not

result in the elimination or relocation of manufacturing jobs or location-dependent industries. There is also a need for additional residentially-zoned property in the community, as the project site is located in an area with a critical shortage of affordable housing. The project is surrounded by compatible residential zones and uses to the north, east, and west, and major employment centers are located in nearby Torrance and Long Beach. Therefore, it is unlikely that additional residential development on the project site would adversely affect the health, comfort, or welfare of area residents.

Parking Permit Consistency

The proposed on-site parallel parking spaces on Lot 2 would not result in traffic conflicts or congestion on the project site. The 12 guest parking spaces, which would have dimensions of 8 feet by 22 feet, would provide ample room for maneuvering, and the private driveway/fire lanes to which they are parallel would have unobstructed widths of 26 feet, which would allow for passing vehicles to continue uninhibited.

Development Program CUP Consistency

In order to allow for creative design, a development in the RPD Zone may request a Development Program CUP to deviate from certain development standards. The applicant's request for reduced front and rear yard setbacks and increased fence heights in these setbacks (see "Yard/Setback Requirements" section above) is appropriate in this case. The reduced front-yard setback of 10 feet along a portion of Normandie Avenue is warranted by the existence of a large utility easement corridor that occupies a portion of the street frontage near the center of the site. Because buildings may not be located within this easement, the reduced front setback on other portions of the site allows dwelling units to be built in a number that approaches the appropriate density of the Countywide Land Use Plan. A 5'6"-tall perimeter wall within this front-yard setback is also appropriate, as it would be facing the rear of all adjacent residences, which primarily face inward. The wall would also serve as a sound barrier to Normandie Avenue, which is a busy four-lane thoroughfare with heavy truck traffic.

The reduced rear-yard setback of 10 feet along the site's eastern property line is also appropriate, as it would be facing the side yards of all new residences, due to their north-south orientation. The normal required side-yard setback for a property in the RPD Zone is only five feet. In addition, the mobile home park immediately to the east maintains the same boundary as a side-yard setback, with a minimum distance of five feet. The proposed fence within this required yard would also exceed the maximum height of six feet. The applicant proposes to construct a six-foot-high retaining wall topped by a six-foot-tall open-work fence, for a total height of 12 feet. By right, a six-foot-high retaining wall may be topped with a 3'-6"-tall open-work fence as a safety measure. However, the applicant proposes to raise the height of this safety

fence by an additional 2'-6" for the safety of children. The open-work nature of the fence material will prevent it from blocking light on adjacent properties.

Open Space Consistency
As stated above, The RPD Zone requires that not less than 30 percent of a project site's net area be dedicated as open space. Such open space must be available for the "use and enjoyment of all of the occupants" of a development (County Code Section 22.20.460). As 8.94 net acres are proposed to be zoned RPD, this would require a total of 2.68 acres of open space. Currently the applicant proposes to provide 2.54 acres of open space (28.4 percent of the net area). This open space includes front yards, parkways, and recreational areas spread throughout Lots 2 and 3. While this is less than the requirement of 30 percent, Section 22.20.460.B.4 of the County Code allows the Commission to modify this requirement if it finds "that the particular development will contain compensatory characteristics which will provide as well as better for planned unit development."

The project would contain the required compensatory characteristics to allow less than the required amount of open space. The fact that the development would provide two dwelling units for lower-income households would benefit the community greater than the provision of an additional 0.14 acres of open space. As a result, the project is consistent with the requirements of the RPD Zone.

6. 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 property posting.

7. The location of the documents and other materials constituting the record of proceedings upon which the Commission'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 Land Divisions Section, Los Angeles County Department of Regional Planning.

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

1. Change of zone from M-1 to RPD.

2. That the Board of Supervisors adopt the Mitigated Negative Declaration, dated October 27, 2016, certify its completion and determine that the project with modifications, will not have a significant impact upon the environment;

3. That the Board of Supervisors find the recommended zoning is consistent with the applicable Los Angeles County General Plan;

4. That the Board of Supervisors hold a public hearing to consider the above recommended change of zone.

I hereby certify that the foregoing resolution was adopted by a majority of the voting members of the Regional Planning Commission on the County of Los Angeles on November 9, 2016.

_____
Rosie Ruiz, Secretary
County of Los Angeles
Regional Planning Commission

VOTE:

Concurring:

Dissenting:

Abstaining:

Absent:

Action Date:

KKS:TM
10/27/16

**ZONING CASE NUMBER 201400013**

**ORDINANCE NUMBER _____**

An ordinance amending Section 22.16.230 of Title 22 of the County Code, changing regulations for the execution of the Countywide General Plan, relating to the Carson Zoned District Number 105.

The Board of Supervisors of the County of Los Angeles ordains as follows:

**SECTION 1.** Section 22.16.230 of the County Code is amended by amending the map of the Carson Zoned District Number 105 as shown on the map attached hereto.

**SECTION 2.** The Board of Supervisors finds that this ordinance is consistent with the 1980 Countywide General Plan of the County of Los Angeles.

Zone Change
Burden of Proof

Tentative Tract Map No. 73203
24500 and 24906 Normandie Avenue
Los Angeles, CA 90710
December 3, 2014

**A. That the modified conditions warrant a revision in the zoning plan as it pertains to the area or district under consideration; and**

The shortage of new housing and the imbalance between jobs and housing in Southern California generally, and the south bay in particular, has increased daily travel distance and time, and contributed to overcrowding, and decreased home ownership. Declining properties in need of revitalization, such as the subject site, provide prime opportunities to help address both the housing shortage and the jobs/housing imbalance.

The property has a general plan designation of low-medium residential, but is currently zoned M1. Thus, the property's zoning is inconsistent with its current general plan designation. The property is surrounded by properties that have residential zoning and general plan designations and are currently developed with residential uses. Adjacent properties to the north have a general plan designation of low density residential and are zoned R-1. Adjacent properties to the east have a general plan designation of low medium residential and are zoned R-3. Properties located to the west directly across Normandie Avenue have a general plan designation of low-medium residential and are zoned R-3, with the exception of the parcels fronting on Lomita Boulevard, which are zoned C-3. The properties to the north are developed with traditional single family homes, and the properties to the east and west are developed with mobile home uses. Thus, as a result of the residential development that has occurred on surrounding property over the years, the property's current M1 zoning renders it an incompatible island. The storage use that previously existed on the subject property ceased operation in 2013 and the site is partially vacant and partially occupied by automotive repair and service uses. No manufacturing uses currently exist on the subject property. Thus, the property is a declining industrial site in need of redevelopment and revitalization compatible with adjacent uses.

The applicant proposes to subdivide the property into three land parcels, and to re-zone the majority of the site, two parcels comprising approximately 10.37 gross acres, to residential planned development with a development program (RPD-DP). The third parcel, approximately 0.9 gross acres, at the southern tip of the site, which fronts along Lomita Boulevard, would retain its M1 zoning, which would be consistent with the commercial/retail uses planned for this lot, and the existing commercial uses located across Normandie Avenue.

The proposed zone change would resolve the existing conflict between the property's zoning and general plan designation, and would be compatible with the adjacent general plan designations, zoning and uses.

**B. That a need for the proposed zone classification exists within such area or district; and**

The proposed RPD-DP zoning allows for the development of entry level home ownership opportunities in an area with little new housing stock. By providing a variety of single-family and townhome housing options attractive to younger couples, more mature couples and families, the zone change would enable a project that responds to the continuing need for a diversity of housing opportunities within unincorporated Los Angeles County. The proposed zone change would enable a residential project that provides much needed housing at price points affordable to a wider population, while maintaining an overall density of 10.99 dwelling units per acre, which is compatible with the surrounding area.

The subject site has good access to employment centers in Long Beach, Torrance and downtown Los Angeles. Residential development on the site will provide housing in proximity to major employers such as Kaiser Permanente South Bay Medical Center, south of the subject site, as well as Northrup Grumman in Torrance and Boeing in Long Beach.

Residential development on the subject site would help unify surrounding residential uses and contribute to a cohesive residential community.

**C. That the particular property under consideration is a proper location for said zone classification within such area or district; and**

The proposed zone change would also allow for the revitalization of a declining and underutilized island surrounded by residential development, with residential and commercial uses compatible with adjacent development. The proposed zone change to RPD-PD would resolve the existing incompatibility between the property's general plan and zoning designations and with surrounding uses.

The area proposed for a zone change to RPD-DP is approximately 10.37 acres – large enough and appropriately shaped to accommodate distinct housing communities at densities that are both compatible with surrounding uses and that allows for a diversity of product and price points to increase access to home ownership. The site will also allow for opens space and recreational amenities.

**D. That placement of the proposed zone at such location will be in the interest of public health, safety and general welfare, and in conformity with good zoning practice.**

Eliminating an incompatible island, in an otherwise predominantly residential area, will strengthen the existing residential communities, encouraging a healthy and safe environment for residents. Redevelopment with residential uses will eliminate incompatible noise and improve area aesthetics. Allowing for residential development on the property will maximize an underutilized site and will provide much needed new housing opportunities at price points accessible to a wider population. The proposed zone change will also resolve the existing incongruity between the property's zoning and general plan designations.

The subject site is close to employment, recreational and educational opportunities. Harbor City Park is located one block to the west, and the Ken Malloy Harbor Regional Park, Harbor Park Golf Course and Los Angeles Harbor College are located a short distance to the south.

The proposed zone change is also consistent with the General Plan policy of supporting infill development, which benefits the general welfare by increasing housing stock, providing new housing proximate to employment, recreation, services and infrastructure, and revitalizing existing neighborhoods.

**Conditional Use Permit**
**Burden of Proof**

Tentative Tract Map No. 73203
24500 and 24906 Normandie Avenue
Los Angeles, CA 90710
October 26, 2016

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

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

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

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

The proposed residential planned development zoning and development plan will enhance the experience of area residents and employees by revitalizing a declining site with residential uses compatible with adjacent residential development. The proposed use will replace vacant and automotive uses with a well-planned, attractively landscaped residential community that will sustain and enhance the existing surrounding residential uses.

By eliminating an incompatible industrial island, the proposed residential development will help unify surrounding residential uses, and contribute to a cohesive residential community. The proposed use will eliminate incompatible noise, odors and aesthetics of prior industrial uses in close proximity to residential communities. The proposed residential use will enhance the public welfare by allowing residential densities that accommodate a diversity of product and price points accessible to a wider population yet compatible with adjacent densities, while incorporating significant open space and recreational amenities for residents.

The project has been designed to maximize open space on the site, providing both plentiful common open space as well as private open space for each unit. The project complies with the pedestrian connectivity requirements of County Code Section 21.24.380 which encourage healthy lifestyles, by incorporating traditional sidewalks and pathways, as well as "Woonerf" walk streets that create shared space and encourage pedestrian activity. Project structures are consistent with the required 100 foot buffer from the existing oil well on the project site, and the well will be fenced and screened in compliance with all applicable requirements. The project maximizes public safety for residents by providing perimeter fencing along heavily traveled Normandie Avenue, yet maximizes opportunities for visibility into the project site by utilizing open metal fencing adjacent to common areas and incorporates attractive landscaping to promote a pleasant view from the public street and sidewalk.

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

The residential portion of the subject site is approximately 10.37 gross acres, and appropriately shaped to accommodate development features that satisfy applicable requirements and allow for a high quality residential community that will be well integrated with surrounding uses. In light of the high traffic volumes and speeds along Normandie Avenue, and the location of private backyards and common open space (including children's play areas) along the Normandie frontage, the residential components will be gated with fencing and landscaping along Normandie Avenue. The perimeter of the development's residential uses along Normandie Avenue will consist of alternating 5'6" high open metal fencing (adjacent to common areas) and 6' high CMU screening wall (adjacent to units), located in the front yard immediately behind the right-of-way line, which will create a safe and secure environment while proving both privacy for residents and visibility into the development from the public street and sidewalk. The variation in perimeter height, views into landscaped areas, together with the street trees will provide an attractive edge along Normandie Avenue. The residential uses will also provide plentiful pedestrian connections into the project from Normandie Avenue and throughout the residential component.

The residential component will comply with code parking requirements with respect to the number of parking spaces provided. All residential units will have two covered parking spaces in a private garage, and certain units on Lot 3 will have additional private driveway parking available, for a total of 78 private parking spaces for Lot 2 and 158 private parking spaces for Lot 3. Although the code requires guest parking only for Lot 2, both Lot 2 and Lot 3 will have guest parking that exceeds 0.25 spaces per unit, with 14 guest parking spaces on Lot 2 and 49 guest parking spaces on Lot 3. In order to provide the proposed amount of guest parking without compromising landscaped open space or amenities, the applicant proposes to provide some of the guest parking spaces as 8' by 22' parallel parking spaces. Lot 2 would contain 12 parallel guest spaces, and Lot 3 would contain 27 parallel guest spaces. All parallel parking spaces would be located along the primary drive aisles and would not create conflict with vehicle or pedestrian circulation.

The residential component will include approximately 110,706 square feet of common open space available to all Project residents, which will include significant contiguous green spaces and amenities. The Project includes a large open space area in the center of the residential development, which will include an approximately 9,265 square foot open turf park with shade trees and bench seating, an approximately 2,390 square foot children's play area and structure, three separate dining terraces with tables and built in barbeque facilities, and an approximately 1,849 square foot enclosed dog park. This common open space comprises approximately 28.4% of the combined net area of Lots 2 and 3.

Although not required by the zoning code, the project will provide private open space for each unit. Each townhome on Lot 2 will have a private balcony of at least 50 square feet, providing well over 3,600 square feet of private open space on Lot 2. Each single-family home on Lot 3 will have private ground floor open space that will function as a rear and/or side yard ranging in size

from 121 square feet to 2,343 square feet. Private open space on Lot 3 will consist of a total of 47,284 square feet, which comprises 12% of the combined net area of Lots 2 and 3.

Driveways off the main drive aisles on Lot 3 will be developed as "Woonerf Streets" or "walk-street" cul-de-sacs consisting of a stamped asphalt field flanked by concrete walkways and gutters, which soften the drive aisle and emphasize the shared nature of the space, encouraging pedestrian activity adjacent to individual units.

While the proposed common open space for Lots 2 and 3 combined is slightly less than 30% of the net area for these two lots, it includes quality, highly usable spaces and amenities, and is complemented by the private open space provided for each dwelling unit and the shared space created by the Woonerf Streets. These compensatory elements meet the aesthetic and recreational objectives of the RPD-PD zone and better serve future residents of the Project with plentiful landscaping and a diverse range of livable outdoor spaces and amenities.

In order to make effective use of the property's more narrow southern end, and allow for large contiguous open spaces and amenities in central locations, Lots 2 and 3 will have varying setbacks, with minimum front and rear setbacks of ten feet and a minimum side setback of five feet.

In order to provide relief to the existing residential use directly easterly of the project site, the property's existing drainage pattern will be changed to redirect flows away from the adjacent residential use and instead westerly towards Normandie Avenue. The grading required to accomplish this change will create the need for retaining walls along the eastern property line with a maximum soil retention height of up to 8.5 feet, rather than the 6 feet otherwise permitted. Due to the undulating topography in this area, these retaining walls will have varying heights. A six foot open-work, non-view-obscuring fence will be erected on top of the retaining walls along this eastern edge. This increased height for the open-work fencing above the 3'6" height otherwise permitted is necessary in order to provide a safer barrier for project residents with private yards adjacent to this fencing, and to enhance aesthetics from the perspective of the neighboring residential use by providing a consistent fence height along the property edge.

**C. That the proposed site is adequately served:**

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

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

The project fronts along Normandie Avenue, a major highway. The project has been designed with the necessary right of way widths and improvements to ensure compliance with all standards of the Los Angeles County Department of Public Works. Applicable requirements will also be thoroughly reviewed in connection with the processing of Tentative Tract Map No. 73203.

The project will be adequately served by the Rancho Dominguez District public water system and by the public sewer system. As an infill development site adjacent to existing residential communities, the site will be adequately served by existing services (e.g., police, fire) and

utilities (telephone, electrical, gas, cable), and new utility connections will be installed underground.

The project will involve approximately 37,100 cubic yards of cut and approximately 54,360 cubic yards of fill, with approximately 17,200 cubic yards of import. The highways and streets in the vicinity are adequate to carry the kind and quantity of pedestrian, bicycle and traffic generated by the project, including additional truck trips that may be generated by the import of soil. The project's location on Normandie Avenue proximate to the 110 freeway will minimize haul route intrusions into residential neighborhoods. The applicant will provide a haul route and the other information required by Section 22.56.210 of the County Code for the Commission's review prior to construction.

# Parking Permit Burden of Proof

Sagewood at Harbor City
24500 and 24906 Normandie Avenue
APN 7409-029-006, 009, 010
Tentative Tract Map No. 73203

## A. That there will be no need for the number of parking spaces required by Part 11 of Chapter 22.52.

Not applicable. The number of proposed parking spaces exceeds that required by code.

## B. That there will be no conflicts arising from special parking arrangements allowing shared facilities, tandem spaces or compact spaces.

On the main drive aisles the proposed parallel spaces are located on only one side and do not intrude into the 24' and 26' drive aisles, and thus the spaces are unlikely to impede circulation or result in queuing issues impacting the project entrance. On lot 2 the parallel spaces are located only on the egress side of the drive aisle, which further minimizes the likelihood of impeding ingress or resulting in queuing issues impacting the project entrance. On Lot 3 most of the parallel spaces along the main drive aisle are located at the end of the aisle, allowing for greater ease of access, which will also further minimize the likelihood of any queueing impacts.

## C. That off-site facilities, leases of less than 20 years, rear lot transitional parking lots and uncovered residential parking lots will provide the required parking for uses.

Not applicable. All proposed parking will be provided on site.

## D. That the requested parking permit at the location proposed will not result in traffic congestion, excessive off-site parking or unauthorized use of parking facilities developed to serve surrounding property.

Allowing parallel parking spaces with dimensions of 8' by 22' will allow, among other things, additional guest parking spaces in excess of code requirements which will minimize any need for off-site parking. Although the code requires guest parking only for Lot 2, both Lot 2 and Lot 3 will have guest parking that exceeds 0.25 spaces per unit, with 14 guest parking spaces on Lot 2 (12 of which will be parallel spaces) and 44 guest parking spaces on Lot 3 (26 of which will be parallel spaces). As discussed above, the parallel parking spaces are unlikely to impede circulation or result in queueing impacts.

## E. That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, loading facilities, landscaping and other development features prescribed in this ordinance.

The project site accommodates all required yards, open space, landscaping and other development features. The project provides over 40% open space, which is more than required by code. The use of 8' by 22' parallel parking spaces allows the project to meet and exceed guest parking requirements, exceed open space requirements and provide ample pedestrian walkways and landscaping along the drive aisles throughout the project.

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

**Project title:** Sagewood Condominiums / Project No. R2014-03527-(2) / Vesting Tentative Tract Map No. 073203, Zone Change No. 201400013, Conditional Use Permit No. 201400172, Parking Permit No. 201500005, Environmental Assessment No. 201400280.

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

**Contact Person and phone number:** Tyler Montgomery, (213) 974-6433

**Project sponsor's name and address:** Normandie Harbor City Investors, LLC, 1880 Century Park East, Suite 600, Los Angeles, CA 90067

**Project location:** 24500, 24906 South Normandie Avenue, West Carson
*APNs*: 7409-029-006; 7409-029-009; 7409-029-010 *USGS Quad*: Torrance

**Gross Acreage:** 11.27 acres

**General plan designation:** Low/Medium Density Residential (6-12 dwelling units/gross acre)

**Community/Area wide Plan designation:** N/A

**Zoning:** M-1 (Light Manufacturing)

**Description of project:** The applicant requests a Vesting Tentative Tract Map for 111 residential condominiums and 3,900 square feet of commercial/retail space on three lots totaling 11.27 gross (9.37 net) acres. The proposed Lot 1 would have an area of 0.90 gross (0.44 net) for future commercial use. The proposed Lot 2 would have an area of 3.27 gross (2.55 net) acres and contain 39 attached residential condominium units. The proposed Lot 3 would have an area of 7.10 gross (6.39 net) acres and contain 72 detached residential condominium units. Vehicular access would be from Normandie Avenue for Lots 1-3 as well as Lomita Boulevard for Lot 1. The applicant also proposed to change the zone of Lots 2 and 3 from M-1 (Light Manufacturing) to RPD (Residential Planned Development) and a parking permit to allow parallel guest parking spaces. The project would require approximately 37,100 cubic yards of cut, 54,360 cubic yards of fill and the import of approximately 17,260 cubic yards of earth.

Lot 3 contains 73 three-story detached condominium single-family homes on 6.39 acres. Lot 3 will contain four unit types ranging from approximately 1,536 square feet to approximately 2,438 square feet. The maximum building height would be 27 feet. The residential component will include a total of 3.97 acres of open space with 1.03 acres on Lot 2 and 2.72 on Lot 3. Each residential lot will be separately gated, with two separate points of vehicular entry from Normandie Avenue. There will also be pedestrian access between lots and multiple pedestrian connections to Normandie Avenue.

The property contains three abandoned oil wells and one operating oil well. The three abandoned wells will be capped and closed in accordance with applicable requirements. The one operating oil well is located in

the open space component at the northern end of Lot 2 and will continue to operate, screened with landscaping.

**Surrounding land uses and setting:** The northern portion of the project site is a vacant, paved commercial lot formerly utilized as a truck storage yard. The southern portion is currently occupied by four auto parts stores and auto repair businesses. The site is surrounded by mobile home parks to the east and west, single-family residences to the north, and a church and light industrial uses to the south. Normandie Avenue, a busy four-lane thoroughfare, is immediately to the west of the project site, while Lomita Boulevard, a four-lane divided highway, is located immediately to the south.

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

| *Public Agency* | *Approval Required* |
|---|---|
| *Department of Public Works* | *Final Map, Building & Grading Permits* |
| *California Dept. of Conservation, Division of Oil, Gas, & Geothermic Resources* | *Abandonment of oil wells* |

**Major projects in the area:**

| *Project/Case No.* | *Description and Status* |
|---|---|
| *CP 00-169* | *Authorized adjacent (eastern) mobile home park in the R-3 Zone. Approved 2001.* |
| *RCUP 201100029* | *Authorized adjacent (western) mobile home park in the R-3 Zone. Approved 2011.* |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |

**Reviewing Agencies:**

*Responsible Agencies*

- [x] None

Regional Water Quality Control Board:

- [ ] Los Angeles Region
- [ ] Lahontan Region

- [ ] Coastal Commission
- [ ] Army Corps of Engineers

*Special Reviewing Agencies*

- [ ] None
- [ ] Santa Monica Mountains Conservancy
- [ ] National Parks
- [ ] National Forest
- [ ] Edwards Air Force Base
- [ ] Resource Conservation District of Santa Monica Mountains Area
- [x] SCAQMD
- [x] Los Angeles Unified School District
- [x] Calif. Division of Oil, Gas, & Geothermic Resources (DOGGR)

*Regional Significance*

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

*Trustee Agencies*

- [x] 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)

*County Reviewing Agencies*

- [x] DPW:
  - Land Development Division (Grading & Drainage)
  - Geotechnical & Materials Engineering Division
  - Watershed Management Division (NPDES)
  - Traffic and Lighting Division
  - Environmental Programs Division
  - Waterworks Division
  - Sewer Maintenance Division
- [x] Fire Department
  - Planning Division
  - Land Development Unit
- [ ] Sanitation District
- [x] Public Health/Environmental Health Division: Toxics Epidemiology Program
- [ ] Sheriff Department
- [x] Parks and Recreation
- [x] Subdivision Committee
- [ ] Other

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

| | | |
|---|---|---|
| ☐ Aesthetics | ☐ Greenhouse Gas Emissions | ☐ Population/Housing |
| ☐ Agriculture/Forest | ☒ Hazards/Hazardous Materials | ☐ Public Services |
| ☒ Air Quality | ☐ Hydrology/Water Quality | ☐ Recreation |
| ☐ Biological Resources | ☐ Land Use/Planning | ☒ Transportation/Traffic |
| ☒ Cultural Resources | ☐ Mineral Resources | ☐ Utilities/Services |
| ☐ Energy | ☒ Noise | ☒ Mandatory Findings of Significance |
| ☐ 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) — Date: 10-26-16

JONES for KKS — Signature (Approved by) — Date: 2016 OCT 26

## 1. AESTHETICS

| Would the project: | *Potentially Significant Impact* | *Less Than Significant Impact with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **a) Have a substantial adverse effect on a scenic vista?** | ☐ | ☐ | ☒ | ☐ |

The project site not near any officially designated as a scenic highways (Source: Scenic Highway Element of the General Plan). There are no significant ridgelines adjacent to the subject property. The proposed project is a level, previously graded located within a mixed-use community. The proposed structures' maximum heights of 37 feet and their location on level ground not adversely affect a scenic vista.

| | | | | |
|---|---|---|---|---|
| **b) Be visible from or obstruct views from a regional riding or hiking trail?** | ☐ | ☐ | ☐ | ☒ |

There are no riding or hiking trails within a mile of the project site, and the site would not be visible from any trail (Source: GIS-NET Trails Layer).

| | | | | |
|---|---|---|---|---|
| **c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings near a state scenic highway?** | ☐ | ☐ | ☒ | ☐ |

The residential and commercial development would be compatible with the mixed-use developed neighborhood and does not impact scenic resources. There are no oak trees on site. There is very little vegetation on the project site. No historic buildings exist on the site. The proposed project would result in less-than-significant aesthetic impacts.

| | | | | |
|---|---|---|---|---|
| **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?** | ☐ | ☐ | ☒ | ☐ |

Single-family residential, mobile homes, commercial uses, and light industrial uses of a similar size and scale currently exist in all directions. The approval ensures consistency with applicable County zoning and General Plan standards and requirements.

| | | | | |
|---|---|---|---|---|
| **e) Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?** | ☐ | ☐ | ☒ | ☐ |

The proposed project is a level, previously graded located within an established urban community. The proposed structures' maximum heights of 37 feet and their location on level ground will not create a substantial source of shadows, light, or glare.

## 2. AGRICULTURE / FOREST

| Would the project: | *Potentially Significant Impact* | *Less Than Significant Impact with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **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?** | ☐ | ☐ | ☐ | ☒ |

The project site is not comprised of any farmland. The construction of residential and commercial buildings in an already disturbed, urbanized area will not result in the conversion of Prime Farmland, Unique Farmland or Farmland (Source: Farmland Mapping and Monitoring Program, California Department of Conservation).

| | | | | |
|---|---|---|---|---|
| **b) Conflict with existing zoning for agricultural use, with a designated Agricultural Opportunity Area, or with a Williamson Act contract?** | ☐ | ☐ | ☐ | ☒ |

The project is not zoned for agricultural uses. The project site is not currently used for agricultural purposes and it is not designated as an Agricultural Opportunity Area or under a Williamson Act contract.

| | | | | |
|---|---|---|---|---|
| **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(g))?** | ☐ | ☐ | ☐ | ☒ |

There is no forest land or timberland zoned Timberland Production within the vicinity of the project site.

| | | | | |
|---|---|---|---|---|
| **d) Result in the loss of forest land or conversion of forest land to non-forest use?** | ☐ | ☐ | ☐ | ☒ |

There is no forest land within the vicinity of project site.

| | | | | |
|---|---|---|---|---|
| **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?** | ☐ | ☐ | ☐ | ☒ |

There is no forest land or farmland within the vicinity of the project site, and the project would not result in changes to the environment that would result in the loss of either type of land.

## 3. AIR QUALITY

| Would the project: | *Potentially Significant Impact* | *Less Than Significant Impact with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **a) Conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)?** | ☐ | ☐ | ☒ | ☐ |

The construction of 105 residential condominiums and 3,900 square feet of retail space on the project site would not require an amendment to the Countywide General Plan. Therefore, the project would be consistent with the population and vehicle miles traveled (VMT) projections of the existing SCAQMD air quality plan. As a result, the impact of the project on the air quality plan would be less than significant.

| | | | | |
|---|---|---|---|---|
| **b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?** | ☐ | ☒ | ☐ | ☐ |

In order to estimate the amount of emissions generated by the project during and after construction, a simulation was prepared using the California Emissions Estimator Model (CalEEMod). The simulation, dated July 2015, was prepared by MIG Hogle-Ireland, Inc. The results are summarized below and indicate that the project, during the construction phase, could exceed the recommended SCAQMD threshold for reactive organic gasses (ROGs), which are ozone precursors. As a result, a mitigation measure would require the applicant to utilize interior and exterior paints with the least amount of volatile organic compounds (VOCs) possible—generally less than 50g/L for interior paints and zero for exterior paints. Post-construction operations are not projected to exceed any SCAQMD thresholds for air pollutants.

| | | | | |
|---|---|---|---|---|
| **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)?** | ☐ | ☒ | ☐ | ☐ |

In order to estimate the amount of emissions generated by the project during and after construction, a simulation was prepared using the California Emissions Estimator Model (CalEEMod). The simulation, dated July 2015, was prepared by MIG Hogle-Ireland, Inc. The results are summarized below and indicate that the project, during the construction phase, could exceed the recommended SCAQMD threshold for reactive organic gasses (ROGs), which are ozone precursors. As a result, a mitigation measure would require interior and exterior paints to utilize interior and exterior paints with the least amount of volatile organic compounds (VOCs) possible—generally less than 50g/L for interior paints and zero for exterior paints. Post-construction operations are not projected to exceed any SCAQMD thresholds for air pollutants.

| | | | | |
|---|---|---|---|---|
| **d) Expose sensitive receptors to substantial pollutant concentrations?** | ☐ | ☒ | ☐ | ☐ |

The nearest residences are immediately adjacent the project site. Earthmoving for the project would result in less-than-significant impacts related to dust, as indicated by the output of the CalEEMod simulations for particulate matter. Further, best management practices for dust control, including periodic watering, are required by SCAQMD Rule 403. However, during the construction phase, the project could potentially exceed significance thresholds for ROGs, which are ozone precursors. As a result, the applicant shall implement the mitigation measures indicated below, which shall reduce this impact to a level that is less than significant.

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

The proposed project of construction of 105 residential condominiums and 3,900 square feet of retail space would not create objectionable odors that would be perceptible to a substantial number of people. The proposed project would not violate AQMD Rule 402.

## EVALUATION OF ENVIRONMENTAL IMPACTS:

The air pollutants that are regulated by the Federal and California Clean Air Acts fall under three categories, each of which are monitored and regulated:

- Criteria air pollutants;
- Toxic air contaminants (TACs); and,
- Global warming and ozone-depleting gases.

In 1970, the U.S. Environmental Protection Agency (EPA) identified six "criteria" pollutants they found to be the most harmful to human health and welfare. They are:

- Ozone ($O_3$);
- Particulate Matter (PM);
- Carbon Monoxide (CO);
- Nitrogen Dioxide ($NO_2$);
- Sulfur Dioxide ($SO_2$); and,
- Lead (Pb).

The Federal government and the State of California have established air quality standards designed to protect public health from these criteria pollutants. Among the federally identified criteria pollutants, the levels of ozone, particulate matter, and carbon monoxide in Los Angeles County continually exceed federal and state health standards and the County is considered a non-attainment area for these pollutants.

In response to the region's poor air quality, the South Coast Air Quality Management District (SCAQMD) & the Antelope Valley Air Quality Management District (AVAQMD) were created. The SCAQMD and the AVAQMD are responsible for monitoring air quality as well as planning, implementing, and enforcing programs designed to attain and maintain state and federal ambient air quality standards in the region. The SCAQMD implements a wide range of programs and regulations, most notably, the Air Quality Management Plan (AQMP). The SCAQMD jurisdiction covers approximately 10,743 square-miles and includes all of Los Angeles County except for the Antelope Valley, which is covered by the Antelope AVAQMD.

Sensitive receptors are uses such as playgrounds, schools, senior citizen centers, hospitals or other uses that would be more highly impacted by poor air quality. AQMD Rule 402, which states "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals."

In order to mitigate the emission of ROGs during construction to a less-than-significant level, the following mitigation measure shall be implemented:

**AQ-1 Architectural Coatings.** The permittee shall use only paints and architectural coatings where the content of volatile organic compounds (VOC) does not exceed zero grams per liter (g/l) for interior and 50 g/l for exterior residential and non-residential applications.

The CalEEMod emission simulation outputs for the project are provided below:

**Table 1**
**Estimated Maximum Daily Construction Emissions (lbs/day)**

| Source | ROG | $NO_X$ | CO | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| **UNMITIGATED** | | | | | | |
| *Summer* | | | | | | |
| 2015 | 7.98 | 97.01 | 64.24 | 0.11 | 21.36 | 12.83 |
| 2016 | 4.93 | 36.14 | 39.93 | 0.07 | 4.97 | 2.74 |
| 2017 | **523.29** | 33.35 | 37.79 | 0.07 | 4.77 | 2.55 |
| *Winter* | | | | | | |
| 2015 | 8.05 | 97.67 | 65.74 | 0.11 | 21.36 | 12.83 |
| 2016 | 5.01 | 36.41 | 40.34 | 0.07 | 4.97 | 2.74 |
| 2017 | **523.29** | 33.56 | 38.25 | 0.07 | 4.77 | 2.55 |
| ***Threshold*** | ***75*** | ***100*** | ***550*** | ***150*** | ***150*** | ***55*** |
| Substantial? | **Yes** | No | No | No | No | No |
| **MITIGATED** | | | | | | |
| *Summer* | | | | | | |
| 2015 | 7.98 | 97.01 | 64.24 | 0.11 | 10.34 | 6.77 |
| 2016 | 4.88 | 35.85 | 39.24 | 0.07 | 4.87 | 2.71 |
| 2017 | 41.06 | 33.08 | 37.15 | 0.07 | 4.68 | 2.52 |
| *Winter* | | | | | | |
| 2015 | 2.06 | 21.90 | 49.68 | 0.11 | 7.31 | 3.99 |
| 2016 | 1.88 | 9.84 | 38.53 | 0.07 | 2.95 | 0.90 |
| 2017 | 39.13 | 9.14 | 36.86 | 0.07 | 2.94 | 0.89 |
| ***Threshold*** | ***75*** | ***100*** | ***550*** | ***150*** | ***150*** | ***55*** |
| Substantial? | No | No | No | No | No | No |

Table 2
Net Long-Term Daily Emissions (lbs/day)

| Source | ROG | $NO_X$ | CO | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| *Summer* | | | | | | |
| Area Sources | 17.29 | 0.56 | 40.89 | 0.09 | 4.57 | 4.57 |
| Energy Demand | 0.09 | 0.75 | 0.32 | 0.01 | 0.06 | 0.06 |
| Mobile Sources | 3.95 | 11.11 | 45.43 | 0.12 | 7.92 | 2.22 |
| *Summer Total* | *21.33* | *12.42* | *86.64* | *0.21* | *12.56* | *6.86* |
| *Winter* | | | | | | |
| Area Sources | 17.29 | 0.56 | 40.89 | 0.09 | 4.57 | 4.57 |
| Energy Demand | 0.09 | 0.75 | 0.32 | 0.01 | 0.06 | 0.06 |
| Mobile Sources | 4.08 | 11.68 | 44.72 | 0.11 | 7.92 | 2.22 |
| *Winter Total* | *21.46* | *12.99* | *85.93* | *0.21* | *12.56* | *6.86* |
| Threshold | **55** | **55** | **550** | **150** | **150** | **55** |
| Substantial? | **No** | **No** | **No** | No | **No** | **No** |

As part of the SCAQMD's environmental justice program, attention has recently been focusing more on the localized effects of air quality. Although the region may be in attainment for a particular criteria pollutant, localized emissions from construction activities coupled with ambient pollutant levels can cause localized increases in criteria pollutants that exceed national and/or State air quality standards.

Construction-related criteria pollutant emissions and potentially significant localized impacts were evaluated pursuant to the SCAQMD Final Localized Significance Thresholds Methodology, conducted by MIG Hogle-Ireland and dated July 2015. This methodology provides screening tables for one through five acre project scenarios, depending on the amount of site disturbance during a day. Emissions of oxides of nitrogen ($NO_X$), carbon monoxide (CO), and particulate matter ($PM_{10}$ and $PM_{2.5}$) will occur during site preparation, grading of the project site, construction of the project, and paving. Table 6 (Localized Significance Threshold Analysis) summarizes maximum on-site emissions as compared to the local thresholds established for Source Receptor Area (SRA) 3 (Southwest Los Angeles County Coastal). Because a total of 75 acres will be disturbed within the 30 days of grading which will result in 2.5 acres of land disturbed per day, the two acre threshold is used to provide a worst case analysis. A 25 meter receptor distance was used to reflect the proximity of nearby uses to the project site. Construction phases will occur consecutively and will not overlap. Therefore, on-site emissions from each construction phase were evaluated individually. Emissions of $NO_X$ and CO will be greatest during concurrent grading activities. Emissions of particulate matter will be greatest during site preparation activities. To accommodate the import of 17,260 cubic yards of soil, CalEEMod default construction phase lengths have been doubled and the number of daily equipment has been reduced by half. It should be noted that the results summarized in Table 6 include application of SCAQMD Rule 403 and requires the

utilization of applicable best management practices to minimize fugitive dust emissions. A 61 percent reduction in fugitive dust emissions is assumed based on rule requirements. As shown in Table 6, based on CalEEMod calculations, on-site emissions from construction activities will not exceed any localized threshold. Impacts related to localized construction emissions are less than significant.

Table 3

Localized Significance Threshold Analysis

| Phase | CO | $NO_X$ | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|
| Building Demolition | 36.07 | 48.36 | 3.00 | 2.37 |
| Paving Demolition | 36.07 | 48.36 | 5.81 | 2.79 |
| Site Preparation | 26.80 | 35.64 | 6.58 | 4.31 |
| Grading | 33.40 | 52.15 | 5.41 | 3.69 |
| Building Construction | 18.74 | 30.03 | 2.12 | 1.99 |
| Paving | 1.87 | 2.19 | 0.17 | 0.17 |
| Architectural Coating | 14.73 | 20.30 | 1.14 | 1.05 |
| Roadway Improvements | 9.70 | 0.68 | 0.02 | 0.02 |
| Threshold | **967** | **131** | **8** | **5** |
| Potentially Substantial? | **No** | **No** | **No** | **No** |

## 4. BIOLOGICAL RESOURCES

| Would the project: | *Potentially Significant Impact* | *Less Than Significant Impact with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **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 Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?** | ☐ | ☐ | ☒ | ☐ |

The project site is flat and mostly paved. Nesting birds occur all over the county and the project shall be compliant with the California Department of Fish & Wildlife (CDFW) codes related to Nesting Birds. There is one species of concern in the area identified by the California Natural Diversity Database (CNDDB): the pocketed free-tailed bat (*Nyctinomops femorosaccus*).

According to the Los Angeles County Draft General Plan Update EIR, the South Bay Planning Area does not support designated critical habitat for any federally-listed plant species. However, the Planning Area supports at least 22 special-status plant species that are federal and/or state listed, and/or are considered rare by the CNPS. Among these are six federal and/or state-listed species, including California Orcutt grass, coastal dunes milk-vetch, Lyon's pentachaeta, salt marsh bird's beak, beach spectaclepod, and spreading navarretia. Typical native habitat in the South Bay Planning Area would include scrub habitat southern coastal bluff scrub, vernal pool, and southern dune scrub, none of which occurs on the project site. The site is entirely paved, and any minimal on-site vegetation is currently disturbed through on- and off-site activities including traffic and the presence of humans and domestic animals, particularly cats. Considering the highly developed and urbanized character of the surrounding area and the presence of on- and off-site disturbances, designated species under federal or state law and other wildlife will not be disturbed.

| | | | | |
|---|---|---|---|---|
| **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 CDFW or USFWS?** | ☐ | ☐ | ☒ | ☐ |

The project site consists of a level, previously disturbed area is not located within a Significant Ecological Area (SEA), SEA Buffer Area, or Sensitive Environmental Resource Area (SERA). There are no oak trees, oak woodlands, wetlands, or waters of any kind located 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?**

The project site does not contain either Federal or State-protected wetlands, drainages, or waters.

**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?** ☐ ☐ ☒ ☐

The project site is not located within a Significant Ecological Area (SEA), SEA Buffer Area, or Sensitive Environmental Resource Area (SERA). There are no oak trees or oak woodlands located on the project site. The residential and commercial subdivision is located in a developed area and is surrounded by paved roads and/or residences in all directions. Therefore, the project would not interfere with connectivity to wildlife and plant linkage areas or wildlife linkage corridors or rivers or significant ridgelines.

**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 oak trees, oak woodlands, Joshuas, or Junipers on the subject property.

**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)?** ☐ ☐ ☐ ☒

There are no Wildflower Reserve Areas, SEAs, or SERAs on the subject property. Since there are no oak trees or oak woodlands on the subject property, there is no conflict with the Los Angeles County Oak Tree Ordinance.

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

The project site is not in, or within, proximity to any Local Coastal Program, Significant Ecological Areas, a Natural Community Conservation Plan, or a federal Endangered Species Act Habitat Conservation Plan.

## 5. CULTURAL RESOURCES

| Would the project: | *Potentially Significant Impact* | *Less Than Significant Impact with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines § 15064.5?** | ☐ | ☐ | ☒ | ☐ |

The project site does not contain historical resources as defined in CEQA Guidelines §15064.5 and there is no record of national or state-designated 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?** | ☐ | ☒ | ☐ | ☐ |

The project site does not contain known archaeological resources as defined in CEQA Guidelines §15064.5. However, in the event that cultural remains are found, a mitigation measure will require work to cease and for the Director of Regional Planning to be contacted to determine the next appropriate measures for preserving them.

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

The project site does not contain paleontological resources or sites, unique geological features, or rock formations. However, in the event that cultural remains are found, a mitigation measure will require work to cease and for the Director of Regional Planning to be contacted to determine the next appropriate measures for preserving them.

| | | | | |
|---|---|---|---|---|
| **d) Disturb any human remains, including those interred outside of formal cemeteries?** | ☐ | ☒ | ☐ | ☐ |

There is no record of human remains on the project site, and the majority of the site has previously been graded. In the event that human remains are discovered as a result of site disturbance, a mitigation measure be incorporated to ensure that the permittee shall suspend construction, contact the County Coroner, and leave the resource of human remains in place until a qualified archaeologist can examine and determine appropriate measures.

## EVALUATION OF ENVIRONMENTAL IMPACTS:

Because the majority of the project site has previously been developed, it is unlikely that paleontological, cultural, or archeological remains will be discovered during development of the project. However, to guard against the possibility of such an occurrence, the following mitigation measure shall be implemented:

**CR-1 Cultural Remains.** Should cultural resource remains be encountered during land modification activities, work shall cease, and the Los Angeles County Director of Regional Planning contacted immediately to determine appropriate measures to mitigate adverse impact to the discovered resources. If human remains are discovered within the boundaries of the project area, then the procedures described in Section 7050.5 of the California Health and Safety Code shall be followed. These procedures require notification of the County Coroner. If the County Coroner determines that the discovered remains are those of Native American ancestry, then the Native American Heritage Commission (NAHC) must be notified by telephone within 24 hours; Sections 5097.94 and 5097.98 of the Public Resources Code describes the procedures to be followed after the notification of the NAHC.

## 6. ENERGY

| | *Potentially Significant Impact* | *Less Than Significant Impact with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **Would the project:** | | | | |
| **a) Conflict with Los Angeles County Green Building Standards Code (L.A. County Code Title 31)?** | ☐ | ☐ | ☐ | ☒ |

The project is subject to all components of the Green Building Program: Green Building, Low-Impact Development, and Drought Tolerant Landscaping.

| | | | | |
|---|---|---|---|---|
| **b) Involve the inefficient use of energy resources (see Appendix F of the CEQA Guidelines)?** | ☐ | ☐ | ☐ | ☒ |

Appendix F, Section 1 of the CEQA Guidelines requires evaluation of energy efficiency only for Environmental Impact Reports. The environmental determination for this project is a mitigated negative declaration.

## 7. GEOLOGY AND SOILS

| | *Potentially Significant Impact* | *Less Than Significant Impact with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **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 and Geology Special Publication 42.** | ☐ | ☐ | ☐ | ☒ |

There is no fault trace within the project site. Therefore, people or structures on the project site will not be exposed to potential substantial adverse effects (Source: California Geological Survey, Alquist-Priolo Earthquake Fault Zones Map).

| | | | | |
|---|---|---|---|---|
| **ii) Strong seismic ground shaking?** | ☐ | ☐ | ☒ | ☐ |

The project site is located more than five miles from the nearest recorded fault trace. There is no fault trace within the project site. Therefore, people or structures on the project site will not be exposed to potential substantial adverse effects (Source: California Geological Survey, Alquist-Priolo Earthquake Fault Zones Map).

| | | | | |
|---|---|---|---|---|
| **iii) Seismic-related ground failure, including liquefaction and lateral spreading?** | ☐ | ☐ | ☐ | ☒ |

The project site is not located within a designated soil liquefaction area (Source: California Geological Survey).

| | | | | |
|---|---|---|---|---|
| **iv) Landslides?** | ☐ | ☐ | ☐ | ☒ |

The project site is not located within an identified landslide zone. (Source: California Geological Survey).

| | | | | |
|---|---|---|---|---|
| **b) Result in substantial soil erosion or the loss of topsoil?** | ☐ | ☐ | ☒ | ☐ |

Topsoil is used to cover surface areas for the establishment and maintenance of vegetation due to its high concentrations of organic matter and microorganisms. Little native topsoil is likely to occur on the site because the topsoil would have been removed or compacted as a result of engineering for the existing on-site development and pavement. The project has the potential to expose surficial soils to wind and water erosion during construction activities. Wind erosion will be minimized through soil stabilization measures

required by South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust), such as daily watering. Water erosion will be prevented through the County's standard erosion control practices required pursuant to the California Building Code and the National Pollution Discharge Elimination System (NPDES), such as silt fencing or sandbags. Pursuant to the Los Angeles County Code (Appendix J (Grading)), Section J111 (National Pollutant Discharge Elimination System Compliance), the Building Official may require a Storm Water Pollution Prevention Plan (SWPPP) detailing best management practices (BMPs) or control measures as necessary to control construction-related pollutants which originate from the site as a result of construction. Typical construction BMPs include covering and/or binding the soil surface using mulch, geotextiles, mats, hydroseeding, earth dikes, and swales. In the event that a SWPPP is required, no grading permit will be issued until the SWPPP has been submitted and approved by the Building Official. Following project construction, the site would be covered completely by paving, structures, and landscaping. Impacts related to soil erosion would be less than significant with implementation of existing regulations.

| | | | | |
|---|---|---|---|---|
| **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?** | ☐ | ☐ | ☒ | ☐ |

Lateral spreading of the ground surface during a seismic activity usually occurs along the weak shear zones within a liquefiable soil layer and has been observed to generally take place toward a free face (i.e. retaining wall, slope, or channel) and to lesser extent on ground surfaces with a very gentle slope. Lateral spreading is not likely to be a substantial hazard due to the relatively flat nature of the project site and project area. Liquefaction can also cause subsidence and an accompanying loss of bearing strength. Potential for subsidence is unlikely as the project site is not subject to liquefaction. The project is required to be constructed in accordance with the California Building Code (CBC). The CBC includes a requirement that any City- or County-approved recommendations contained in the soils report be made conditions of the building permit. Compliance with existing CBC regulations would limit hazard impacts arising from unstable soils to less-than-significant levels.

| | | | | |
|---|---|---|---|---|
| **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?** | ☐ | ☐ | ☐ | ☒ |

The CBC requires special design considerations for foundations of structures built on soils with expansion indices greater than 20. The applicant's geotechnical evaluation, prepared by Gorian & Associates and dated July 22, 2013, concluded that underlying materials have a very low expansion potential. The project will comply with all recommendations provided in the soils report upon application for grading and building permits. No impact will occur.

| | | | | |
|---|---|---|---|---|
| **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 will not be utilizing onsite wastewater treatment systems, as public sewers are available.

| | | | | |
|---|---|---|---|---|
| **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 site does not contain any areas of slope with grades greater than 25 percent that are proposed for development. Therefore, the project would not conflict with the Hillside Management Area Ordinance or any other hillside design standards.

## 8. GREENHOUSE GAS EMISSIONS

| | *Potentially Significant Impact* | *Less Than Significant Impact with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **Would the project:** | | | | |
| **a) Generate greenhouse gas (GHGs) emissions, either directly or indirectly, that may have a significant impact on the environment?** | ☐ | ☐ | ☒ | ☐ |

Existing Emissions:

The project site is currently occupied by approximately 14,244 square feet of auto repair and service uses: Irvine's Alignment Services, A Plus Auto & Electric, Upholstery Works, Leo's Autohaus, and KCM Test Only Center. Existing emissions were estimated utilizing CalEEMod default assumptions for fleet mix, energy and water use, and solid waste generation. Existing vehicle trips have been estimated in the project traffic study. Table 4 (Existing Greenhouse Gas Emissions) summarizes annual greenhouse gas emissions associated with existing uses

Table 4
Existing Greenhouse Gas Emissions

| Source | $CO_2$ | $CH_4$ | $N_2O$ | MTCO2E/YR |
|---|---|---|---|---|
| Area | 0.00 | 0.00 | 0.00 | 0.00 |
| Energy | 63.42 | 0.00 | 0.00 | 63.69 |
| Mobile | 178.72 | 0.01 | 0.00 | 178.90 |
| Solid Waste | 11.04 | 0.65 | 0.00 | 24.75 |
| Water/Wastewater | 8.03 | 0.04 | 0.00 | 9.29 |
| | | | *Total* | *276.63* |

Short-Term Emissions:

The proposed project will result in short-term greenhouse gas emissions from construction and installation activities. Greenhouse gas emissions will be released by equipment used for demolition, grading, paving, building construction, and architectural coating activities. GHG emissions will also result from worker and vendor trips to and from the project site. Table 5 (Construction Greenhouse Gas Emissions) summarizes the estimated yearly emissions from construction activities. Carbon dioxide emissions from construction equipment and worker/vendor trips were estimated utilizing the California Emissions Estimator Model (CalEEMod) version 2013.2.2. Construction activities are short-term and cease to emit greenhouse gases upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. Because of this difference, SCAQMD recommends in its draft threshold to amortize construction emissions over a 30-year operational lifetime. This normalizes construction emissions so that they can be grouped with operational emissions in order to generate a precise project GHG inventory. Amortized

construction emissions are included in Table 5.

Table 5
Construction Greenhouse Gas Emissions

| Construction Year | GHG Emissions (MT/YR) | | | |
|---|---|---|---|---|
| | $CO_2$ | $CH_4$ | $N_2O$ | TOTAL* |
| 2015 | 330.68 | 0.06 | 0.00 | 331.95 |
| 2016 | 787.37 | 0.10 | 0.00 | 789.39 |
| 2017 | 72.19 | 0.01 | 0.00 | 70.48 |
| *AMORTIZED TOTAL^* | *39.67* | *0.01* | *0.00* | *39.79* |

* MTCO2E

Note: Slight variations may occur due to rounding

^ Amortized over 30-years

Long-Term Emissions:

Proposed project activities will result in continuous greenhouse gas emissions from mobile, area, and operational sources. Mobile sources, including vehicle trips to and from the project site, will result primarily in emissions of carbon dioxide ($CO_2$) with minor emissions of methane ($CH_4$) and nitrous oxide ($N_2O$). The most significant GHG emission from natural gas usage will be methane. Electricity usage by the proposed project and indirect usage of electricity for water and wastewater conveyance will result primarily in emissions of carbon dioxide. Disposal of solid waste will result in emissions of methane from the decomposition of waste at landfills coupled with $CO_2$ emission from the handling and transport of solid waste. These sources combine to define the long-term greenhouse gas emissions inventory for the build-out of the proposed project.

The methodology utilized for each emissions source in CalEEMod is based on the CAPCOA *Quantifying Greenhouse Gas Mitigation Measures* handbook. A summary of the proposed project operational greenhouse gas emissions is included in Table 6 (Proposed Long-Term Greenhouse Gas Emissions). The emissions inventories are presented as metric tons of carbon dioxide equivalent ($MTCO_2E$) meaning that all emissions have been weighted based on their Global Warming Potential (GWP) (a metric ton is equal to 1.102 US short tons).

Mobile sources are based on annual vehicle miles traveled (VMT) based on daily trip generation identified in the project traffic study. Default CalEEMod trip lengths and fleet mix are utilized. Natural gas, electricity and solid waste generation were projected using CalEEMod default values. Water demand was based on CalEEMod defaults.

Table 6
Proposed Long-Term Greenhouse Gas Emissions

| Source | $CO_2$ | $CH_4$ | $N_2O$ | MTCO2E/YR |
|---|---|---|---|---|
| Area | 33.59 | 0.04 | 0.00 | 34.63 |
| Energy | 372.28 | 0.01 | 0.01 | 374.08 |
| Mobile | 1,469.74 | 0.06 | 0.00 | 1,470.95 |
| Solid Waste | 21.87 | 1.29 | 0.00 | 49.00 |
| Water/Wastewater | 45.86 | 0.25 | 0.01 | 53.03 |
| *Total* | *1,943.33* | *1.66* | *0.01* | *1,981.70* |

Greenhouse Gas Emissions Inventory:

Table 7 (Proposed Greenhouse Gas Emissions Inventory) summarizes the yearly estimated greenhouse gas emissions from construction of the proposed project and operational sources under operational conditions. The project will generate an additional 1,744.86 $MTCO_2E$ over existing conditions annually as shown in Table 8 (Net Greenhouse Gas Emissions Inventory).

Table 7
Proposed Greenhouse Gas Emissions Inventory

| Source | $CO_2$ | $CH_4$ | $N_2O$ | MTCO2E/YR |
|---|---|---|---|---|
| Construction | 39.67 | 0.01 | 0.00 | 39.79 |
| Operation | 1,943.33 | 1.66 | 0.01 | 1,981.70 |
| | | | *Total* | *2,021.49* |

Table 8 1
Net Greenhouse Gas Emissions Inventory

| Source | MTCO2E/YR |
|---|---|
| Existing | 276.63 |
| Proposed | 2,021.49 |
| *Net Emissions* | *+1,744.86* |

A numerical threshold for determining the significance of greenhouse gas emissions in the South Coast Air Basin (Basin) has not officially been adopted by the SCAQMD. As an interim threshold based on guidance provided in the CAPCOA *CEQA and Climate Change* white paper, a non-zero threshold based on Approach 2 of the handbook will be used. Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) establishes a numerical threshold based on capture of approximately 90 percent of emissions from future development. The latest threshold developed by SCAQMD using this method is 3,000 metric tons carbon dioxide equivalent ($MTCO_2E$) per year for residential and commercial projects. This threshold is based on the review of 711 CEQA projects.

Greenhouse gas emissions associated with the proposed project would not exceed the 3,000 $MTCO_2E$ threshold; therefore, impacts will 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 County has adopted the 2013 edition of the California Building Code (County Code Title 26 (Building Code), including the California Green Building Standards Code (County Code Title 31 (Green Building Standards Code). The project would be subject to the California Green Building Standards Code, which requires new buildings to reduce water consumption, employ building commissioning to increase building system efficiencies for large buildings, divert construction waste from landfills, and install low pollutant-emitting finish materials. The project does not include any feature (i.e. substantially altered energy demands) that would interfere with implementation of these state and County codes and plans. No impact will occur.

## 9. HAZARDS AND HAZARDOUS MATERIALS

| Would the project: | *Potentially Significant Impact* | *Less Than Significant Impact with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **a) Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?** | ☐ | ☐ | ☒ | ☐ |

The residential and commercial subdivision project does not include the routine transportation, storage, production, use, or disposal of hazardous materials, or the use of pressurized tanks. During the construction phase of the project, the project may include minimal use of hazardous materials, such as solvents, paints, lubricants, and oils. Current local, state, and Federal laws relating to the use, storage, and disposal of these materials make it unlikely that the project would have a significant effect on the environment.

| | | | | |
|---|---|---|---|---|
| **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?** | ☐ | ☒ | ☐ | ☐ |

The residential and commercial subdivision project does not include the routine transportation, storage, production, use, or disposal of hazardous materials, or the use of pressurized tanks. During the demolition and construction phases of the project, the project may include the minimal use or encounter of hazardous materials, such as asbestos, solvents, paints, lubricants, and oils. Current local, state, and Federal laws relating to the use, storage, and disposal of these materials make it unlikely that the project would have a significant effect on the environment.

There are no open cases of a leaking underground storage tank (LUST), cleanup sites or land disposal sites within one-quarter mile of the project site (Source: California Water Resources Board GeoTracker—https://geotracker.waterboards.ca.gov/). There will be no impact related to the release of hazardous materials from leaking underground storage tanks into the environment as a result of the proposed project.

Phase I and Phase II Limited Environmental Site Assessments (ESAs) were prepared for the applicant by The Source Group, Inc. and presented in a document dated July 22, 2013. These ESAs indicated that there are three previously abandoned oil wells on the subject property, as well as one currently active oil well. All proposed structures would be located more than 100 feet from the active well, which would be fenced and screened from view. However, the potential for hazardous materials in the soil from previous oil production, as well as hazards resulting from excavation and construction in the vicinity of abandoned wells, requires mitigation measures in order to limit their impacts to a less-than-significant level. For a greater discussion of these issues, see "Evaluation of Environmental Impacts" section below.

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

The residential and commercial subdivision project does not include the routine transportation, storage,

production, use, or disposal of hazardous materials, or the use of pressurized tanks. During the construction phase of the project, the project may have included minimal use of hazardous materials, such as solvents, paints, lubricants, and oils. Current local, state, and Federal laws relating to the use, storage, and disposal of these materials make it unlikely that the project would have a significant effect on the residences located within one-quarter mile of the project 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 included on the California Department of Toxic Substances Control EnviroStor database of clean-up sites and hazardous waste permitted facilities (Source: http://www.envirostor.dtsc.ca.gov/public/).

| | | | | |
|---|---|---|---|---|
| **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 proposed project site is located approximately 1.92 miles east of the Torrance Airport runway. The airport serves approximately 500 aircraft, housing primarily private aircraft. The airport operates in some capacity between the hours of 5:00 AM and 10:00 PM, seven days a week. The airport has two runways, running northwest to southeast. The Airport Influence Zone encompasses airport property, general commercial use to the west and north, business park use, and light industrial uses. Runway protection zones are located at each end of the runways (northwest and southeast portions of the Airport Influence Zone) (Source: The Planning Center. *Draft City of Torrance General Plan Update Environmental Impact Report SCH No. 2008111046*. July 2009). The proposed project site is not located within the Airport Influence Zone and is not located within the runway protection zone. As a result, the impact of the project would be less than significant with regard to the airport's proximity.

| | | | | |
|---|---|---|---|---|
| **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 proposed project site is located approximately 1.92 miles east of the Torrance Airport runway. The airport serves approximately 500 aircraft, housing primarily private aircraft. The airport operates in some capacity between the hours of 5:00 AM and 10:00 PM, seven days a week. The airport has two runways, running northwest to southeast. The Airport Influence Zone encompasses airport property, general commercial use to the west and north, business park use, and light industrial uses. Runway protection zones are located at each end of the runways (northwest and southeast portions of the Airport Influence Zone) (Source: The Planning Center. *Draft City of Torrance General Plan Update Environmental Impact Report SCH No. 2008111046*. July 2009). The proposed project site is not located within the Airport Influence Zone and is not located within the runway protection zone. As a result, the impact of the project would be less than significant with regard to the airport's proximity.

| | | | | |
|---|---|---|---|---|
| **g) Impair implementation of, or physically interfere** | ☐ | ☐ | ☒ | ☐ |

**with, an adopted emergency response plan or emergency evacuation plan?**

The project will not impair implementation of, or physically interfere, with an adopted emergency response plan or emergency evacuation plan.

**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 site is not located within a Very High Fire Hazard Severity Zone.

| | | | | |
|---|---|---|---|---|
| **ii) within a high fire hazard area with inadequate access?** | ☐ | ☐ | ☒ | ☐ |

The project site is not within a high fire hazard area with inadequate access. The project site is located in an urbanized area with easy access to arterial roads and has been reviewed and approved by the Los Angeles County Fire Department for adequate emergency access.

| | | | | |
|---|---|---|---|---|
| **iii) within an area with inadequate water and pressure to meet fire flow standards?** | ☐ | ☐ | ☒ | ☐ |

The Fire Department has determined that the existing water pressure would be adequate to meet fire flow standards for the proposed development.

| | | | | |
|---|---|---|---|---|
| **iv) within proximity to land uses that have the potential for dangerous fire hazard?** | ☐ | ☐ | ☒ | ☐ |

The project site is not located in proximity to land uses with a potential for dangerous fire hazard. The project site is surrounded by other residential uses. The proposed project would be required to comply with all of the requirements of the Los Angeles County Fire Code.

| | | | | |
|---|---|---|---|---|
| **i) Does the proposed use constitute a potentially dangerous fire hazard?** | ☐ | ☐ | ☒ | ☐ |

The proposed use does not constitute a potentially dangerous fire hazard. The project site is not located within a Very High Fire Hazard Severity Zone. The proposed project of a residential and commercial subdivision does not entail the regular use of large amounts any hazardous or highly flammable materials or substances.

## EVALUATION OF ENVIRONMENTAL IMPACTS:

The project site is located within an oil producing area of the Torrance Oil Field. Three previously abandoned wells ("Joughlin" 1-H, "Faith" 64, and "Ring-Hawkins" 4) and one active oil producing well ("South Torrance Unit" D-205) operated by the Brea Canon Oil Company are located on the project site. The operating "South Torrance Unit" well is currently located within a 30-foot by 50-foot fenced area. The operator accesses the well for maintenance that includes a work-over rig to maintain the well. This well will remain active after development of the proposed project and will be fenced in and screened with vegetation.

In addition, all proposed buildings will be set back a minimum of 100 feet from the existing active well.

Phase I Environmental Site Assessment

The Phase I Environmental Site Assessment prepared for the project site (Appendix C) included record searches, interviews and site reconnaissance. Three recognized environmental concerns (RECs) were identified on the site:

- The Phase I ESA identified a potential underground storage tank at 24500 S. Normandie. A building permit for a 1,000 gallon gasoline underground storage tank was issued for Herwood Building Supply dated April 2, 1965. The location of a UST is not indicated and no additional permits for the removal of a UST were found in the records. The site inspection did not identify an obvious location of a UST as there was no indication of a fill pipe, vent piping, or a former dispenser location.

- A REC was identified for the past oil and gas development on the project site, which includes the presence of three plugged and abandoned oil wells, one operating oil well, and associated former sumps, piping, and above ground storage tanks. The potential presence of elevated petroleum-hydrocarbon, such as methane vapor in soil-gas associated with the abandoned wells and the underlying oil field and former sumps, tanks, and piping from the drilling and production at the wells are potential concerns identified by the Phase I ESA. Elevated concentrations of methane and other volatile petroleum vapors may intrude into the buildings over time from well casing that have not been properly abandoned or have corroded over time, from residual petroleum hydrocarbons in near surface soil, and potentially from deeper oil and gas producing zones.

  The California Department of Conservation's Division of Oil and Gas and Geothermal Resources (DOGGR or "Division") provided well files that indicate the two oil wells were abandoned in 1976 and the third in 1961 were conducted under Division inspection per the standards of that time. Under California Public Resources Code, Section 3208.1, the DOGGR can order the re-abandonment of previously abandoned well for safety reasons. DOGGR acts in an advisory role with local permitting agencies (in this case the Los Angeles County, Building and Safety Division) when property development planning is under way near oil and gas wells under the Construction-Site Plan Review Program. Under this program, DOGGR typically reviews past plugging and abandonment operations, evaluates the top of excavated well casing to verify the well is not leaking fluids or gas, open the well casing to inspect for methane gas accumulation if the well has been sealed, and issue a Well Review Letter to the applicant and local permitting agency.

- The potential for the release of asbestos containing materials (ACM) and lead-based paints during demolition of the structures on the northern portion of the site was identified. However, since preparation of the Phase I ESA (2013), the northern structures have been demolished. Therefore, release of ACM and lead-based paints from demolition of the previous storage facility on the northern portion of the site will not occur as a result of the proposed project.

Activities associated with the demolition of existing structures on the southern portion of the site, which were constructed in the late 1950s to late 1980s may pose a hazard with regard to asbestos containing materials (ACM) and lead-based paints. ACM were used on a widespread basis in building construction prior to and into the 1980s; therefore, it is assumed that ACM is present on the project site and will need to be handled following specific regulations/guidelines described below. Asbestos generally does not pose a threat when it remains intact. When asbestos is disturbed and becomes airborne. SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) requires work practices that limit asbestos emissions from building demolition and renovation activities, including the removal and disturbance of

ACM. This rule is designed to protect uses and persons adjacent to demolition or renovation activity from exposure to asbestos emissions. Rule 1403 requires a certified inspector to survey any facility being demolished or renovated for the presence of all friable and Class I and Class II non-friable ACM. The applicant must also notify SCAQMD of their intent to perform demolition or renovation of any buildings that may contain asbestos prior to demolition and requires that all ACM is removed prior to any demolition. Rule 1403 also establishes notification procedures, removal procedures, handling and clean-up procedures, storage, disposal, landfilling requirements, and warning label requirements, including HEPA filtration, the *glovebag* method, wetting, and some methods of dry removal that must be implemented when disturbing appreciable amounts of ACM (more than 100 square feet of surface area). All ACM shall be disposed of at a waste disposal site operated in accordance with Rule 1403. The applicant will also ensure the safety of constructor workers involved in the ACM removal by complying with all California Asbestos Standards in Construction, including, but not limited to minimum air circulations, use of respirators, wetting of materials, clothing laundering, construction and demolition equipment requirements, and shielding specifications. Adherence to SCAQMD Rule 1403 would ensure that impacts related to the release of ACM are less than significant.

Exposure of construction workers to lead-based paint during demolition activities is also of concern, similar to exposure to asbestos. Exposure of surrounding land uses to lead from demolition activities is generally not a concern because demolition activities do not result in appreciable emissions of lead. The primary emitters of lead are industrial processes. Any lead-based paint utilized on the exterior and interior of the existing structures would generally remain inside the structure or close to the exterior of the building and would be removed during demolition. Improper disposal of lead-based paint could contaminate soil and subsurface groundwater in and under landfills not properly equipped to handle hazardous levels of this groundwater in and under landfills not properly equipped to handle hazardous levels of this material. Due to the age of the buildings it is assumed that lead-based paint is present. Therefore, 8 CCR Section 1532.1 (California Construction Safety Orders for Lead) must be followed for the demolition of all existing structures requiring exposure assessment and compliance measures to keep worker exposure below action levels. The proposed project is also subject to Title 22 requirements for the disposal of solid waste contaminated with excessive levels of lead. Testing, monitoring, containment, and disposal of lead-based materials will comply with all Cal/OSHA standards and regulations under California Construction Safety Orders for Lead section 1532. Adherence to standard regulation would ensure that impacts related to the release of lead based paints would be less than significant.

Phase II Environmental Site Assessment

Based on recommendations included in the Phase I ESA, a Phase II Limited ESA was prepared. Subsurface investigation activities were performed by The Source Group, Inc. to screen for VOCs in soil, for methane and VOCs in soil gas, characterize oily water in abandoned drums for future disposal, and inspect and sample the five vacant buildings located in the northern portion of the project site for asbestos containing materials and lead based paint. The structures sampled for asbestos materials and lead based paint have since been removed and no longer exist on the project site. See Appendix D for further discussion for Phase II methodology.

Based on the sampling results, no additional site assessment sampling is recommended by The Source Group, Inc. Grading of the project site may expose abandoned piping, petroleum in soil, abandoned waste disposal system (septic or cesspool), and debris not encountered in the Phase II ESA. Mitigation Measure HAZ-1 requires that all suspect materials should be segregated for proper characterization and disposal or recycle if any should be encountered during ground-disturbing activities.

Inactive Oil Wells

Although the Phase II Limited ESA determined that two oil wells were abandoned in 1976 and a third in

1961 were conducted under DOGGR inspection per the standards of that time, DOGGR found that two out of the three abandoned wells ("Faith" 64 and "Ring-Hawkins" 4) have not been abandoned to the DOGGR's current plugging and abandonment requirements. Plugging and re-abandonment of these two wells following the guidelines included below will be required prior to project construction pursuant to California Code of Regulations Title 14 (Natural Resources) Section 1981 (General Requirements). General requirements for the plugging and abandonment of oil wells is as follows. Following fulfillment of general requirements and site inspection by a DOGGR engineer, DOGGR will issue a Division Report of Well plugging and abandonment.

*(a) Notice of Intention to plug and abandon Geothermal Resources Well, is required for all wells.*
*(b) History of Geothermal Resources Well shall be filed within 60 days after completion of the plugging and abandonment.*
*(c) The Division's Report of Well plugging and abandonment, will not be issued until all records have been filed and the site inspected for final cleanup by a Division engineer.*
*(d) Subsequent to the plugging and abandonment of the hole, all casings shall be cut off at least 2 meters (6 feet) below the surface of the ground, all concrete cellars and other structures shall be removed, and the surface location restored, as near as practicable, to original conditions. The landowner has the option to assume legal responsibility for a well; however, to do so he or she must have legal clearance from the Division.*
*(e) Good quality, heavy drilling fluid approved by the Supervisor shall be used to replace any water in the hole and to fill all potions of the hole not plugged with cement.*
*(f) All cement plugs, with the possible exception of the surface plug, shall be pumped into the hole through drill pipe or tubing.*
*(g) All open annuli shall be filled solid with cement to the surface.*

Mitigation Measure HAZ-2 requires that inactive wells "Faith" 64 and "Ring-Hawkins" 4 be re-abandoned in accordance with the current California Code of Regulations Title 14 Section 1981 prior to issuance of grading permits. With implementation of Mitigation Measure HAZ-2, impacts related to reasonably foreseeable upset and accident conditions involving the two abandoned oil wells will be less than significant.

Therefore, the following mitigation measures shall be incorporated into the project:

**HAZ-1 Petroleum in Soil.** In the event that ground-disturbing activities expose abandoned piping, petroleum in soil, an abandoned waste disposal system, debris not encountered during the Phase II site reconnaissance, or any other suspect materials, encountered materials shall be segregated for proper characterization and disposal or recycle. Proper disposal or recycle of suspect materials shall be performed in accordance with County regulations and subject to monitor and review by the Hazardous Materials Division of the Los Angeles County Fire Department ("Hazmat").

**HAZ-2 Re-abandonment of Oil Wells.** Prior to issuance of grading permits, inactive oil wells "Faith" 64 and "Ring-Hawkins" 4 shall be re-abandoned in accordance with current California Code of Regulations Title 14 Section 1981 abandonment standards. All required documentation shall be submitted to the Division of Oil, Gas & Geothermal Resources (DOGGR) and the site inspected by DOGGR engineer. Prior to inspection by DOGGR, the DOGGR Report of Well Plugging and Abandonment shall be submitted to the Los Angeles County Fire Department and the Department of Regional Planning for review and approval.

## 10. HYDROLOGY AND WATER QUALITY

| Would the project: | *Potentially Significant Impact* | *Less Than Significant Impact with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **a) Violate any water quality standards or waste discharge requirements?** | ☐ | ☐ | ☒ | ☐ |

The project site will be connected to an existing municipal wastewater system. In unincorporated Los Angeles County, the proposed project would be required to comply with the requirements of the Low-Impact Development Ordinance, as well as the requirements of the County's MS4 Permit (Municipal Separate Storm Sewer System), in order to control and minimize potentially polluted runoff. Because all projects are required to comply with these requirements in order to obtain construction permits and certificates of occupancy, the proposed project would not impact any nonpoint source 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)?** | ☐ | ☐ | ☒ | ☐ |

The project site would be served by a public water system and would not make use of local 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?** | ☐ | ☐ | ☒ | ☐ |

The site is relatively level and does not contain any existing drainage courses. The construction of the proposed structures and the subdivision of the lot will not substantially alter the existing drainage pattern of the site in a manner which would result in flooding, erosion, or siltation on-site or off-site. The project will be required to submit an approved drainage plan and comply with all NPDES and MS4 requirements, as well as the Low Impact Development (LID) Ordinance. The project would require approximately 37,100 cubic yards of cut, 54,360 cubic yards of fill and the import of approximately 17,260 cubic yards of earth..

| | | | | |
|---|---|---|---|---|
| **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?** | ☐ | ☐ | ☒ | ☐ |

The site is relatively level and does not contain any existing drainage courses. The construction of the residences and the subdivision of the lot will not substantially alter the existing drainage pattern of the site in a manner which would result in flooding, erosion, or siltation on-site or off-site. The project will be

required to submit an approved drainage plan and comply with all NPDES and MS4 requirements, as well as the provisions of the Low Impact Development (LID) Ordinance. The project would require approximately 37,100 cubic yards of cut, 54,360 cubic yards of fill and the import of approximately 17,260 cubic yards of earth.

| | | | | |
|---|---|---|---|---|
| **e) Add water features or create conditions in which standing water can accumulate that could increase habitat for mosquitoes and other vectors that transmit diseases such as the West Nile virus and result in increased pesticide use?** | ☐ | ☐ | ☐ | ☒ |

The project does not propose any water features that could accumulate standing water.

| | | | | |
|---|---|---|---|---|
| **f) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?** | ☐ | ☐ | ☒ | ☐ |

The proposed construction of retail and residences will be subject to the County's Low Impact Development Ordinance, and the developer will be required to submit an approved drainage plan and comply with all NPDES and MS4 requirements.

| | | | | |
|---|---|---|---|---|
| **g) Generate construction or post-construction runoff that would violate applicable stormwater NPDES permits or otherwise significantly affect surface water or groundwater quality?** | ☐ | ☐ | ☒ | ☐ |

The proposed construction of retail and residences will be subject to the County's Low Impact Development Ordinance to minimize or reduce runoff, and the developer will be required to submit an approved drainage plan and comply with all NPDES and MS4 requirements.

| | | | | |
|---|---|---|---|---|
| **h) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84)?** | ☐ | ☐ | ☐ | ☒ |

The project will be required to comply with the Los Angeles County Low Impact Development Ordinance.

| | | | | |
|---|---|---|---|---|
| **i) Result in point or nonpoint source pollutant discharges into State Water Resources Control Board-designated Areas of Special Biological Significance?** | ☐ | ☐ | ☒ | ☐ |

The project site is located inland from the coastal portions of Los Angeles County and connects to the municipal storm drain system. Since the proposed is subject to the County's Low Impact Development Ordinance, adherence to the requirements would prevent any substantial amount of nonpoint sources of pollutants.

The project site is not located in the vicinity of a State Water Resources Control Board ("SWRCB")-designated Area of Special Biological Significance identified on the SCRCB website, http://www.swrcb.ca.gov/water_issues/programs/ocean/docs/asbs/asbs_areas/asbs_swqpa_publication0

3.pdf

| | | | | |
|---|---|---|---|---|
| **j) 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 proposed project does not entail the use of onsite wastewater treatment systems.

| | | | | |
|---|---|---|---|---|
| **k) Otherwise substantially degrade water quality?** | ☐ | ☐ | ☒ | ☐ |

The project will not otherwise substantially degrade water quality. The proposed project will be connected to the existing public water and sewer systems

| | | | | |
|---|---|---|---|---|
| **l) 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 site is not within a 100-year flood hazard area as mapped by a Federal Emergency Management Agency ("FEMA") Flood Insurance Rate Map ("FIRM").

| | | | | |
|---|---|---|---|---|
| **m) Place structures, which would impede or redirect flood flows, within a 100-year flood hazard area, floodway, or floodplain?** | ☐ | ☐ | ☐ | ☒ |

The project site is not within a 100-year flood hazard area as mapped by a Federal Emergency Management Agency ("FEMA") Flood Insurance Rate Map ("FIRM").

| | | | | |
|---|---|---|---|---|
| **n) 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?** | ☐ | ☐ | ☐ | ☒ |

There are no flood zones, levees, or designated dam inundation areas in the vicinity of the project site.

| | | | | |
|---|---|---|---|---|
| **o) Place structures in areas subject to inundation by seiche, tsunami, or mudflow?** | ☐ | ☐ | ☒ | ☐ |

The project site is not located within a seiche or landslide zone, or within a tsunami inundation area.

## 11. LAND USE AND PLANNING

| Would the project: | *Potentially Significant Impact* | *Less Than Significant Impact with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **a) Physically divide an established community?** | ☐ | ☐ | ☒ | ☐ |

The proposed project construction and subdivision of a 112-unit condominium community and 3,900 square feet of commercial space in a mixed-use area and would not result in a physical division of an established community. The project does not require the construction of new freeways or rail lines or flood control channels, and the project will conform to the existing street grid. The design will also incorporate numerous pedestrian and vehicular connections into and through the site.

| | | | | |
|---|---|---|---|---|
| **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 property is within the Medium Density Residential land use category of the Countywide Land Use Plan. The Plan indicates that this land use designation indicates that the project site is suitable for both residential and local commercial uses, upon issuance of appropriate permits. The proposed project of 112 dwelling units and one commercial lot is consistent with the land use category, as the maximum residential density for the project site is 12 dwelling units per acre. The proposed densities for the condominium lots is 9.8 and 10.3 dwelling units per acre, respectively.

| | | | | |
|---|---|---|---|---|
| **c) Be inconsistent with the County zoning ordinance as applicable to the subject property?** | ☐ | ☐ | ☐ | ☒ |

The commercial portion of the project site is located within the M-1 (Light Manufacturing) Zone, in which retail uses are allowed by right. The remainder of the project site is proposed to be changed from the M-1 to the RPD (Residential Planned Development) Zone. Both detached and attached residential condominiums are allowed in the RPD Zone.

| | | | | |
|---|---|---|---|---|
| **d) Conflict with Hillside Management criteria, Significant Ecological Areas conformance criteria, or other applicable land use criteria?** | ☐ | ☐ | ☐ | ☒ |

The project site does not contain any area exceeding 25 percent in slope and is not subject to the requirements of the Hillside Management Ordinance. The project site is also not located within any Significant Ecological Area.

## 12. MINERAL RESOURCES

| | *Potentially Significant Impact* | *Less Than Significant Impact with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **Would the project:** | | | | |
| **a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?** | ☐ | ☐ | ☐ | ☒ |

The project will not result in the loss of availability of a known mineral resource, as the project site is not identified as a mineral resource area on the Los Angeles County Natural Resource Areas map.

| | | | | |
|---|---|---|---|---|
| **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?** | ☐ | ☐ | ☐ | ☒ |

The project would not result in the loss of availability of a locally-important mineral resource recovery site, as the project site is not identified as a mineral resource area on the Los Angeles County Natural Resource Areas map.

## 13. NOISE

| Would the project result in: | *Potentially Significant Impact* | *Less Than Significant Impact with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **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?** | ☐ | ☒ | ☐ | ☐ |

The project entails the subdivision, construction, and operation of 112 residential condominium units and 3,900 square feet of retail space. The project would not result in a substantial permanent increase in ambient noise in the project vicinity above levels existing without the project, including noise from parking areas. Any noise generated by the proposed project would be similar to ambient noise levels in the area, which is developed with single-family residences and commercial uses at similar densities. New stationary sources of noise, such as mechanical HVAC equipment, would be installed for the proposed uses. This equipment would be required to comply with County Code Section 12.08.530, which prohibits operation of any air conditioning or refrigeration so that its noise exceeds 55 dBA at any neighboring property.

Construction noise levels were estimated using the FHWA Roadway Construction Noise Model (RCNM). Receptors were selected based on proximity to the project site and noise producers (eg., roadways). Temporary noise increases at each of the receptors during construction of each project component is shown in Table 9 (Construction Noise Levels) below. Construction noise levels have been modeled separately for each project component: single-family residential, multifamily residential, and retail. Default construction equipment estimated by the California Emissions Estimator Model (CalEEMod) for the entire project site has been assumed for each project component to provide a worst case analysis. Temporary noise levels during construction activity for the project will be greatest during demolition. The model indicates that the use of concrete saws, dozers, tractors, and graders could expose the single-family residence located approximately 472 feet north of the center of the single-family portion of the site to a combined maximum noise level of 70.1 dBA $L_{max}$, the manufactured home located approximately 206 feet east of the center of the multifamily portion of the site to a combined maximum noise level of 77.3 dBA $L_{max}$, and the place of worship located approximately 645 feet east of the center of the retail portion of the project site to a combined maximum noise level of 81.9 dBA $L_{max}$. Construction noise levels during improvements to Normandie Avenue and Lomita Boulevard have been modeled and are summarized in Table 10 (Roadway Improvement Noise Levels). Noise levels are anticipated to reach 83.4 dBA at the single family home located north of the project site (Receptor #1).

## Table 9
## Construction Noise Levels

| Receptors | Distance to Center of Activity (feet) | Construction Phase | | | | | |
|---|---|---|---|---|---|---|---|
| | | Demolition | Site Preparation | Grading | Building Construction | Paving | Architectural Coating |
| *Single-Family Development* | | | | | | | |
| 1 – Single-Family Home (N) | 472 | 70.1 | 64.5 | 65.5 | 65.5 | 65.5 | 58.2 |
| 2 – Manufactured Home (E) | 610 | 67.9 | 62.3 | 63.3 | 63.3 | 63.3 | 55.9 |
| 3 – Place of Worship (E) | 1,165 | 62.2 | 56.7 | 57.7 | 57.7 | 57.7 | 50.3 |
| 4 – Place of Worship (S) | 1,489 | 60.1 | 54.5 | 55.5 | 55.5 | 55.5 | 48.2 |
| 5 – Commercial (SW) | 1,365 | 60.9 | 55.3 | 56.3 | 56.3 | 56.3 | 48.9 |
| 6 – Manufactured Home (W) | 1,078 | 62.9 | 57.3 | 58.3 | 58.3 | 58.3 | 51.0 |
| 7 – Manufactured Home (W) | 549 | 68.8 | 63.2 | 64.2 | 64.2 | 64.2 | 56.9 |
| 8 – Multifamily (NW) | 552 | 68.7 | 63.1 | 64.1 | 64.1 | 64.1 | 56.8 |
| *Multifamily Development* | | | | | | | |
| 1 – Single-Family Home (N) | 1,140 | 62.4 | 56.8 | 57.8 | 57.8 | 57.8 | 50.5 |
| 2 – Manufactured Home (E) | 206 | 77.3 | 71.7 | 72.7 | 72.7 | 72.7 | 65.4 |
| 3 – Place of Worship (E) | 424 | 71.0 | 66.4 | 66.4 | 66.4 | 66.4 | 59.1 |
| 4 – Place of Worship (S) | 739 | 66.2 | 60.6 | 61.6 | 61.6 | 61.6 | 54.3 |
| 5 – Commercial (SW) | 650 | 67.3 | 61.7 | 62.7 | 62.7 | 62.7 | 55.4 |
| 6 – Manufactured Home (W) | 399 | 71.5 | 66.0 | 67.0 | 58.3 | 67.0 | 59.6 |
| 7 – Manufactured Home (W) | 269 | 75.0 | 69.4 | 70.4 | 64.2 | 70.4 | 63.1 |
| 8 – Multifamily (NW) | 1,200 | 62.0 | 56.4 | 57.4 | 64.1 | 57.4 | 50.1 |

| Retail Development | | | | | | | |
|---|---|---|---|---|---|---|---|
| 1 – Single-Family Home (N) | 1,580 | 59.6 | 54.0 | 55.0 | 55.0 | 55.0 | 47.7 |
| 2 – Manufactured Home (E) | 645 | 67.4 | 61.8 | 62.8 | 62.8 | 62.8 | 55.5 |
| 3 – Place of Worship (E) | 121 | 81.9 | 76.3 | 77.3 | 77.3 | 77.3 | 70.0 |
| 4 – Place of Worship (S) | 290 | 74.3 | 68.7 | 69.7 | 69.7 | 69.7 | 62.4 |
| 5 – Commercial (SW) | 266 | 75.1 | 69.5 | 70.5 | 70.5 | 70.5 | 63.2 |
| 6 – Manufactured Home (W) | 203 | 77.4 | 71.8 | 72.8 | 72.8 | 72.8 | 65.5 |
| 7 – Manufactured Home (W) | 680 | 66.9 | 61.3 | 62.3 | 62.3 | 62.3 | 55.0 |
| 8 – Multifamily (NW) | 1,615 | 59.4 | 53.8 | 54.8 | 54.8 | 54.8 | 47.5 |
| *Source: MIG \| Hogle-Ireland, May 2015* | | | | | | | |

**Table 10**
**Roadway Improvement Noise Levels**

| Receptor | Distance to Nearest Activity | Noise Level (dBA) |
|---|---|---|
| 1 – Single-Family Home (N) | 60 | 83.4 |
| 2 – Manufactured Home (E) | 230 | 71.7 |
| 3 – Place of Worship (E) | 100 | 79.0 |
| 4 – Place of Worship (S) | 205 | 72.7 |
| 5 – Commercial (SW) | 188 | 73.5 |
| 6 – Manufactured Home (W) | 91 | 79.8 |
| 7 – Manufactured Home (W) | 66 | 82.6 |
| 8 – Storage (NW) | 100 | 79.0 |
| *Source: MIG \| Hogle-Ireland, May 2015* | | |

Los Angeles County Code Section 12.08.440 prohibits construction between the hours of 7:00 p.m. and 7:00 a.m. of any day, and at any time on Sundays and legal holidays. Required compliance with these time

restrictions would limit construction noise to times when people are generally less sensitive to noise and reduce the effect of construction equipment noise. The Noise Control Ordinance further states that the contractor shall conduct construction activities in such a manner that the maximum noise levels at affected buildings will not exceed those listed in the following table. All mobile and stationary internal-combustion-powered equipment and machinery is required to be equipped with suitable exhaust and air-intake silencers in proper working order.

**Table 11**
**County of Los Angeles Construction Equipment Noise Restrictions**

| | Single-Family Residential | Multi-Family Residential | Commercial[1] |
|---|---|---|---|
| Mobile Equipment: Maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days) of mobile equipment: | | | |
| Daily, except Sundays and legal holidays, 7:00 AM to 8:00 PM | 75 dB(A) Leq | 80 dB(A) Leq | 85 dB(A) Leq |
| Daily, 8:00 PM to 7:00 AM and all day Sunday and legal holidays | 60 dB(A) Leq | 64 dB(A) Leq | 70 dB(A) Leq |
| Stationary Equipment: Maximum noise level for repetitively scheduled and relatively long-term operation (periods of ten days or more) of stationary equipment: | | | |
| Daily, except Sundays and legal holidays, 7:00 AM to 8:00 PM | 60 dB(A) Leq | 65 dB(A) Leq | 70 dB(A) Leq |
| Daily, 8:00 PM to 7:00 AM and all day Sunday and legal holidays | 50 dB(A) Leq | 55 dB(A) Leq | 60 dB(A) Leq |

*[1] Refers to residential structures within a commercial area. This standard does not apply to commercial structures.*

Because project construction and roadway improvement activities could exceed the above limitations and would be a substantial source of noise for the surrounding uses, noise associated with short-term construction activities is potentially significant unless mitigation is incorporated. Implementation of the mitigation measures below would reduce, avoid or minimize potentially significant impacts to sensitive receptors.

Ambient noise in the project area will generally be defined by vehicular traffic on area roadways. Traffic noise from vehicular traffic generated by the proposed project was projected using SoundPlan software based on trip generation and distribution estimates in the project traffic study prepared by Kunzman Associates, Inc., dated April 29, 2015. The noise model assumes a flat topography condition (which is a worst-case scenario). Traffic noise levels were projected to the ground floor for various locations throughout the project area.

Traffic noise levels in the project area were calculated for Existing Without Project, Existing Plus Project, Existing Plus Cumulative Without Project, and Existing Plus Cumulative Plus Project scenarios using SoundPLAN (see Appendix E). Trip volumes included in the project traffic study takes into consideration related projects in the area. Traffic noise levels at various receptors are summarized in Table 12 (Existing Roadway Noise Levels) and Table 13 (Cumulative Roadway Noise Levels). As shown in Tables 14 and 15,

traffic noise levels under both without and plus project conditions exceed County and City (uses to the south are within the City of Los Angeles) Municipal Code thresholds for noise. The proposed project will not increase noise exposure to a receiver that is currently within County or City noise thresholds to significant levels. Because noise levels already exceed established County or City thresholds under the without project condition, the proposed project will not cause the exposure of persons to noise levels above established thresholds. Impacts related to the increases in roadway noise levels are discussed under subsection "c" below. Impacts will be less than significant.

Table 12
Existing Roadway Noise Levels

| Receptors | Allowable Noise Level (dBA CNEL) | No Project (dBA CNEL) | | Plus Project (dBA CNEL) | |
|---|---|---|---|---|---|
| | | AM | PM | AM | PM |
| 1 – Single-Family Home (N) | 50 | 72.1 | 71.0 | 72.2 | 71.1 |
| 2 – Manufactured Home (E) | 50 | 59.7 | 59.1 | 58.5 | 57.9 |
| 3 – Place of Worship (E) | 50 | 68.4 | 68.3 | 68.3 | 68.2 |
| 4 – Place of Worship (S) | 60* | 66.7 | 66.4 | 66.7 | 66.5 |
| 5 – Commercial (SW) | 60* | 74.0 | 73.8 | 74.1 | 73.9 |
| 6 – Manufactured Home (W) | 50 | 71.5 | 71.2 | 71.6 | 71.3 |
| 7 – Manufactured Home (W) | 50 | 74.0 | 73.8 | 74.8 | 74.6 |
| 8 – Storage (NW) | 70 | 73.0 | 72.8 | 73.2 | 72.9 |

** City of Los Angeles Presumed Ambient Noise Level*

*Source: MIG | Hogle-Ireland, May 2015*

Table 13
Cumulative Roadway Noise Levels

| Receptors | Allowable Noise Level (dBA CNEL) | No Project (dBA CNEL) | | Plus Project (dBA CNEL) | |
|---|---|---|---|---|---|
| | | AM | PM | AM | PM |
| 1 – Single-Family Home (N) | 50 | 72.4 | 71.3 | 72.5 | 71.4 |
| 2 – Manufactured Home (E) | 50 | 59.9 | 59.4 | 58.6 | 58.1 |
| 3 – Place of Worship (E) | 50 | 68.7 | 68.6 | 68.7 | 68.6 |

| | | | | | |
|---|---|---|---|---|---|
| 4 – Place of Worship (S) | 60* | 66.8 | 66.6 | 66.9 | 66.7 |
| 5 – Commercial (SW) | 60* | 74.1 | 74.0 | 74.2 | 74.1 |
| 6 – Manufactured Home (W) | 50 | 71.7 | 71.5 | 71.8 | 71.6 |
| 7 – Manufactured Home (W) | 50 | 74.2 | 74.1 | 74.9 | 74.9 |
| 8 – Storage (NW) | 70 | 73.1 | 73.1 | 73.3 | 73.2 |

** City of Los Angeles Presumed Ambient Noise Level*

*Source: MIG | Hogle-Ireland, May 2015*

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

As indicated above, the construction noise level at the exterior of surrounding uses could exceed the standards of the County Noise Ordinance. Because project construction activities could exceed these limitations and would be a substantial source of noise for some surrounding uses, noise associated with short-term construction activities is potentially significant unless mitigation is incorporated. Implementation of the mitigation measures below would reduce, avoid or minimize potentially significant impacts to sensitive receptors.

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

The project entails the subdivision, construction, and operation of 112 residential condominium units and 3,900 square feet of retail space in an urbanized mixed-use area. The project would not result in a substantial permanent increase in ambient noise in the project vicinity above levels existing without the project, including noise from parking areas. As previously discussed above under subsection "a," any noise generated by the proposed project would be similar to ambient noise levels in the area, which is developed with residential and commercial uses at similar densities.

**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?** ☐ ☒ ☐ ☐

As indicated in subsection "a" above, the construction noise level at the exterior of the eastern residences could be approximately 83 dBA. Because project construction activities could exceed the 75 dBA Leq limitation and would be a substantial source of noise for the residences to the east, noise associated with short-term construction activities is potentially significant unless mitigation is incorporated. Implementation of the mitigation measures below would reduce, avoid or minimize potentially significant impacts to sensitive receptors.

**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 proposed project site is located approximately 1.92 miles east of the Torrance Airport runway. According to the Acoustical Analysis prepared for the applicant by MIG Hogle-Ireland, dated May 2015, the airport serves approximately 500 aircraft, housing primarily private aircraft. The airport also houses several Fixed Base Operators (FBOs) which are available for flight instruction, aircraft repair, and charter flights. In addition, the airport serves as the headquarters for Robinson Helicopters, the largest manufacturer of private helicopters in the United States. Regular operation hours are between 7:00 AM and 10:00 PM Monday through Friday, 8:00 AM to 10:00 PM on Saturday, Sunday, and federal holidays. The airport has two runways, running northwest to southeast. The 60 dBA CNEL noise contour is confined to the area south of Lomita Boulevard and north of Pacific Coast Highway. In addition, 65 dBA CNEL is not reported for this general aviation airport due to the low level of flight activity. Therefore, any noise-related impacts would be less than significant.

**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 within the vicinity of a private airstrip.

## EVALUATION OF ENVIRONMENTAL IMPACTS:

Noise generated by construction equipment during the construction phase of the project may result in a substantial temporary increase in ambient noise levels. Construction activities will be conducted according to best management practices, including maintaining construction vehicles and equipment in good working order by using mufflers where applicable, limiting the hours of construction, and limiting the idle time of diesel engines. Noise from construction equipment will be limited by compliance with the Noise Control Ordinance and County Code Section 12.12, as well as the following mitigation measures, which shall be incorporated into the project's Mitigation Monitoring Program:

**N-1** **Construction Equipment.** If electrical service is available within 150 feet, electrical power shall be used to run air compressors and similar power tools. Internal combustion engines shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the project site without the manufacturer-recommended muffler. All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers.

**N-2** **Additional Construction Noise Controls.** For all mobile construction equipment operating within 250 feet of adjacent residential receptors, and for all stationary construction equipment operating on the project site, additional noise attenuation techniques shall be employed to ensure that noise remains within levels allowed by the County of Los Angeles noise restrictions. Prior to issuance of grading permits, the Applicant shall submit a mitigation plan prepared by a qualified engineer or other acoustical expert for review and approval by the departments of Regional Planning and Public Health that identifies noise

control measures that achieve a minimum 20 dBA reduction in construction-related noise levels. The mitigation plan may include use of vibratory pile drivers or other pile driving noise controls, sound curtains, engineered equipment controls, or other methods. Noise control requirements shall be noted on project construction drawings and verified by the Building and Safety Division during standard inspection procedures.

**N-3** **Neighbor Notification.** Provide notification to commercial and residential occupants adjacent to the project site at least 24 hours prior to initiation of construction activities that could significantly affect outdoor or indoor living areas. This notification shall include the anticipated hours and duration of construction and a description of noise reduction measures. The notification shall include a telephone number for local residents to call to submit complaints associated with construction noise. The notification shall be posted on Normandie Avenue and Lomita Boulevard adjacent to the project site, and shall be easily viewed from adjacent public areas.

## 14. POPULATION AND HOUSING

| Would the project: | *Potentially Significant Impact* | *Less Than Significant Impact with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **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)?** | ☐ | ☐ | ☒ | ☐ |

The proposed project would not induce substantial population growth in the area. Although 112 new residential units are proposed, such growth is well within the population projections of the area within the Southern California Association of Governments ("SCAG") Regional Transportation Plan and is consistent with the prescribed density of the Medium Density Residential land use category of the General Plan. In addition, the project site is located in an urbanized area and would not require the extension of roads or utility infrastructure.

| | | | | |
|---|---|---|---|---|
| **b) Displace substantial numbers of existing housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?** | ☐ | ☐ | ☐ | ☒ |

The project would not displace existing housing, including affordable housing, necessitating the construction of replacement housing elsewhere. The site is currently vacant, and the applicant proposes to construct 112 residential units and retail space.

| | | | | |
|---|---|---|---|---|
| **c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?** | ☐ | ☐ | ☐ | ☒ |

The project would not displace existing housing, including affordable housing, necessitating the construction of replacement housing elsewhere. The site is currently vacant, and the applicant proposes to construct 112 residential units and retail space.

| | | | | |
|---|---|---|---|---|
| **d) Cumulatively exceed official regional or local population projections?** | ☐ | ☐ | ☒ | ☐ |

The project would not exceed official regional or local population projections. The proposed 112 residential units will not exceed this projection. The project is consistent with the density permitted by the Countywide Land Use Plan for Medium Density Residential areas. The creation of 112 additional housing units should not alter the growth rate of the population beyond that projected in the County General Plan or result in a substantial increase in demand for additional housing or create a development that significantly reduces the ability of the county to meet housing objectives set forth in the General Plan's Housing Element. Such growth is well within the population projections of the area within the Southern California Association of Governments ("SCAG") Regional Transportation Plan and those of the General Plan Housing Element.

## 15. PUBLIC SERVICES

| | *Potentially Significant Impact* | *Less Than Significant Impact with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **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?** | ☐ | ☐ | ☒ | ☐ |

The Los Angeles County Fire Department has reviewed the proposed project and cleared it for public hearing. The responsible Los Angeles County Fire Station (#36) is located approximately 2.7 miles to the east in the City of Carson. The project site is not within any High or Moderate Fire Hazard Severity Zone or a State Responsibility Area.

| | | | | |
|---|---|---|---|---|
| **Sheriff protection?** | ☐ | ☐ | ☒ | ☐ |

The project would not create capacity or service level problems or result in substantial adverse physical impacts. The project site is approximately four (4) miles southwest of the Carson Sheriff's Station. The proposed project will add new permanent residents to the project site but not enough to substantially reduce service ratios.

| | | | | |
|---|---|---|---|---|
| **Schools?** | ☐ | ☐ | ☒ | ☐ |

The project site is within the Los Angeles Unified School District. The project would create an additional 112 residential units, which would increase the school-age population to some extent. The applicant would be required to pay development impact fees to the local school districts prior to final map approval, which would result in a less-than-significant impact to school facilities.

| | | | | |
|---|---|---|---|---|
| **Parks?** | ☐ | ☐ | ☒ | ☐ |

Project residents would be expected to use existing neighborhood and regional parks, but such use is not expected to result in substantial physical deterioration of those facilities. The project includes open space and private recreational use areas to serve on-site residents—not for public use. The project has a park land obligation of 0.91 acres or $359,229 in in-lieu fees, per Los Angeles County Code Section 21.28.140. The park obligation for this project will be met by the payment of a $359,229 in-lieu fee by the applicant to the Department of Parks and Recreation prior to Final Map approval. The nearest public park is Ken Malloy Harbor Regional Park, which is approximately 0.8 miles to the south in the City of Los Angeles.

| | | | | |
|---|---|---|---|---|
| **Libraries?** | ☐ | ☐ | ☒ | ☐ |

The proposed project will generate 112 residential units, and thus increase the population. However, the

developer would be required to pay a library mitigation fee, per Section 22.72.030 of the County Code.

**Other public facilities?** ☐ ☐ ☒ ☐

The project is not perceived to create capacity or service level problems or result in substantial adverse physical impacts for any other public facility.

## 16. RECREATION

| | *Potentially Significant Impact* | *Less Than Significant Impact with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **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?** | ☐ | ☐ | ☒ | ☐ |

Project residents would be expected to use existing neighborhood and regional parks, but such use is not expected to result in substantial physical deterioration of those facilities. The project includes open space and private recreational use areas to serve on-site residents—not for public use. The project has a park land obligation of 0.91 acres or $359,229 in in-lieu fees, per Los Angeles County Code Section 21.28.140. The park obligation for this project will be met by the payment of a $359,229 in-lieu fee by the applicant to the Department of Parks and Recreation prior to Final Map approval. The nearest public park is Ken Malloy Harbor Regional Park, which is approximately 0.8 miles to the south in the City of Los Angeles.

| | | | | |
|---|---|---|---|---|
| **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?** | ☐ | ☐ | ☒ | ☐ |

The project does include open space and recreational use areas to serve on-site residents, although these facilities are relatively small in nature and would not be open to the general public. The 112 dwelling units that would be created by the project are not enough to require the construction of significant new recreational facilities in the area.

| | | | | |
|---|---|---|---|---|
| **c) Would the project interfere with regional open space connectivity?** | ☐ | ☐ | ☒ | ☐ |

The project would not serve to separate any open space from residents or any other open space.

## 17. TRANSPORTATION/TRAFFIC

| Would the project: | *Potentially Significant Impact* | *Less Than Significant Impact with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **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?** | ☐ | ☒ | ☐ | ☐ |

The project would not conflict with an applicable plan, ordinance, or policy establishing a measure of effectiveness for the performance of the circulation system. The growth proposed by the project is accounted for in the Baseline Growth Forecast of the 2008 Southern California Association of Governments' Regional Transportation Plan ("RTP"), which provided the basis for developing the land use assumptions at the regional and small-area levels that established the 2008 Regional Transportation Plan Alternative.

A traffic impact study was conducted by Kunzman Associates, Inc., dated April 29, 2015, to assess project-related traffic impacts. This analysis studied an earlier version of the project that proposed 112 dwelling units. The traffic impact analysis analyzed the four intersections (Normandie/Project North Access, Normandie/Project South Access, Normandie/Lomita, and Lomita/Project Access). Three of the four studied intersections are future project access driveways and do not exist under current conditions. Both daily and peak hour trip generation for the proposed development are shown in Table 14 (Project Trip Generation Summary). The proposed development is projected to generate approximately 1,180 trips per day, and 103 vehicles per hour during the A.M. peak hour and 112 vehicles per hour during the P.M. peak hour. Table 14 summarizes net trips based on the estimated trip generation from existing auto repair and maintenance uses.

Table 14
Project Trip Generation Summary

| Land Use | Peak Hour | | | | | | Daily |
|---|---|---|---|---|---|---|---|
| | AM | | | PM | | | |
| | In | Out | Total | In | Out | Total | |
| Specialty Retail Center | 13 | 14 | 27 | 5 | 6 | 11 | 173 |
| Townhomes | 2 | 19 | 21 | 18 | 10 | 28 | 312 |
| Single Family Detached | 14 | 41 | 55 | 46 | 27 | 73 | 695 |
| *Total Project Trips* | *29* | *74* | *103* | *69* | *43* | *112* | *1,180* |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Existing Trips | -21 | -11 | -32 | -21 | -22 | -43 | -285 |
| **Net Trips Generated** | **+8** | **+63** | **+71** | **+48** | **+21** | **+69** | **+895** |

*Source: Kunzman Associates, Inc, April 2015*

Existing Plus Project Plus Cumulative intersection level of service is shown in Table 15 (Existing Plus Project Plus Cumulative Intersection Capacity Utilization and Level of Service). As shown, Normandie Avenue at Lomita Boulevard is projected to operate at unacceptable level of service (LOS) during the morning peak hour under existing conditions. Table 16 (Existing Plus Project Plus Cumulative Significant Impact Evaluation) shows the Existing Plus Project Plus Cumulative traffic contribution at the study area intersection. As shown in Table 16, the project significantly impacts the study area intersection without intersection improvements. Mitigation Measure T-1 requires the project proponent to pay a fair share fee for the construction of a southbound right turn overlap lane and an eastbound right turn lane at this intersection. Project fair share calculations are included in Table 17 (Project Fair Share Calculations). With implementation of Mitigation Measure T-1, impacts will be less than significant.

**Table 15**
**Existing Plus Project Plus Cumulative Intersection Capacity Utilization and Level of Service**

| Intersection | Jurisdiction | Traffic Control | Peak Hour Level of Service | |
|---|---|---|---|---|
| | | | AM | PM |
| Normandie Avenue at Project North Access | Los Angeles County | CSS | 0.427 A | 0.388 A |
| Normandie Avenue at Project South Access | Los Angeles County | CSS | 0.394 A | 0.393 A |
| Normandie Avenue at Lomita Boulevard | Los Angeles County | TS | | |
| Without Improvements | | | 1.084 F | 0.908 E |
| With Improvements | | | 0.942 E | 0.848 D |
| Project Access at Lomita Boulevard | Los Angeles County | CSS | | |

*Source: Kunzman Associates, Inc, April 2015*

*TS* *Traffic Signal*

*CSS* *Cross Street Stop*

## Table 16
## Existing Plus Project Plus Cumulative Intersection Capacity Utilization and Level of Service

| Intersection | Peak Hour | Existing | | Existing Plus Project Plus Cumulative | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Without Improvements | | | | With Improvements | | | |
| | | ICU | LOS | ICU | LOS | Project Impact | Significant Impact[1] | ICU | LOS | Project Impact | Significant Impact[1] |
| Normandie Ave at Lomita Blvd | AM | 1.040 | F | 1.084 | F | 0.044 | Yes | 0.942 | E | -0.098 | No |
| | PM | 0.865 | D | 0.908 | E | 0.043 | Yes | 0.848 | D | -0.017 | No |

*Source: Kunzman Associates, Inc, April 2015*

1 *In Los Angeles County, an impact is considered significant if the project related increase in the volume to capacity ratio equals or exceeds the thresholds shown below:*

| *Level of Service* | *Volume/Capacity* | *Incremental Increase* |
|---|---|---|
| *C* | *0.71-0.80* | *0.04 or more* |
| *D* | *0.81-0.90* | *0.02 or more* |
| *E/F* | *0.91-more* | *0.01 or more* |

## Table 17
## Project Fair Share Calculations

| Intersection | Improvement | Project Traffic | | Total New Traffic | | Project Percent of New Traffic | | Project Fair Share Percentage |
|---|---|---|---|---|---|---|---|---|
| | | AM | PM | AM | PM | AM | PM | |
| Normandie Ave at Lomita Blvd | Construct southbound right turn overlap<br><br>Construct eastbound right turn lane | 42 | 48 | 225 | 271 | 18.7% | 17.7% | 18.7% |

*Source: Kunzman Associates, Inc, April 2015*

**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?** ☐ ☐ ☒ ☐

Pursuant to the Los Angeles County Metropolitan Transportation Authority Congestion Management Plan (CMP), any project that adds 150 or more vehicle trips to freeway segments or 50 or more vehicle trips to roadway segments during peak hours must be examined for impact of CMP roadways and intersections. There are no CMP roadway segments within the project vicinity. The project would therefore not conflict with an applicable congestion management program or level of service standard established by the congestion management agency. Therefore, a less-than-significant impact would occur.

| | | | | |
|---|---|---|---|---|
| **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?** | ☐ | ☐ | ☒ | ☐ |

The project will not encroach into 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)?** | ☐ | ☐ | ☒ | ☐ |

The project does not entail creating sharp curves or dangerous intersections or incompatible uses. Therefore, there will be no increased hazards due to design features.

| | | | | |
|---|---|---|---|---|
| **e) Result in inadequate emergency access?** | ☐ | ☐ | ☒ | ☐ |

The proposed subdivision, construction, and operation of 112 residential condominiums and 3,900 square feet of retail space would not block or provide inadequate emergency access for the project itself or make existing emergency access to off-site properties inadequate. Emergency access has been reviewed and cleared by the Los Angeles County Fire Department.

| | | | | |
|---|---|---|---|---|
| **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?** | ☐ | ☐ | ☒ | ☐ |

Public bus transit service in the project vicinity is currently provided by the Los Angeles County Metropolitan Transportation Authority, Torrance Transit, and Gardena Municipal Bus Lines. Metro operates two transit bus routes in the project vicinity. Route 205 runs north-south from San Pedro to Willowbrook via Western Avenue, Vermont Avenue, and Wilmington Avenue. Route 550 is an express route and runs north-south from San Pedro to Downtown Los Angeles via Normandie Avenue, Vermont Avenue, and the Harbor Transitway. Torrance Transit Route 9 provides transit service at the project site with a stop located at Normandie Avenue and Lomita Boulevard. Route 9 runs east-west from Anza Avenue to Avalon Boulevard. Gardena Municipal Bus Line 2 serves a loop along Normandie Avenue, Vermont Avenue, Imperial Highway, Western Avenue and Pacific Coast Highway.

The proposed project is consistent with the County's Healthy Design Ordinance, as there are numerous five-foot-wide pedestrian pathways into and through the site, as well as a perimeter pathway around the residential area. There would also be direct pedestrian connections between the residential area, private recreational areas, and the commercial area. There are no specific bicycle parking requirements for single-family residences, although any future commercial development on the site would be required to provide such facilities. According to the Los Angeles County 2012 Bicycle Master Plan, there is an existing class II bike path along Normandie Avenue and a proposed class II bike path along Lomita Boulevard, both of which are immediately adjacent to the project site. The proposed project would not interfere with any

designated bikeways, pedestrian, or transit facilities. The proposed project will not result in any changes to lane or street configuration of Normandie Avenue or Lomita Boulevard, or to existing sidewalks that could affect performance or safety of alternative transportation facilities. Therefore, the project impact would be less than significant.

## EVALUATION OF ENVIRONMENTAL IMPACTS:

As shown in Table 16, the project significantly impacts the study area intersection without intersection improvements. Mitigation Measure T-1 requires the project proponent to pay a fair share fee for the construction of a southbound right turn overlap lane and an eastbound right turn lane at this intersection. Project fair share calculations are included in Table 17 (Project Fair Share Calculations). With implementation of Mitigation Measure T-1, impacts will be less than significant:

**T-1** **Right Turn Lanes.** Prior to issuance of Final Map, the permittee shall contribute fair share funds for the construction of a southbound right turn overlap lane and an eastbound right turn lane at the intersection of Normandie Avenue and Lomita Boulevard, to the satisfaction of the Department of Public Works.

## 18. UTILITIES AND SERVICE SYSTEMS

| Would the project: | *Potentially Significant Impact* | *Less Than Significant Impact with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impa ct* |
|---|---|---|---|---|
| **a) Exceed wastewater treatment requirements of either the Los Angeles or Lahontan Regional Water Quality Control Boards?** | ☐ | ☐ | ☒ | ☐ |

The subdivision, construction, and operation of 112 residential condominiums and 3,900 square feet of retail space is not expected to exceed treatment requirements of the Los Angeles Regional Water Quality Control Board. All public wastewater disposal (sewer) systems are required to obtain and operate under the terms of an NPDES (National Pollution Discharge Elimination System) permit, which is issued by the local Regional Water Quality Control Board (RWQCB). Because all municipal wastewater treatment facilities are required to obtain NPDES permits from the RWQCB, any project which would connect to such a system would be required to comply with the same standards imposed by the NPDES permit. As such, these connections would ensure the project's compliance.

| | | | | |
|---|---|---|---|---|
| **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?** | ☐ | ☐ | ☒ | ☐ |

A sewer area study prepared by Fuscoe Engineering (dated 06/09/2015) has been conducted, and it determined that existing sewer mains downstream of the proposed project have sufficient capacity to accept additional wastewater. Wastewater generated in the area is treated at the Joint Water Pollution Control Plant in Carson. Sewage increase due to proposed project would be less than significant and further capacity analysis of wastewater reclamation plants is not necessary. The conclusions of the sewer area study shall be reviewed and approved by the Department of Public Works.

| | | | | |
|---|---|---|---|---|
| **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?** | ☐ | ☐ | ☒ | ☐ |

The project will comply with the most recently approved hydrology and all drainage and grading plans prior to building permit to ensure that the project would not create drainage system capacity problems, and that no construction of new storm water drainage facilities or expansion of existing facilities is required. The project will comply with the County's Low Impact Development Ordinance ("LID") as part of the approved hydrology to comply with storm water quality runoff requirements.

| | | | | |
|---|---|---|---|---|
| **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?** | ☐ | ☐ | ☒ | ☐ |

The project has provided a "will serve" letter from the local public water purveyor (California Water Services Company), which indicates that the purveyor has sufficient supply and capacity to serve the proposed project.

| | | | | |
|---|---|---|---|---|
| **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 cause significant environmental effects?** | ☐ | ☐ | ☒ | ☐ |

The subdivision, construction, and operation of 112 residential condominiums and 3,900 square feet of retail space will not significantly impact the availability of adequate energy supplies and should not create energy utility capacity problems or result in the construction of new energy facilities or expansion of existing facilities. In addition, any future construction will be subject to the Cal Green building standards, which is required to provide energy saving measures to further reduce the amount of energy consumed by the proposed project.

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

Development at the proposed density at this location is planned for under the existing Los Angeles County Regional Waste Management Plan. Due to the relatively small scale of the proposed project, the proposal to subdivide, construct, and operate 112 residential condominiums and 3,900 square feet of retail space should not significantly impact solid waste disposal capacity.

| | | | | |
|---|---|---|---|---|
| **g) Comply with federal, state, and local statutes and regulations related to solid waste?** | ☐ | ☐ | ☒ | ☐ |

The project would be required to comply with federal, state, and local statues and regulations related to solid waste. The California Integrated Waste Management Act of 1989 requires the County of Los Angeles to attain specific waste diversion goals. In addition, the California Solid Waste Reuse and Recycling Access Act of 1991 mandates that expanded or new development projects to incorporate storage areas for recycling bins into the existing design. The project will include sustainable elements to ensure compliance with all federal, state, and local statutes and regulations related to solid waste. It is anticipated that these project elements will comply with federal, state, and local statutes and regulations to reduce the amount of solid waste. The project will not displace an existing or proposed waste disposal, recycling, or diversion site.

## 19. MANDATORY FINDINGS OF SIGNIFICANCE

| | *Potentially Significant Impact* | *Less Than Significant Impact with Mitigation Incorporated* | *Less Than Significant Impact* | *No Impact* |
|---|---|---|---|---|
| **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 project does not 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. As analyzed in the Initial Study sections above, the proposed project will have no impact or less than significant impact in all these areas upon implementation of appropriate mitigation measures.

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

The proposed project does not achieve short-term goals to the disadvantage of long-term goals. The proposed use and density complies with the existing and proposed General Plan, General Plan Housing Element, and Zoning Ordinance. Therefore, the proposed project would have a less-than-significant impact.

| | | | | |
|---|---|---|---|---|
| **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)?** | ☐ | ☒ | ☐ | ☐ |

The proposed project does not have cumulative impacts. The proposed project will not be an inducement to future growths, as the project does not require additional infrastructure beyond that necessary to serve the project. The Traffic Study prepared for the project also indicates that cumulative traffic effects would be less than significant with proposed mitigation measures. There are no impacts that are cumulatively considerable. Therefore, the proposed project would have a less-than-significant impact with appropriate mitigation measures.

| | | | | |
|---|---|---|---|---|
| **d) Does the project have environmental effects which will cause substantial adverse effects on human** | ☐ | ☒ | ☐ | ☐ |

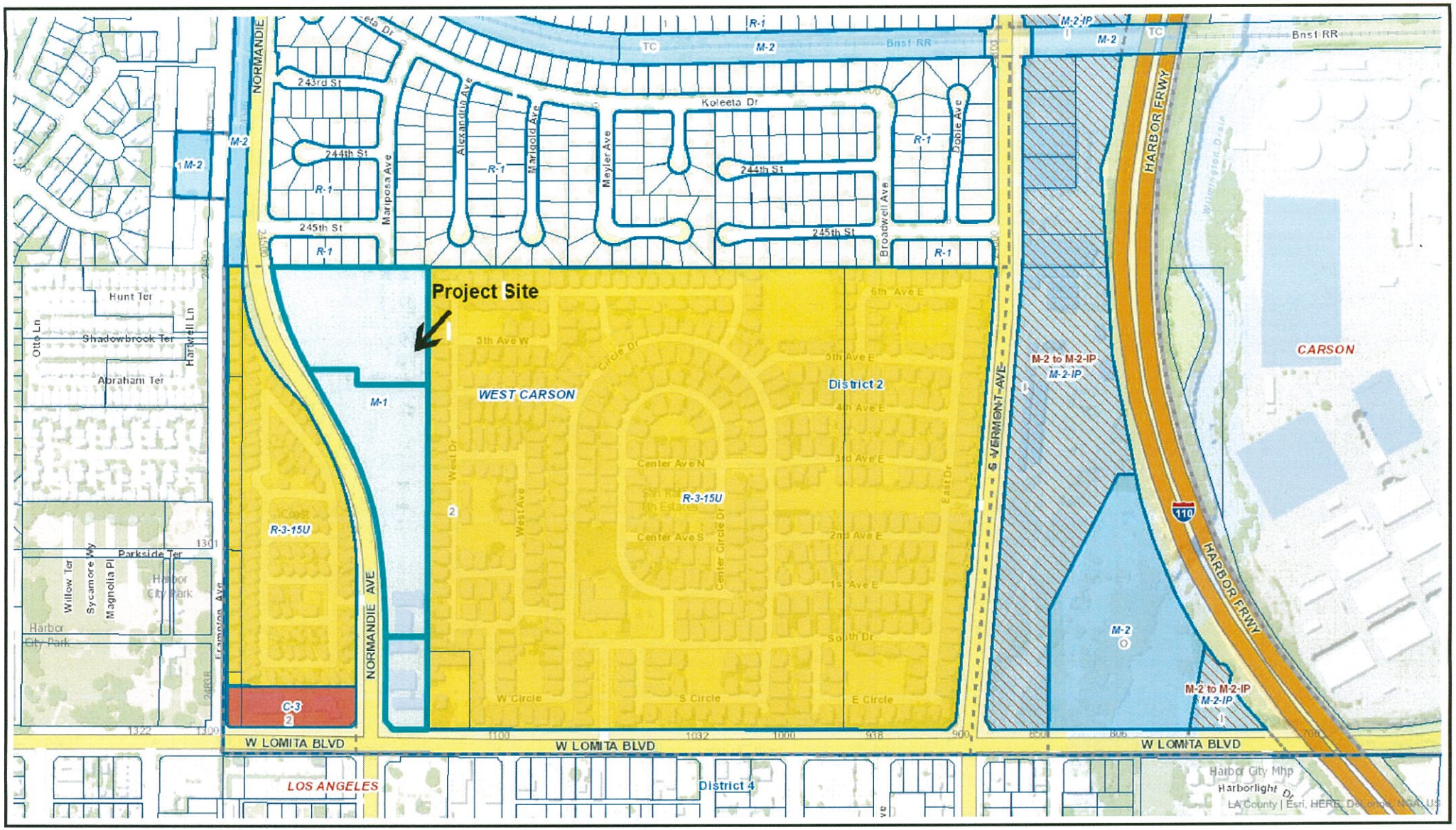
**beings, either directly or indirectly?**

The project will require mitigation measures regarding air quality, cultural resources, hazards/hazardous materials, noise, and transportation/traffic in order for its impacts on human beings in these areas to be less than significant. These measures are delineated in the attached Mitigation Monitoring Program document. No other substantial adverse effects on human beings were identified. Therefore, the overall impact of the project on humans would be less than significant with appropriate mitigation.

| # | Environmental Factor | Mitigation | Action Required | When Monitoring to Occur | Responsible Agency or Party | Monitoring Agency or Party |
|---|---|---|---|---|---|---|
| AQ-1 | Air Quality | **Architectural Coatings.** The permittee shall use only paints and architectural coatings where the content of volatile organic compounds (VOC) does not exceed zero grams per liter (g/l) for interior and 50 g/l for exterior residential and non-residential applications. | Use of low-VOC or no-VOC paints. Paints used shall be indicated on the project's Master Plot Plan. | Upon approval of Master Plot Plan | Permittee | DRP, DPH |
| AQ-2 | Air Quality | **Construction Equipment Exhaust.** The permittee shall use construction equipment that utilizes a Tier IV engine emissions output equivalent for all construction activities | Use ot Tier IV engine emissions output equivalent on all construction equipment | During construction | Permittee | DRP |
| CR-1 | Cultural Resources | **Cultural Remains.** Should cultural resource remains be encountered during land modification activities, work shall cease, and the Los Angeles County Director of Regional Planning contacted immediately to determine appropriate measures to mitigate adverse impact to the discovered resources. If human remains are discovered within the boundaries of the project area, then the procedures described in Section 7050.5 of the California Health and Safety Code shall be followed. These procedures require notification of the County Coroner. If the County Coroner determines that the discovered remains are those of Native American ancestry, then the Native American Heritage Commission (NAHC) must be notified by telephone within 24 hours; Sections 5097.94 and 5097.98 of the Public Resources Code describes the procedures to be followed after the notification of the NAHC | Contact County Coroner, NAHC, follow relevant sections of Public Resources Code | Upon discovery of human or cultural remains | Permittee | DRP, Coroner, NAHC |
| HAZ-1 | Hazards/Hazardous Materials | **Petroleum in Soil.** In the event that ground-disturbing activities expose abandoned piping, petroleum in soil, an abandoned waste disposal system, debris not encountered during the Phase II site reconnaissance, or any other suspect materials, encountered materials shall be segregated for proper characterization and disposal or recycle. Proper disposal or recycle of suspect materials shall be performed in accordance with County regulations and subject to monitor and review by the Hazardous Materials Division of the Los Angeles County Fire Department ("Hazmat"). | Segregation and disposal of petroleum or chemical waste materials | Upon discovery of abandoned piping, petroleum in soil, waste disposal system, or any other suspect debris or materials | Permittee | DRP, Fire |

| | | | | | | |
|---|---|---|---|---|---|---|
| HAZ-2 | Hazards/Hazardous Materials | **Re-abandonment of Oil Wells.** Prior to issuance of grading permits, inactive oil wells "Faith" 64 and "Ring-Hawkins" 4 shall be re-abandoned in accordance with current California Code of Regulations Title 14 Section 1981 abandonment standards. All required documentation shall be submitted to the Division of Oil, Gas & Geothermal Resources (DOGGR) and the site inspected by DOGGR engineer. Prior to inspection by DOGGR, the DOGGR Report of Well Plugging and Abandonment shall be submitted to the Los Angeles County Fire Department and the Department of Regional Planning for review and approval | Obtain Reports of Well Plugging and Abandonment for three identified oil wells | Prior to grading permit approval | Permittee | DRP, Fire, DOGGR |
| N-1 | Noise | **Construction Equipment Noise.** If electrical service is available within 150 feet, electrical power shall be used to run air compressors and similar power tools. Internal combustion engines shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the project site without the manufacturer-recommended muffler. All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers. | Use of electrical power for tools, mufflers for internal combustion engines | During construction | Permittee | DRP, DPH |
| N-2 | Noise | **Additional Construction Noise Controls.** For all mobile construction equipment operating within 250 feet of adjacent residential receptors, and for all stationary construction equipment operating on the project site, additional noise attenuation techniques shall be employed to ensure that noise remains within levels allowed by the County of Los Angeles noise restrictions. Prior to issuance of grading permits, the Applicant shall submit a mitigation plan prepared by a qualified engineer or other acoustical expert for review and approval by the departments of Regional Planning and Public Health that identifies noise control measures that achieve a minimum 20 dBA reduction in construction-related noise levels. The mitigation plan may include use of vibratory pile drivers or other pile driving noise controls, sound curtains, engineered equipment controls, or other methods. Noise control requirements shall be noted on project construction drawings and verified by the Building and Safety Division during standard inspection procedures | Use of noise barriers for construction equipment within 250 feet of residences | During construction | Permittee | DRP, DPH |

| | | | | | | |
|---|---|---|---|---|---|---|
| N-3 | Noise | **Neighbor Notification.** Provide notification to commercial and residential occupants adjacent to the project site at least 24 hours prior to initiation of construction activities that could significantly affect outdoor or indoor living areas. This notification shall include the anticipated hours and duration of construction and a description of noise reduction measures. The notification shall include a telephone number for local residents to call to submit complaints associated with construction noise. The notification shall be posted on Normandie Avenue and Lomita Boulevard adjacent to the project site, and shall be easily viewed from adjacent public areas. | Notification of adjacent neighbors 24 hours prior to significant noise generating activities | 24 hours prior to occurrence, During construction | Permittee | DRP, DPH |
| T-1 | Transportation/Traffic | **Right Turn Lanes.** Prior to issuance of Final Map, the permittee shall contribute fair share funds for the construction of a southbound right turn overlap lane and an eastbound right turn lane at the intersection of Normandie Avenue and Lomita Boulevard, to the satisfaction of the Department of Public Works. | Payment of fair share funds for construction of right turn lanes at Normandie/Lomita intersection | Prior to Final Map approval | Permittee | DRP, DPW |
| MC-1 | 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 and completed. | Submittal and approval of compliance report and replenishing mitigation monitoring account | Yearly and as required until all measures are completed. | Permittee | DRP |




# TR 073203

## GIS Map

Printed: Oct 26, 2016

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Feet

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# PHOTO EXHIBIT

## Tract Map No. 73203

## LEGEND

(#) → PICTURE LOCATION

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December 02, 2014

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# PHOTO EXHIBIT

## Tract Map No. 73203

## LEGEND

(#) PICTURE LOCATION

NORMANDIE HARBOR CITY INVESTORS, LLC
1880 CENTURY PARK EAST, SUITE 714
LOS ANGELES, CA 90067

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December 02, 2014

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