Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Bruce W. McClendon FAICP
Director of Planning

July 8, 2008

TO: Librarian
Carson Regional Library
151 E. Carson Street
Carson, CA 90745-2797

FROM: Mr. Jodie Sackett
Senior Regional Planning Assistant
Department of Regional Planning
Land Divisions Section
320 West Temple Street, Room 1382
Los Angeles, California 90012

SUBJECT: VESTING TENTATIVE TRACT MAP NO. 067784
GENERAL PLAN AMENDMENT CASE NO. 2006-00015-(2)
ZONE CHANGE CASE NO. 2006-00012-(2)
CONDITIONAL USE PERMIT CASE NO. 2006-00321-(2)

The subject project is scheduled for a public hearing before the Regional Planning Commission of Los Angeles County on August 13, 2008.

Please have the materials listed below available to the public until further notice.

If you have any questions regarding this matter, please contact Mr. Jodie Sackett of the Land Divisions Section of the Department of Regional Planning at (213) 974-6433.

Thank you.

Attachments:
1. Vesting Tentative Tract Map No. 067784 and Exhibit "A" dated November 20, 2007
2. Land Use Map
3. Notice of Public Hearing
4. Draft Factual
5. Draft Reports/Conditions
6. Burdens of Proof for Plan Amendment, Zone Change and CUP
7. Environmental Documentation

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

NOTICE OF PUBLIC HEARING FOR
A PROPOSED LAND DIVISION

NOTICE OF INTENT TO ADOPT
A MITIGATED NEGATIVE DECLARATION

Bruce W. McClendon FAICP
Director of Planning

VESTING TENTATIVE TRACT MAP NO. 067784
GENERAL PLAN AMENDMENT NO. 2006-00015-(2)
ZONE CHANGE NO. 2006-00012-(2)
CONDITIONAL USE PERMIT NO. 2006-00321-(2)

Notice is hereby given that the Los Angeles County Regional Planning Commission will conduct a public hearing concerning this proposed land development on Wednesday, August 13, 2008 at 9:00 a.m., in Room 150, Hall of Records, 320 West Temple Street, Los Angeles, California 90012. Room 150 will open to the public at 8:50 a.m. Interested persons will be given an opportunity to testify.

Project Location: The property is located at 22425-22433 S. Vermont Avenue, within the unincorporated community of West Carson and in the Carson Zoned District of Los Angeles County.

Project Description: The project proposes one multi-family lot with 246 attached condominium units in one building, to be built to green building certification standards. The building varies from two to four stories in height, with a courtyard, pool area and an attached five-level parking structure on 4.74 gross acres (4.31 net). An associated request is also proposed to amend the General Plan from Category I (Major Industrial) to Category 4 (High Density Residential- Greater Than 22 Dwelling Units Per Gross Acre) and to change the existing M-1 (Light Manufacturing) zoning to R-4-47U-DP (Unlimited Residence-Development Program). The applicant is requesting approval of a Conditional Use Permit for the Development Program zone. An administrative housing permit is proposed, for a 20 percent density bonus (40 units) with 10 percent affordable housing (22 units) set aside for lower-income households. The Housing Permit is subject to a Director's Review subsequent to adoption of the Zone Change and approval of the Plan Amendment. The existing 93,000 square-foot multi-use warehouse structure, along with the surface parking lot, is proposed to be demolished. Approximately 56,000 cubic yards of cut/fill grading is proposed, with 16,400 cubic yards to be imported from offsite.

Environmental Determination: A Mitigated Negative Declaration has been prepared for this project. The draft environmental document concludes that the project design and/or suggested conditions will adequately mitigate impacts associated with noise, air quality, traffic and emergency services to a level of less than significant/no impact. Notice is hereby given that the County of Los Angeles will consider a recommendation to adopt a Mitigated Negative Declaration.

This project does not affect the zoning of surrounding properties. If you are unable to attend the public hearing but wish to send written comments, please write to the Department of Regional Planning at the address given below, Attention: Mr. Jodie Sackett. You may also obtain additional information concerning this case by phoning Mr. Jodie Sackett at (213) 974-6433. Callers from North County areas may dial (661) 272-0964 (Antelope Valley) or (661) 253-0111 (Santa Clarita) and then ask to be connected to (213) 974-6433. Public service hours: 7:30 a.m. to 6:00 p.m., Monday through Thursday. Our office is closed on Fridays.

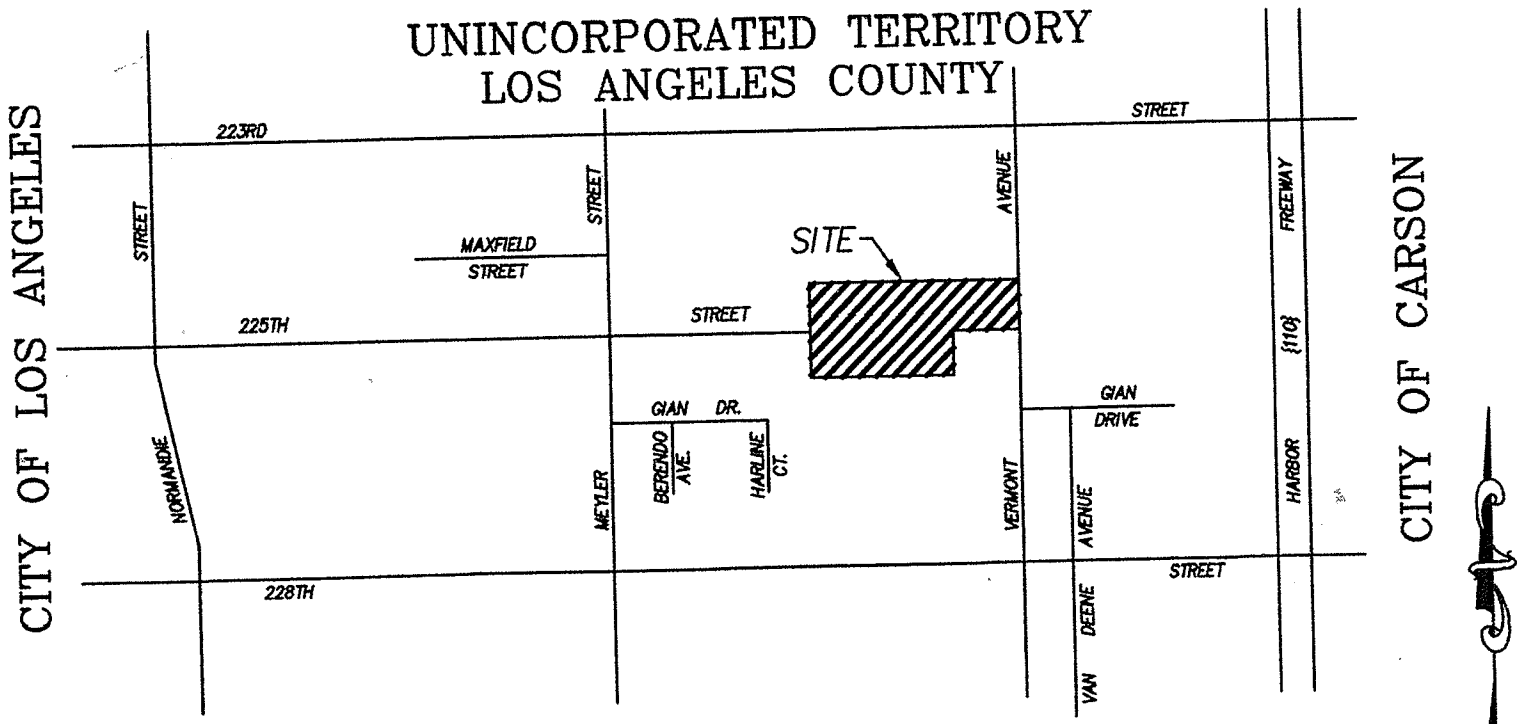
If a County action is challenged in court, testimony may be limited to issues raised at the public hearing or by written correspondence delivered to the Regional Planning Commission at or prior to the public hearing.

Case materials are available for inspection during regular working hours at the Department of Regional Planning, Land Divisions Section, Room 1382, Hall of Records, 320 West Temple Street, Los Angeles, California 90012; Telephone (213) 974-6433. Public service hours: 7:00 a.m. to 5:30 p.m., Monday through Thursday. **Our office is closed on Fridays**. These materials will also be available for review beginning July 14, 2008 at the Carson Regional Library located at 151 E. Carson Street, Carson, CA 90745-2797, (310) 830-0901. Selected materials are also available on the Department of Regional Planning website at http://planning.lacounty.gov.

BRUCE W. McCLENDON, FAICP
Director of Planning

"**ADA ACCOMMODATIONS:** If you require reasonable accommodations or auxiliary aids and services such as material in alternate format or a sign language interpreter, please contact the ADA (Americans with Disabilities Act) Coordinator at (213) 974-6488 (Voice) or (213) 617-2292 (TDD), with at least three business days notice".

"Este es un aviso de una audiencia publica de acuerdo al Decreto de la Protección del Medio Ambiente de California. El proyecto que se considera por el Condado de Los Angeles es una propuesta para construir siete edificios de 246 condominios total en 4.74 acres y para enmendar el mapa de uso de terreno del plan de la general de "I" a "4" y un cambio de zona para cambiar de M-1 a R-4-DP y un permiso de uso condicional. La audiencia publica para considerar el proyecto se llevara acabo el 13 de agosto de 2008. Si necesita mas información, o si quiere este aviso en Español, favor llamar al Departamento de Planificación al (213) 974-6466."



VICINITY MAP

NOT TO SCALE

Los Angeles County Department of Regional Planning
320 West Temple Street, Los Angeles, California 90012
Telephone (213) 974-6433

PROJ. NO. TR067784-(2)
VESTING TENTATIVE TRACT MAP NO. 067784
PLAN AMENDMENT CASE NO. 2006-0015-(2)
ZONE CHANGE CASE NO. 2006-0012-(2)
CONDITIONAL USE PERMIT CASE NO. 2006-0321-(2)
HOUSING PERMIT CASE NO. 2006-0003-(2)

RPC/HO MEETING DATE	CONTINUE TO
AGENDA ITEM(S) TBD	
PUBLIC HEARING DATE August 13, 2008	

APPLICANT	OWNER	REPRESENTATIVE
Shea Presidio Red Oak, LLC	Shea Presidio Red Oak, LLC	Alliance Land Planning

REQUEST

General Plan Amendment: Amend the General Plan from Category I (Major Industrial) to Category 4 (High Density Residential- Greater Than 22 Dwelling Units Per Gross Acre).
Zone Change: Change the existing M-1 (Light Manufacturing) zoning to R-4-47.8U-DP (Unlimited Residence-47.8 Dwelling Units Per Net Acre- Development Program).
Conditional Use Permit : For the Development Program zone.
Vesting Tentative Tract Map: To create one multi-family lot with 246 attached condominium units in one building on 4.74 gross acres.

LOCATION/ADDRESS	ZONED DISTRICT
22425-22433 S. Vermont Avenue	Carson
	COMMUNITY West Carson
ACCESS S. Vermont Avenue	**EXISTING ZONING** M-1 (Light Manufacturing)

SIZE	EXISTING LAND USE	SHAPE	TOPOGRAPHY
4.74 gross acres (4.31 net)	One multi-use warehouse	rectangular	flat

SURROUNDING LAND USES & ZONING

North: Light industrial/manufacturing, warehouse, mobile home park, single-family residences, townhomes / M-1, A-1, R-3-17U-DP, RPD-5,000-12DU (Residential Planned Development- 5,000 Square Foot Minimum Required Lot Area- 12 Dwelling Units Per Net Acre)	**East:** Light industrial/manufacturing, warehouse, single-family residences, townhomes/ M-1, R-3-17U-DP, A-1
South: Hospital, single-family residences, townhomes / R-3-17U-DP, A-1	**West:** Light industrial/manufacturing, warehouse, single-family residences, townhomes / A-1, RPD-5,000-12DU

GENERAL PLAN	DESIGNATION	MAXIMUM DENSITY	CONSISTENCY
Los Angeles Countywide General Plan	"I" (Major Industrial) (Category 4 with Plan Amendment)	none	n/a

ENVIRONMENTAL STATUS

Mitigated Negative Declaration – Impacts reduced to less than significant/no impact with project mitigation include noise, air quality, traffic and emergency services.

DESCRIPTION OF SITE PLAN

The Vesting Tentative Tract Map and Exhibit "A", dated September 20, 2007, depicts one multi-family lot with 246 attached condominium units in one building, varying from two to four stories in height, with a courtyard, pool area and an attached five-level parking structure on 4.74 gross acres (4.31 net). The building and parking structure are surrounded by a 28.5-foot wide private driveway and fire lane, except for a 140-foot-long portion of the building along the southerly project boundary, which has a proposed five-foot setback from adjacent properties. The structure varies from two to four stories in height, with a maximum height of 56 feet and three inches for the parking structure. Primary access will be gated at the main project entrance along S. Vermont Avenue, while a separate gated emergency access is available at the termination of 225th Street at the rear of the subject property. The existing 93,000 square-foot multi-use warehouse structure, along with the surface parking lot, is proposed to be demolished. Approximately 29 percent (or 1.28 acres) of the project site is proposed as open space and recreational area, to include a swimming pool, landscaping, courtyards, water fountains and planters. Approximately 56,000 cubic yards of cut/fill grading is proposed, with 16,400 cubic yards to be imported from offsite.

KEY ISSUES

- Land Use Conversion: A General Plan Amendment and Zone Change are proposed to convert the existing industrial land use and zoning to high-density residential. Preservation of the employment base and industrial lands are goals of the General Plan. The subject project proposes to eliminate the existing industrial jobs and industrial land use.
- Development Density and Building Mass: The project proposes a density of 43.5dwelling units per gross acre. A density analysis submitted by the applicant shows the surrounding development density to be 11.2 dwelling units per acre, identifying the proposed project density as incompatible. In addition, one continuous attached structure is proposed to cover the project site, identifying the project's building mass as incompatible with the surrounding single-family residences and townhomes.
- Infill Development and Affordable Housing: The proposed development will add 246 new residential units at an urban infill location, conserving natural resources and revitalizing the community. There are 22 units of affordable housing proposed with an administrative housing permit, in a convenient location accessible to existing jobs and services.
- Green Building: The proposed development meets the criteria to become green building certified.

CASE No. TR067784-(2)

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

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

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

COMMITTEE RECOMMENDATION (Subject to revision based on public hearing)

☒ APPROVAL ☐ DENIAL

☐ No improvements ____ 20 Acre Lots ____ 10 Acre Lots ____ 2½ Acre Lots ____Sect 191.2

☒ Street improvements __X__ Paving __X__ Curbs and Gutters __X__ Street Lights

__X__ Street Trees __X__ Traffic Signal(s) __X__ Sidewalks __X__ Off Site Paving (Normandie Ave.—City of L.A.)

☒ Water Mains and Hydrants ☒ Underground Utilities

☒ Drainage Facilities (SUSMP)

☒ Sewer

☒ Park Dedication "In-Lieu Fee"

DEPARTMENT OF REGIONAL PLANNING **Map Date: Sept. 20, 2007**
VESTING TENTATIVE TRACT MAP NO. 067784 **Exhibit "A" Date: Sept. 20, 2007**

DRAFT CONDITIONS:

1. Conform to the applicable requirements of Title 21 and Title 22 of the Los Angeles County Code ("County Code"), including the requirements of the R-4-DP (Unlimited Residential – Development Program) zone. Also, conform to the requirements of Conditional Use Permit Case No. 2006-00321-(2) and the Mitigation Monitoring Program ("MMP").

2. Recordation of the final map is contingent upon approval of General Plan Amendment Case No. 2006-00015-(2) and adoption of Zone Change Case No. 2006-00012-(2) by the Los Angeles County Board of Supervisors ("Board").

3. Administrative approval of the associated Housing Permit Case No. 2006-00003-(2) by the Director of Regional Planning is contingent upon approval of Plan Amendment Case No. 2006-00015-(2) by the Board.

4. Label the interior driveways as "Private Driveway and Fire Lane" on the final map.

5. Construct or bond with the Los Angeles County Department of Public Works ("Public Works") for driveway paving in widths as shown on the approved Exhibit "A", dated September 20, 2007, to the satisfaction of the Los Angeles County Department of Regional Planning ("Regional Planning") and the Los Angeles County Fire Department.

6. Submit a copy of the project Covenants, Conditions and Restrictions ("CC&Rs") to Regional Planning for review prior to final map approval.

7. Provide in the CC&Rs a method for the continuous maintenance of all common areas, including the driveways, landscaping and the lighting system along all walkways and outdoor seating areas, to the satisfaction of Regional Planning.

8. Reserve in the CC&Rs the right for all residents within the condominium project to use the driveway for access and the guest parking spaces throughout the subdivision.

9. Disclose in the CC&Rs information related to business operations and business hours for all adjacent non-residential uses, to include information regarding noise and other nuisances.

10. The subject property shall be developed and maintained in substantial compliance with the approved Exhibit "A", dated September 20, 2007.

11. Prior to final map approval, submit a draft copy of an affidavit of disclosure for the surrounding non-residential land uses, to include the adjacent bakery. Include in

the covenant information regarding the business operations and hours for adjacent non-residential uses, to be consistent with the information disclosed in the CC&Rs. Submit a recorded copy of the affidavit after final map recordation.

12. Place a note or notes on the final map, to the satisfaction of Regional Planning and Public Works, that this subdivision is approved as a condominium project for a total of 246 residential units whereby the owners of the units of air space will hold an undivided interest in the common areas, which will in turn provide the necessary access, and utility easements for the units.

13. Prior to final map approval, submit a draft copy of a covenant and agreement stating that 22 dwelling units of the condominium development will remain set-aside for lower income households for the life of the development. Submit a copy of the document to Regional Planning after recordation.

14. Remove all existing structures on the subject property. Submit a copy of a demolition permit prior to final map approval.

15. The subdivider or successor in interest shall plant at least 38 trees (one tree for every 5,000 square feet of the net project area) of a non-invasive species throughout the landscaped and common areas of the subject project. The location and the species of said trees shall be incorporated into a site plan or landscape plan. Prior to final map approval, the site/landscaping plan shall be approved by Regional Planning, and a bond shall be posted with Public Works or other verification shall be submitted to the satisfaction of Regional Planning to ensure the planting of the required trees.

16. Within five days of the tentative map approval date, remit a $1,926.75 processing fee payable to the County of Los Angeles in connection with the filing and posting of a Notice of Determination in compliance with Section 21152 of the California Public Resources Code and Section 711 of the California Fish and Game Code to defray the costs of fish and wildlife protection and management incurred by the California Department of Fish and Game. No project subject to this requirement is final, vested or operative until the fee is paid.

17. Within five days of the tentative map approval, as provided in the MMP, deposit the sum of $3,000.00 with Regional Planning in order to defray the cost of reviewing the subdivider's reports and verifying compliance with the information contained in the reports required by the MMP.

18. The mitigation measures set forth in the "Project Mitigation Measures Due to Environmental Evaluation" section of the Mitigated Negative Declaration for the project are incorporated by this reference and made conditions of this project. Comply with all such mitigation measures in accordance with the attached Mitigation Monitoring Plan. Record a covenant and agreement, and submit a copy to Regional Planning for approval, agreeing to the mitigation measures imposed

by the Mitigated Negative Declaration for this project.

19. As a means of ensuring the effectiveness of the mitigation measures, the subdivider shall submit annual mitigation monitoring reports to Regional Planning. The reports shall describe the status of the subdivider's compliance with the required mitigation measures.

20. Pursuant to Chapter 22.72 of the County Code, the subdivider or his successor in interest shall pay a fee to the Los Angeles County Librarian prior to issuance of any building permit in the amount of $196,062.00 and provide proof of payment to Regional Planning.

21. No grading permit may be issued prior to final map recordation unless otherwise authorized by the Director of Planning.

22. The subdivider 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 tentative map approval, or related discretionary project approvals, whether legislative or quasi-judicial, which action is brought within the applicable time period of Government Code Section 65499.37 or any applicable limitation period. The County shall promptly notify the subdivider of any claim, action, or proceeding and the County shall cooperate fully in the defense.

23. In the event that any claim, action, or proceeding as described above is filed against the County, the subdivider shall within 10 days of the filing pay Regional Planning an initial deposit of $5,000.00, from which actual costs shall be billed and deducted for the purpose of defraying the expense involved in the department's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance to the subdivider or the subdivider's counsel. The subdivider shall also pay the following supplemental deposits, from which actual costs shall be billed and deducted:

    a. If during the litigation process, actual costs incurred reach 80 percent of the amount on deposit, the subdivider shall deposit additional funds to bring the balance up to the amount of the initial deposit. There is no limit to the number of supplemental deposits that may be required prior to completion of the litigation;

    b. At the sole discretion of the subdivider, the amount of an initial or supplemental deposit may exceed the minimum amounts defined herein.

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

Except as expressly modified herein above, this approval is subject to all those conditions set forth in the CUP and attached MMP, and the attached reports recommended by the Los Angeles County Subdivision Committee, consisting of the Departments of Public Works, Fire, Parks and Recreation, and Public Health.

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DEPARTMENT OF REGIONAL PLANNING
CONDITIONAL USE PERMIT CASE NO. 2006-00321-(2)

Exhibit "A" Date: September 20, 2007

DRAFT CONDITIONS:

1. This grant authorizes the use of a Development Program of the subject property for 246 new attached condominium units in one attached multi-family building in a gated development, with 1.28 acres of landscaping and common open area, as depicted on the approved Exhibit "A" (dated April 24, 2007) or an approved revised Exhibit "A", subject to all of the following conditions of approval.

2. Approval of Conditional Use Permit ("CUP") Case No. 2006-00321-(2) is contingent upon approval of General Plan Amendment Case No. 2006-00015-(2) and adoption of Zone Change Case No. 2006-00012-(2) by the Los Angeles County Board of Supervisors ("Board").

3. 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 Department of Regional Planning ("Regional Planning") their affidavit stating that they are aware of, and agree to accept, all the conditions of this grant and that the conditions have been recorded as required by Condition No. 8, and until all required monies have been paid pursuant to Condition Nos. 8, 12 and 47.

4. Unless otherwise apparent from the context, the term "permittee" shall include the applicant and any other person, corporation, or entity making use of this grant.

5. If any provision of this grant is held or declared to be invalid, the permit shall be void and the privileges granted hereunder shall lapse.

6. Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Regional Planning Commission or Hearing Officer may, after conducting a public hearing, revoke or modify this grant, if it finds that these conditions have been violated or that this grant has been exercised so as to be detrimental to the public health or safety or so as to be a nuisance.

7. Prior to the use of this grant, the terms and conditions of the grant shall be recorded in the office of the Los Angeles County Recorder. In addition, upon any transfer or lease of the subject property during the term of this grant, the permittee shall promptly provide a copy of the grant and its terms and conditions to the transferee or lessee of the subject property.

8. Within five days of the approval date, remit a $1,926.75 processing fee payable to the County of Los Angeles in connection with the filing and posting of a Notice

of Determination in compliance with Section 21152 of the California Public Resources Code and Section 711 of the California Fish and Game Code to defray the costs of fish and wildlife protection and management incurred by the California Department of Fish and Game. No project subject to this requirement is final, vested or operative until the fee is paid.

9. The subject property shall be developed and maintained 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. If inspections are required to ensure compliance with the conditions of this grant, or if any inspection discloses that the property is being used in violation of any condition of this grant, the permittee shall be financially responsible and shall reimburse Regional Planning for all inspections and for any enforcement efforts necessary to bring the subject property into compliance. Inspections shall be made to ensure compliance with the conditions of this grant as well as adherence to development in accordance with the approved site plan on file. The amount charged for inspections shall be the amount equal to the recovery cost at the time of payment (currently $150.00 per inspection).

11. 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 limitation period. The County shall notify the permittee of any claim, action or proceeding and the County shall reasonably cooperate in the defense.

12. In the event that any claim, action, or proceeding as described above is filed against the County, the permittee shall within ten days of the filing pay Regional Planning an initial deposit of $5,000.00 from which actual costs shall be billed and deducted for the purpose of defraying the expense involved in the department's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance to the permittee or permittee's counsel. The permittee shall also pay the following supplemental deposits, from which actual costs shall be billed and deducted:

    a. If during the litigation process, actual costs incurred reach 80 percent of the amount on deposit, the permittee shall deposit additional funds sufficient to bring the balance up to the amount of the initial deposit. There is no limit to the number of supplemental deposits that may be required prior to completion of the litigation; and

    b. At the sole discretion of the permittee, the amount of an initial or supplemental deposit may exceed the minimum amounts defined herein.

c. The cost for collection and duplication of records and other related documents will be paid by the permittee in accordance with Los Angeles County Code ("County Code") Section 2.170.010.

13. This grant shall expire unless used within two years after the recordation of a final map for Vesting Tentative Tract Map No. 067784. In the event that Vesting Tentative Tract Map No. 067784 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.

14. The subject property shall be graded, developed and maintained in substantial conformance with the approved tentative tract map and the approved Exhibit "A", dated September 20, 2007, or an approved revised Exhibit "A".

15. The development of the subject property shall conform to the conditions approved for Vesting Tentative Tract Map No. 067784.

16. All development shall comply with the requirements of the Zoning Ordinance and of the specific zoning of the subject property, except as specifically modified by this grant, as set forth in these conditions, including the approved Exhibit "A," or a revised Exhibit "A" approved by the Director of Regional Planning ("Director of Planning").

17. This grant authorizes the following modifications as shown on the approved Exhibit "A" from the provisions set forth in Section 22.48.160 of the County Code:

    a. Modification of the maximum permitted front yard wall and fence height of 42 inches in the R-4 zone to allow up to 60 inches.

18. No grading permit shall be issued prior to the recordation of a final map except as authorized by the Director of Planning.

19. A minimum of 431 automobile parking spaces, as depicted on the approved Exhibit "A" (dated September 20, 2007) or on an approved revised Exhibit "A", shall be provided and continuously maintained on the subject property, developed to the specifications listed in Section 22.52.1060 of the County Code. The requirement to provide at least two covered parking spaces for each dwelling unit as been modified in accordance with Section 22.52.1850, which allows a reduced parking rate for one-bedroom units for qualified affordable housing projects. There shall be at least 59 guest parking spaces distributed throughout the parking structure as depicted on the approved Exhibit "A" (dated September 20, 2007) or an approved revised Exhibit "A". The required parking spaces shall be continuously available for vehicular parking only and shall not be used for storage, automobile repair, or any other unauthorized use. The

permittee shall provide for continual enforcement in the Covenants, Conditions, and Restrictions ("CC&Rs") to the satisfaction of Regional Planning.

20. Pursuant to Section 1129B of the State Building Code, three of the 59 guest parking spaces must be an accessible parking space for the disabled (one van-accessible). Prior to the issuance of any building permit, the permittee shall submit to the Director of Planning for review and approval three copies of a revised Exhibit "A" showing the required accessible parking spaces.

21. Submit a copy of the project Covenants, Conditions and Restrictions ("CC&Rs") to Regional Planning for review prior to final map approval.

22. Provide in the CC&Rs a method for the continuous maintenance of the common areas, including the driveways, landscaping and the lighting system along all walkways and outdoor seating areas, to the satisfaction of Regional Planning.

23. Reserve in the CC&Rs the right for all residents within the condominium project to use the driveway for access and the guest parking spaces throughout the subdivision.

24. State in the CC&Rs that parking of recreational vehicles and outside storage shall not be allowed within the development.

25. State in the CC&Rs that any graffiti on the subject property shall be removed by 6:00 AM the next day.

26. Disclose in the CC&Rs information related to business operations and business hours for all adjacent non-residential uses, to include information regarding noise and other nuisances.

27. All utilities shall be placed underground.

28. All structures shall comply with the requirements of the Division of Building and Safety of the Los Angeles County Department of Public Works ("Building and Safety").

29. Detonation of explosives or any other blasting devices or material shall be prohibited unless all required permits have been obtained and adjacent property owners have been notified.

30. All grading and construction on the subject property and appurtenant activities, including engine warm-up, shall be restricted to Monday through Friday, between 7:00 a.m. and 6:00 p.m., and Saturday, between 8:00 a.m. and 5:00 p.m. No Sunday or holiday operations are permitted.

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31. The permittee shall implement a dust control program during grading and construction to the satisfaction of the Director of Planning and the Director of Public Works.

32. The permittee shall, upon commencement of any grading activity allowed by this permit, diligently pursue all grading to completion.

33. No construction equipment or vehicles shall be parked or stored on any existing public or private streets.

34. The permittee shall obtain all necessary permits from the Los Angeles County Department of Public Works ("Public Works") and shall maintain all such permits in full force and effect throughout the life of this permit.

35. All construction and development within the subject property shall comply with the applicable provisions of the Building Code and the various related mechanical, electrical, plumbing, fire, grading and excavation codes as currently adopted by the County.

36. All structures, walls and fences open to public view shall remain free of extraneous markings, drawings, or signage. These shall include any of the above that do not directly relate to the use of 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.

37. In the event such extraneous markings occur, the permittee shall remove or cover said markings, drawings, or signage within 24 hours of such occurrence, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.

38. The permittee shall utilize water-saving devices and technology in the construction of this project consistent with Los Angeles County Building and Plumbing Codes.

39. The property shall be developed and maintained in compliance with all applicable requirements of the Los Angeles County Department of Public Health ("Public Health"). Adequate water and sewage facilities shall be provided to the satisfaction of said department.

40. Upon approval of this grant, the permittee shall contact the Fire Prevention Bureau of the Los Angeles County Forester and Fire Warden ("Forester") to determine what facilities may be necessary to protect the property from fire hazard. Any necessary facilities including, but not limited to water mains, fire hydrants, and fire flow facilities, shall be provided to the satisfaction of and within the time periods established by said Department.

41. Prior to the issuance of any grading and/or building permit, a site plan shall be submitted to and approved by the Director of Planning indicating that the proposed construction and/or associated grading complies with the conditions of this grant and the provisions of the County Code.

42. Prior to the issuance of any grading and/or building permit, the permittee shall submit to the Director of Planning for review and approval three copies of a landscape plan. The landscape plan shall show size, type, and location of all plants, trees, and watering facilities. All landscaping shall be maintained in a neat, clean, and healthful condition, including proper pruning, weeding, removal of litter, fertilizing and replacement of plants when necessary. To the maximum extent feasible, drip irrigation systems shall be employed.

43. Timing of Planting. Prior to the issuance of building permits for any construction the applicant shall submit a landscaping and phasing plan for the landscaping associated with that construction to be approved by the Director of Planning. This phasing plan shall establish the timing and sequencing of the required landscaping.

44. The planting shall begin at the time of occupancy of each building. The required planting of new trees, shrubs and/or ground cover shall be completed within six months following occupancy.

45. The following development program conditions shall apply:

    a. No building or structure of any kind except a temporary structure used only in the developing of the property according to the development program shall be built, erected, or moved onto any part of the property.

    b. No existing building or structure which under the program is to be demolished shall be used.

    c. No existing building or structure which, under the program, is to be altered shall be used until such building or structure has been so altered.

    d. All improvements shall be completed prior to the occupancy of any structures within each phase of development to the satisfaction of the Director of Planning.

    e. Where one or more buildings in the projected development are designated as primary buildings, building permits for structures other than those so designated shall not be issued until the foundations have been constructed for such primary building or buildings.

46. The mitigation measures set forth in the "Project Mitigation Measures Due to Environmental Evaluation" section of the Mitigated Negative Declaration for the project are incorporated herein by this reference and made conditions of this

grant. The permittee shall comply with all mitigation measures in accordance with the attached Mitigation Monitoring Program ("MMP"). After completion of the appeal period, record a covenant and agreement, and submit a copy to Regional Planning for approval, agreeing to the mitigation measures imposed by the Mitigated Negative Declaration for this project. As a means of ensuring the effectiveness of the mitigation measures, the permittee shall submit annual mitigation monitoring reports to Regional Planning for approval. The reports shall describe the status of the permittee's compliance with the required mitigation measures.

47. Deposit the sum of $3,000.00 with Regional Planning in order to defray the cost of reviewing the subdivider's reports and verifying compliance with the information contained in the reports required by the MMP. The permittee shall retain the services of a qualified Environmental/Mitigation Monitoring Consultant, subject to the approval of the Director of Planning, to ensure that all applicable mitigation measures are implemented and reported in the required Mitigations Monitoring Reports.

DRAFT

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION – SUBDIVISION
TRACT NO. 67784 (Rev.)

TENTATIVE MAP DATED 09-20-2007
EXHIBIT MAP DATED 09-20-2007

The following reports consisting of 11 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/parcel 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. 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.

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

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

10. Reserve reciprocal easements for drainage, ingress/egress, sewer, water, utilities, and maintenance purposes, etc., in documents over the private driveways to the satisfaction of Public Works.

11. Quitclaim or relocate easements running through proposed structures.

12. Remove existing buildings prior to final map approval. Demolition permits are required from the Building and Safety office.

13. 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.

14. 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.

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

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION – SUBDIVISION
TRACT NO. 67784 (Rev.) TENTATIVE MAP DATED 09-20-2007
EXHIBIT MAP DATED 09-20-2007

16. 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 $2,000 (Minor Land Divisions) or $5,000 (Major Land Divisions) with Public Works to defray the cost of verifying conditions of approval for the purpose of issuing final map clearances. This deposit will cover the actual cost of reviewing conditions of approval for Conditional Use Permits, Tentative Tract and Parcel Maps, Vesting Tentative Tract and Parcel Maps, Oak Tree Permits, Specific Plans, General Plan Amendments, Zone Changes, CEQA Mitigation Monitoring Programs and Regulatory Permits from State and Federal Agencies (Fish and Game, USF&W, Army Corps, RWQCB, etc.) as they relate to the various plan check activities and improvement plan designs. In addition, this deposit will be used to conduct site field reviews and attend meetings requested by the applicant and/or his agents for the purpose of resolving technical issues on condition compliance as they relate to improvement plan design, engineering studies, highway alignment studies and tract/parcel map boundary, title and easement issues. When 80% of the deposit is expended, the applicant will be required to provide additional funds to restore the initial deposit. Remaining balances in the deposit account will be refunded upon final map recordation

JMS
Prepared by Juan M Sarda Phone (626) 458-4921 Date Rev'd 11-19-2007
tr67784L-rev3 (Rev'd 11-19-2007).doc

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION
SUBDIVISION PLAN CHECKING SECTION
DRAINAGE AND GRADING UNIT

TRACT MAP NO. 067784

REVISED TENTATIVE MAP DATED 09/20/07
EXHIBIT MAP 09/20/07

DRAINAGE CONDITIONS

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

2. Comply with the requirements of the drainage concept / hydrology study / Standard Urban Stormwater Mitigation Plan (SUSMP) plan, which was conceptually approved on 11/07/07, to the satisfaction of Public Works.

==========

GRADING CONDITIONS:

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

2. A grading plan and soil and geology report must be submitted and approved prior to approval of the final map. The grading plans must show and call out the construction of at least all the drainage devices and details, the paved driveways, the elevation and drainage of all pads, and the SUSMP devices. The applicant is required to show and call out all existing easements on the grading plans and obtain the easement holder approvals prior to the grading plans approval.

Name _____ RS Date 11/07/07 Phone (626) 458-4921
ELAINE KUNITAKE

County of Los Angeles Department of Public Works
GEOTECHNICAL AND MATERIALS ENGINEERING DIVISION
GEOLOGIC REVIEW SHEET
900 So. Fremont Ave., Alhambra, CA 91803
TEL. (626) 458-4925

DISTRIBUTION
__ Geologist
__ Soils Engineer
1 GMED File
1 Subdivision

TENTATIVE TRACT MAP 67784
SUBDIVIDER Shea Presidio Red Oak, LLC
ENGINEER Alliance
GEOLOGIST ----------
SOILS ENGINEER ----------

TENTATIVE MAP DATED 9/20/07 (Revision)
LOCATION Torrance
GRADING BY SUBDIVIDER [Y] (Y or N) – 56k yds.^{3}
REPORT DATE ----------
REPORT DATE ----------

TENTATIVE MAP FEASIBILITY IS RECOMMENDED FOR APPROVAL FROM A GEOLOGIC STANDPOINT

THE FOLLOWING INFORMATION IS APPLICABLE TO THIS DIVISION OF LAND:

- The Final Map does ***not*** need to be reviewed by GMED.
- Geology and/or soils engineering reports may be required prior to approval of building or grading plans.
- The Soils Engineering review dated 10/29/07 is attached.

Prepared by _____ Charles Nestle Reviewed by _____ Date 10/30/07

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
GEOTECHNICAL AND MATERIALS ENGINEERING DIVISION

SOILS ENGINEERING REVIEW SHEET

Address: 900 S. Fremont Ave., Alhambra, CA 91803
Telephone: (626) 458-4925
Fax: (626) 458-4913

District Office 12.0
PCA LX001129
Sheet 1 of 1

DISTRIBUTION:
___ Drainage
___ Grading
___ Geo/Soils Central File
___ District Engineer
___ Geologist
___ Soils Engineer
___ Engineer/Architect

Tentative Tract Map 67784

Location Vermont Avenue, Harbor City
Developer/Owner Shea Presidio Red Oak LLC
Engineer/Architect Alliance Land Planning and Engineering
Soils Engineer ---
Geologist ---

Review of:

Tentative Tract Map and Exhibit Dated by Regional Planning **9/20/07 (rev.)**
Previous Review Sheet Dated 7/6/07

ACTION:

Tentative Map feasibility is recommended for approval, subject to the condition below:

REMARKS:

1. A soils report may be required for review of a grading or building plan. The report must comply with the provisions of **"Manual for Preparation of Geotechnical Reports"** prepared by County of Los Angeles, Department of Public Works. The Manual is available on the Internet at the following address: ***http://ladpw.org/gmed/manual.pdf***

2. At the grading plan stage, submit two sets of grading plans to the Soils Section for verification of compliance with County codes and policies.

Prepared by Lukas Przybylo
Lukas Przybylo

Reviewed by Yoshiya Morisaku
Yoshiya Morisaku

REGISTERED PROFESSIONAL ENGINEER
YOSHIYA MORISAKU
No. 67587
Exp. 6/30/09
CIVIL
STATE OF CALIFORNIA

Date 10/29/07

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\Soils Review\Lukas\Sites\TR-67784, Vermont Ave, Harbor City, TTM-A_3.

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

1. Dedicate the right to restrict vehicular access on Vermont Avenue.

2. Restrict access on 225th Street for emergency only.

3. Close any unused driveway with standard curb, gutter, and sidewalk along the property frontage on 225th Street and Vermont Avenue to the satisfaction of Public Works.

4. Repair any displaced, broken, or damaged curb, gutter, pavement, and sidewalk along the property frontage on 225th Street and Vermont Avenue to the satisfaction of Public Works.

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

6. Construct parkway improvements (sidewalk, driveway, landings, etc.) that either serve or form a part of a Pedestrian Access Route to meet current Americans with Disabilities Act (ADA) requirements along the property frontage on 225th Street and Vermont Avenue to the satisfaction of Public Works.

7. Comply with the following street lighting requirements:

   a. Provide street lights on concrete poles with underground wiring along the property frontage on Vermont Avenue to the satisfaction of Public Works. Submit street lighting plans as soon as possible for review and approval to the Street Lighting Section of the Traffic and Lighting Division. For additional information, please contact the Street Lighting Section at (626) 300-4726.

   b. The proposed development, or portions thereof, are not within an existing Lighting District. Annexation and assessment balloting are required. Upon tentative map approval, the applicant shall comply with conditions listed below in order for the Lighting District to pay for the future operation and maintenance of the street lights. The Board of Supervisors must approve the annexation and levy of assessment (should assessment balloting favor levy of assessment) prior to filing of the final subdivision maps for each area with the Registrar-Recorder/County Clerk.

(1) Request the Street Lighting Section to commence annexation and levy of assessment proceedings.

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

(3) Submit a map of the proposed development including any roadways conditioned for street lights that are outside the proposed project area to Street Lighting Section. Contact the Street Lighting Section for map requirements and with any questions at (626) 300-4726.

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

d. For acceptance of street light transfer of billing, the area must be annexed into the Lighting District and all street lights in the development, or the current phase of the development, must be constructed according to Public Works approved plans. The contractor shall submit one complete set of "as-built" plans. Provided the above conditions are met, all street lights in the development, or the current phase of the development, have been energized, and the developer has requested a transfer of billing at least by January 1 of the previous year, the Lighting District can assume responsibility for the operation and maintenance of the street lights by July 1 of any given year. The transfer of billing could be delayed one or more years if the above conditions are not met.

8. Plant street trees along the property frontage on Vermont Avenue to the satisfaction of Public Works.

9. 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.

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 any additional requirements, if any, as a means of mitigating any traffic impacts as identified in the traffic study approved by Public Works

12. Prepare detailed signing and striping plans (scale 1" = 40') for the roadways and intersections identified in the approved traffic study to the satisfaction of Public Works.

Prepared by Allan Chan Phone (626) 458-4921 Date 10-24-2007
tr67784r-rev3.doc

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION - SEWER
TRACT NO. 67784 (Rev.)

TENTATIVE MAP DATED 09-20-2007
EXHIBIT MAP DATED 09-20-2007

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. Provide a digital copy (PDF Format) of the approved area study PC 12019AS.

3. If more than 50% of the project flows to the west or to the east, mitigation may be necessary based on the flow test measurement as stated on the approved sewer area study.

4. 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.

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

JMS

Prepared by Imelda Ng Phone (626) 458-4921 Date Rev'd 10-31-2007

tr67784s-rev3 (Rev;d 10-31-07).doc

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION - WATER
TRACT NO. 67784 (Rev)

TENTATIVE MAP DATED 09-20-2007
EXHIBIT MAP DATED 09-20-2007

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 buildings 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. There shall be filed with Public Works a statement from the water purveyor indicating that the water system will be operated by the purveyor, and that under normal conditions, the system will meet the requirements for the land division, and that water service will be provided to each building.

3. If needed, easements shall be granted to the County, appropriate agency or entity for the purpose of ingress, egress, construction and maintenance of all infrastructures constructed for this land division to the satisfaction of Public Works.

4. Submit landscape and irrigation plans for each multi-family lot in the land division, with landscape area greater than 2,500 square feet, in accordance with the Water Efficient Landscape Ordinance.

Prepared by Lana Radle Phone (626) 458-4921 Date 11-05-2007
tr67784w-rev3.doc

COUNTY OF LOS ANGELES
FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040

R.P. - Jodie

CONDITIONS OF APPROVAL FOR SUBDIVISION - UNINCORPORATED

Subdivision: TR 67784 Map Date September 20, 2007 - Ex. A

C.U.P. _____ Vicinity Map 0756B

☐ **FIRE DEPARTMENT HOLD** on the tentative map shall remain until verification from the Los Angeles County Fire Dept. Planning Section is received, stating adequacy of service. Contact (323) 881–2404.

☒ Access shall comply with Title 21 (County of Los Angeles Subdivision Code) and Section 902 of the Fire Code, which requires all weather access. All weather access may require paving.

☒ Fire Department access shall be extended to within 150 feet distance of any exterior portion of all structures.

☒ Where driveways extend further than 150 feet and are of single access design, turnarounds suitable for fire protection equipment use shall be provided and shown on the final map. Turnarounds shall be designed, constructed and maintained to insure their integrity for Fire Department use. Where topography dictates, turnarounds shall be provided for driveways that extend over 150 feet in length.

☒ The private driveways shall be indicated on the final map as "Private Driveway and Firelane" with the widths clearly depicted. Driveways shall be maintained in accordance with the Fire Code.

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

☐ This property is located within the area described by the Fire Department as "Very High Fire Hazard Severity Zone" (formerly Fire Zone 4). A "Fuel Modification Plan" shall be submitted and approved prior to final map clearance. (Contact: Fuel Modification Unit, Fire Station #32, 605 North Angeleno Avenue, Azusa, CA 91702-2904, Phone (626) 969-5205 for details).

☒ Provide Fire Department or City approved street signs and building access numbers prior to occupancy.

☐ Additional fire protection systems shall be installed in lieu of suitable access and/or fire protection water.

☐ The final concept map, which has been submitted to this department for review, has fulfilled the conditions of approval recommended by this department for access only.

☐ These conditions must be secured by a C.U.P. and/or Covenant and Agreement approved by the County of Los Angeles Fire Department prior to final map clearance.

☐ The Fire Department has no additional requirements for this division of land.

Comments: **Access is adequate as shown on the exhibit map. All gates shall be constructed per the gate details shown on the Exhibit Map.**

By Inspector: Juan C. Padilla Date November 7, 2007

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

COUNTY OF LOS ANGELES
FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040

WATER SYSTEM REQUIREMENTS - UNINCORPORATED

Subdivision No. TR 67784 Tentative Map Date September 20, 2007 - Ex. A

Revised Report YES

☐ The County Forester and Fire Warden is prohibited from setting requirements for water mains, fire hydrants and fire flows as a condition of approval for this division of land as presently zoned and/or submitted. However, water requirements may be necessary at the time of building permit issuance.

☒ The required fire flow for public fire hydrants at this location is **3500** gallons per minute at 20 psi for a duration of 3 hours, over and above maximum daily domestic demand. 2 Hydrant(s) flowing simultaneously may be used to achieve the required fire flow.

☐ The required fire flow for private on-site hydrants is ____ gallons per minute at 20 psi. Each private on-site hydrant must be capable of flowing ____ gallons per minute at 20 psi with two hydrants flowing simultaneously, one of which must be the furthest from the public water source.

☒ Fire hydrant requirements are as follows:

Install 6 public fire hydrant(s). Verify / Upgrade existing ____ public fire hydrant(s).

Install ____ private on-site fire hydrant(s).

☒ All hydrants shall measure 6"x 4"x 2-1/2" brass or bronze, conforming to current AWWA standard C503 or approved equal. All on-site hydrants shall be installed a minimum of 25' feet from a structure or protected by a two (2) hour rated firewall.
☒ Location: As per map on file with the office.
☒ Other location: ____

☒ All required fire hydrants shall be installed, tested and accepted or bonded for prior to Final Map approval. Vehicular access shall be provided and maintained serviceable throughout construction.

☐ The County of Los Angeles Fire Department is not setting requirements for water mains, fire hydrants and fire flows as a condition of approval for this division of land as presently zoned and/or submitted.

☒ Additional water system requirements maybe required when this land is further subdivided and/or during the building permit process.

☐ Hydrants and fire flows are adequate to meet current Fire Department requirements.

☐ Upgrade not necessary, if existing hydrant(s) meet(s) fire flow requirements. Submit original water availability form to our office.

Comments: ____

All hydrants shall be installed in conformance with Title 20, County of Los Angeles Government Code and County of Los Angeles Fire Code, or appropriate city regulations. This shall include minimum six-inch diameter mains. Arrangements to meet these requirements must be made with the water purveyor serving the area.

By Inspector Juan C. Padilla Date November 7, 2007

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

LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION

PARK OBLIGATION REPORT

Tentative Map # 67784	DRP Map Date: **09/20/2207**	SCM Date: / /	Report Date: **10/31/2007**
Park Planning Area # 21	**WEST CARSON**		Map Type: **REV. (REV RECD)**

Total Units **246** = Proposed Units **246** + 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:	**1.60**
IN-LIEU FEES:	**$561,054**

Conditions of the map approval:

The park obligation for this development will be met by:

The payment of $561,054 in-lieu fees.

Trails:

No trails.

Contact Patrocenia T. Sobrepeña, Departmental Facilities Planner I, Department of Parks and Recreation, 510 South Vermont Avenue, Los Angeles, California, 90020 at (213) 351-5120 for further information or an appointment to make an in-lieu fee payment.

For information on Hiking and Equestrian Trail requirements contact Trail Coordinator at (213) 351-5135.

By: _____

James Barber, Developer Obligations/Land Acquisitions

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LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION

PARK OBLIGATION WORKSHEET

Tentative Map # 67784	DRP Map Date: **09/20/2207**	SMC Date: / /	Report Date: **10/31/2007**
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) Goal 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.

Goal = The subdivision ordinance allows for the goal of 3.0 acres of park land for each 1,000 people generated by the development. This goal 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 **246** = Proposed Units **246** + Exempt Units **0**

	People*	Goal 3.0 Acres / 1000 People	Number of Units	Acre Obligation
Detached S.F. Units	3.23	0.0030	0	0.00
M.F. < 5 Units	2.70	0.0030	0	0.00
M.F. >= 5 Units	**2.17**	**0.0030**	**246**	**1.60**
Mobile Units	2.00	0.0030	0	0.00
Exempt Units			0	
			Total Acre Obligation =	**1.60**

Park Planning Area = **21 WEST CARSON**

Goal	Acre Obligation	RLV / Acre	In-Lieu Base Fee
@(0.0030)	1.60	$350,659	**$561,054**

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**
1.60	0.00	0.00	1.60	$350,659	**$561,054**

Supv D 2nd
October 31, 2007 08:04:58
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COUNTY OF LOS ANGELES
Public Health

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

JOHN F. SCHUNHOFF, Ph.D.
Chief Deputy

Environmental Health
TERRANCE POWELL, R.E.H.S.
Acting Director of Environmental Health

Bureau of Environmental Protection
Land Use Program
5050 Commerce Drive, Baldwin Park, CA 91706-1423
TEL (626)430-5380 · FAX (626)813-3016
www.lapublichealth.org/eh/progs/envirp.htm

BOARD OF SUPERVISORS

Gloria Molina
First District

Yvonne B. Burke
Second District

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Third District

Don Knabe
Fourth District

Michael D. Antonovich
Fifth District

October 30, 2007

RFS No. 07-0027781

Tract Map No. 067784

Vicinity: Torrance

Tentative Tract Map Date: September 20, 2007 (3rd Revision)

The County of Los Angeles Department of Public Health has no objection to this subdivision and **Vesting Tentative Tract Map 067784** is cleared for public hearing. The following conditions still apply and are in force:

1. Potable water will be supplied by the **California Water Service Company**, a public water system, which guarantees water connection and service to each lot. The service letter from the water company has been received and approved.

2. Sewage disposal will be provided through the public sewer and public wastewater treatment facilities of the **Los Angeles County Sanitation District #5** as proposed.

If you have any questions or need additional information, please contact me at (626) 430-5380.

Respectfully,

Becky Valenti

Becky Valenti, E.H.S. IV
Land Use Program

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Bruce W. McClendon FAICP
Director of Planning

June 24, 2008

PROJECT MITIGATION MEASURES
DUE TO ENVIRONMENTAL EVALUATION

Project: TR067784
Case: RENV T200600246; RCUP T200600321; RPA T200600015; RZC T200600012; RHSG T200600003

The Department of Regional Planning (DRP) staff has determined that the following changes or conditions for the project are necessary to ensure that the proposed project will not cause significant impacts upon the environment.

The permittee shall deposit the sum of $3000.00 with the Department of Regional Planning within 30 days of permit approval, in order to defray the cost of reviewing and verifying the information contained in the reports required by the Mitigation Monitoring Program.

Mitigation Measures for: **Noise**

1. Noise impacts shall be mitigated by ensuring that the interior spaces of all units do not have any noise impacts, from exterior noise sources, which would cause the interior noise levels to exceed a decibel level of 45 dBA CNEL (24CCR). This is the maximum interior noise level permitted with the windows of a unit in the closed position. Windows that lessen the severity of exterior noise impacts shall be utilized; therefore, it is required that apartment units adjacent to the neighboring bakery/loading dock area and Vermont Avenue in the northeast section of the site be provided with windows with upgraded glazing consisting of dual pane assemblies, which will provide the highest STC rating possible. The applicant should also implement additional noise insulation measures to reduce the interior noise level limit beyond the 45 dBA CNEL. In addition, these units shall also have installation of AEBs (acoustic effective barriers) on any balconies adjacent to the loading dock area of the adjacent bakery.

2. The spa and pool area in the northeast section of the project area shall also be insulated from exterior noise produced by the bakery adjacent to the site. Los Angeles County external noise standards shall not be exceeded in this area.

3. During construction, on-site workers shall follow County Noise Ordinance requirements governing working hours and construction noise. During construction, grading, and earth material hauling activities, such work shall be prohibited on any Sunday or legal holidays, and it is suggested that work be prohibited at any other time between the weekday hours of 6:00 p.m. and 8:00 a.m. (ordinance indicates construction work prohibited between 7:00 p.m. and 7:00 a.m.) in order to ensure that nearby residents are not disturbed. "Grading" means any excavating or filling of earth material or any combination thereof conducted at a site for construction or other improvements thereon.

4. During construction, staging and delivery areas shall be located as far as feasible from existing residences.

5. To the extent feasible, deliveries shall be staged to occur from mid-morning to mid-afternoon, to take advantage of times when residential zones are less susceptible to annoyance from outside noise. Deliveries shall be coordinated by the construction contractor to reduce the potential of trucks waiting to unload for protracted periods of time.

6. All construction equipment shall be equipped with the manufacturers' recommended noise muffling devices, such as mufflers and engine covers. These devices shall be kept in good working condition throughout the construction process.

7. To the extent feasible, hydraulic equipment instead of pneumatic impact tools and electric powered equipment shall be used for exterior construction work.

8. Maintaining equipment in an idling mode shall be minimized. All equipment not in use longer than five minutes shall be turned off.

9. For smaller equipment (such as, air-compressors and small pumps), line powered (electric) equipment shall be used to the extent feasible.

10. If construction of pilings are required for structural building support, they shall either be drilled and cast-in-place or sonically driven.

11. Prior to the commencement of any grading or excavation operations, construction noise barriers shall be erected between the construction site and the nearest homes to the south and west of the project site.

12. Any semi-stationary piece of equipment that operates under full power for more than sixty (60) minutes per day shall have a temporary ¾ inch plywood screen if there is a direct line-of-sight to any residential bedroom window from the equipment to homes along the eastern site perimeter.

13. All compressors, air conditioning units and other noise generating equipment should be placed as far away as feasible from the nearest sensitive receptor or residential units. Air conditioning or refrigeration equipment should not exceed 55 dBA at any point on the neighboring residential property lines.

14. The property owner(s) shall disclose to all purchasers of condominium units adjacent to the existing bakery facility, opposite the northeast section of the site, of the noise produced during intermittent loading and unloading operations during the day. It shall be disclosed that the 45 dBA (24CCR) limit inside these units can only be guaranteed when the windows to the units are closed. The property management entity shall maintain a copy of this mandatory disclosure in their records for tenants to review.

Mitigation Measures for: **Air Quality**

15. All off-road diesel powered engines used during the demolition and excavation/grading phases must utilize aqueous diesel fuels.

16. The applicant must ensure that all architectural coatings used during construction are VOC rated at 75 grams/liter or less.

17. The Project Developer shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the Project Site throughout the project construction phases. The Project Developer shall include in construction contracts the control measures required and recommended by the SCAQMD at the time of development. Examples of the types of measures currently required and recommended include the following:

- Keep all construction equipment in proper tune in accordance with manufacturer's specifications.
- Use late model heavy-duty diesel-powered equipment at the Project Site to the extent that it is readily available in the South Coast Air Basin (meaning that it does not have to be imported from another air basin and that the procurement of the equipment would not cause a delay in construction activities of more than two weeks).
- Use low-emission diesel fuel for all heavy-duty diesel-powered equipment operating and refueling at the Project Site to the extent that it is readily available and cost effective in the South Coast Air Basin (meaning that it does not have to be imported from another air basin, that the procurement of the equipment would not cause a delay in construction activities of more than two weeks, that the cost of the equipment use is not more than 20 percent greater than the cost of standard equipment). (This measure does not apply to diesel-powered trucks traveling to and from the site.)
- Utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that the equipment is readily available and cost effective in the South Coast Air Basin (meaning that it does not have to be imported from another air basin, that the procurement of the equipment would not cause a delay in construction activities of more than two weeks, that the cost of the equipment use is not more than 20 percent greater than the cost of standard equipment).
- Limit truck and equipment idling time to five minutes or less.
- Rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines to the extent feasible.

18. The Project Developer shall implement fugitive dust control measures in accordance with SCAQMD Rule 403. The Project Developer shall include in construction contracts the control measures required and recommended by the SCAQMD at the time of development. Examples of the types of measures currently required and recommended include the following:

- Use watering to control dust generation during demolition of structures or break-up of pavement.
- Water active grading/excavation sites and unpaved surfaces at least three times daily.
- Cover stockpiles with tarps or apply non-toxic chemical soil binders.
- Sweep daily (with water sweepers) all paved parking areas and staging areas.
- Provide daily clean-up of mud and dirt carried onto paved streets from the site.

- Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.
- Install wind breaks at the windward sides of construction areas.
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 15 miles per hour over a 30-minute period or more.
- An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt.

Mitigation Measures for: **Traffic**

19. The following mitigation measures shall be the sole responsibility of the project's owners/developers to ensure that the project is to be installed and operational concurrently with the installation of the curb, gutter, and the first lift of asphalt pavement, including temporary traffic detection loops if needed:

    Vermont Avenue at West 223rd Street

    South approach: One left-turn lane, two through lanes, and one right-turn lane instead of one left turn, one through, and one shared through/right-turn lane.

    East approach: Two left-turn lanes, one through lane, and one shared through/right-turn lane instead of one left-turn lane, one through lane and one shared through/right-turn lane.

    West approach: One left-turn lane, two through lanes and one right-turn lane instead of one left-turn lane, one through lane and one shared through/right-turn lane.

    Harbor Freeway (I-110) Southbound Ramp at West 223rd Street

    West approach: Two through lanes and one right-turn lane instead of one through lane and one shared through/right-turn lane.

20. With regards to mitigating traffic impacts for the following intersection within the jurisdiction of the City of Carson:

    Harbor Freeway (I-110) Northbound Ramp at West 220th Street

    East approach: One shared through/left-turn lane and one right-turn lane instead of one shared through/left-/right-turn lane.

21. With regard to the proposed mitigation measure at the intersection of Figueroa Street and the (Harbor Freeway) I-110 northbound ramps/220th Street, which is to restripe the westbound approach of 220th Street to add a lane, the applicant and/or contractor must submit a signing & striping plan to the Carson Engineering Division for review and approval, and must acquire an encroachment permit prior to conducting any work in the public right-of-way.

22. Submit six (6) sets of engineering plans to the Caltrans office for approval of all changes proposed, along with the latest and most up to date version of the project's traffic study report.

23. Submit a 40-foot scale site plan of the project showing access locations in relationship to adjacent intersections and driveways to Mr. Matthew Dubiel of County Public Work's Land Development Review Section.

Mitigation Measures for: **Emergency Services**

24. Any installed primary entrance gates shall be equipped with a radio activated opening device, to allow emergency service personnel to gain entry by simply keying their microphones.

Mitigation Measures for: **Mitigation Compliance**

25. As a means of ensuring compliance of all above mitigation measures, the applicant is responsible for submitting an annual mitigation compliance report to the DRP for review and responsible for replenishing the mitigation monitoring account, if necessary, until such time as all mitigation measures have been implemented and completed.

As the applicant, I agree to incorporate these changes/conditions into the project, and understand that the public hearing and consideration by the Planning Commission will be on the project as changed/conditioned.

Applicant S.W. Green properties

6-25-08
Date

[ ] No response within 10 days. Environmental Determination requires that these changes/conditions be included in the project.

Staff

Date

22425 – 22433 SOUTH VERMONT AVENUE
GENERAL PLAN AMENDMENT
BURDEN OF PROOF

The Applicant proposes to amend the County of Los Angeles General Plan Land Use Policy Map to replace the Industrial designation with a High Density Residential designation.

1. A need for the proposed general plan amendment exists.

The Los Angeles General Plan Land Use Policy Map currently classifies the project site as Industrial, which does not permit residential development. High Density Residential areas are suitable for medium and high-rise apartments and condominiums three or more stories in height, with densities generally exceeding 22 units per gross acre.

The proposed general plan amendment would allow for the development of a varying two- to four-story residential building containing 246 residential units on an approximately 4.39 net- (and 4.74 gross-) acre property (the "Project"). The Project will consist of a combination of one, two and three bedroom units and will set aside 22 units for lower income housing in a community characterized by predominantly residential land uses. While commercial and industrial uses existed in this general area in the past, the more recent trend based on unmet local housing demand has been toward multi-family residential development. Multi-family housing borders the proposed Project site to the south and to the east, while single family residential uses are directly to the west of the Project site. The proposed general plan amendment is necessary to accommodate the Project, which is consistent with the surrounding residential areas and will provide much-needed new, quality market-rate and affordable housing. The new housing will be located in proximity to jobs, services and public transportation and will promote development compatible with area land use patterns by redeveloping one of the last remaining industrial sites in the local vicinity to be consistent with surrounding residential uses. This change in use represents a significant physical improvement to the surrounding area and helps complete a residential neighborhood in transition, while not affecting the County's core industrial infrastructure areas.

2. The particular general plan amendment is appropriate and proper.

The general plan amendment is appropriate and proper because it is a necessary precursor to the Project, which is compatible with surrounding residential uses, will replace and improve a current underutilized industrial site that no longer fits with surrounding uses, and will provide a significant amount of new housing, including housing for lower income households, located near jobs, services and public transportation. As discussed below, the Project is consistent with several important General Plan goals.

General Plan Land Use Element Goal Number 2 is "[t]o maintain and enhance the quality of existing residential neighborhoods." The Project site is bordered by a condominium development to the south and east, and single-family residences to the west. Additional single- and multi-family residential uses are located across Vermont Avenue to the east. The Project will replace an industrial site that is no longer compatible with the predominantly residential surrounding uses and development trends in the area. The proposed Project also provides an

appropriate transition between the remaining industrial land uses to the north and the nearby 110 Harbor Freeway to the east, and the residential uses to the east, west, and south. The Project's design facilitates this transition by incorporating a dramatic reduction in height along the western portion of the project to complement the single family residential uses to the west. The building on this side is stepped down from four- to three- and two-stories, and is enhanced by pitched, residential-style roofs and other design elements. The Project is also designed with a variable 33- to 34-foot wide setback along its western property line, providing a further physical buffer between the Project and the single-family development to the west. Moreover, the building incorporates pocket courtyards which allow a greater number of residential units to open onto a landscaped setting. Importantly, this feature also limits the massing of the building's facades, thereby helping to break up the overall building massing. The building's eastern side similarly complements the industrial and light commercial uses along Vermont Avenue through a variation of sloped and flat roof elements and appropriately ornate facades.

Additionally, the Project's proposed density is appropriate for this area. With its mix of residential, commercial, and light industrial uses, the area combines a variety of densities and uses. From a seven-story, high density hospital to the north of the Project site, to the R-3 condo uses surrounding the Project to the south and east, the range of existing densities supports the proposed Project. Moreover, the Project's thoughtful design incorporates significant open space and setbacks to minimize any impacts of the increased density.

Furthermore, lighting will be designed so as to minimize impacts on adjacent residential uses, the existing cul-de-sac west of the Project will be preserved and enhanced with new emergency access for the single-family residential neighborhood, and the Project's traffic impacts will be mitigated. In addition, by locating higher density along Vermont Avenue and orienting the Project away from existing residential streets, the Project helps to protect nearby neighborhoods and is complementary to the surrounding area. Therefore, the Project is complementary to the existing mix of residential and commercial/light industrial uses that surround the site and will enhance the quality of those existing neighborhoods.

In addition, Goal Numbers 1 and 3 in the General Plan Housing Element encourage "[a] sufficient quantity of dwelling units to meet the housing needs of the population, particularly those of lower-income households" and "[a] housing supply that ranges broadly enough in price and rent to enable all households, regardless of income, to secure adequate affordable housing." According to the 2005 General Plan Progress Report prepared by the Department of Regional Planning, nearly 30,000 housing units – including both affordable and market rate – are still needed within unincorporated County areas to meet housing needs generated between January 1998 and June 2005. In addition to creating much-needed market rate units, the Project will set aside 22 units as affordable housing for lower income persons. These units will be dispersed evenly throughout the Project and will have the same design of other units within the Project in terms of appearance, material and finished quality. There also is a critical need for higher-density housing near multipurpose urban centers, existing jobs and public transportation, as well as renovation of currently deteriorating industrial areas. The Project helps to fill some of this need.

Further, Goal Number 4 in the General Plan Housing Element emphasizes the importance of providing housing that is "accessible to employment and community services for all persons."

Among the many employers and community services near the Project is the Harbor-UCLA Medical Center, an internationally acclaimed research and treatment facility that employs over 3,600 persons. Two Kaiser Permanente hospital facilities are also located within one mile of the Project site. The Project site is also conveniently located within a half mile of the Carson Veteran Park, the Normandale Recreational Center, Fire Station #36, and both elementary and middle schools. Further community amenities located within 2 miles include four additional public parks, a regional library, a high school, and a sheriff station. The site is easily accessed by the 110 Harbor Freeway. Moreover, four transit agencies provide public transit services near the Project site: Metropolitan Transportation Authority (Metro), Los Angeles Department of Transportation (LADOT), Municipal Area Express (MAX), and Carson Circuit. The Project site is well-served by public transit, with seven fixed bus routes operating within the vicinity of the Project site, and bus stops located on the east and west sides of Vermont Avenue, south of 223rd Street.

In addition to its consistency with the County's General Plan land use and housing elements, the Project meets the established goals and objectives of the Southern California Association of Governments' (SCAG) Regional Comprehensive Plan and Guide, which addresses regional development and forecasts growth within the SCAG jurisdiction. SCAG policies which the Project meets include:

- Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment;
    - The proposed Project satisfies this SCAG policy by offering 246 dwelling units, including 22 units affordable to lower income households. This represents a significant contribution to the County's housing stock in a range of income levels.
- Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as public education, housing, health care, child care, social services, recreational facilities, law enforcement and fire protection;
    - The proposed Project would provide housing within easy access to community services for the Project's residents. The Project site is conveniently located within a half mile of the Carson Veteran Park, the Normandale Recreational Center, Fire Station #36, and both elementary and middle schools. Further community amenities located within 2 miles include four additional public parks, a regional library, a high school, and a sheriff station.
- Support provisions and incentives created by local jurisdictions to attract housing growth in job rich subregions and job growth in housing rich subregions;

- The Project site is located in close proximity to significant employment opportunities: among the many employers and community services near the Project is the Harbor-UCLA Medical Center and two Kaiser Permanente hospital facilities.

- Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled and create opportunities for residents to walk or bike;

  - The proposed Project's convenient location encourages the use of public transit, with four transit agencies providing a range of transit opportunities near the Project site. Seven fixed bus routes run within the vicinity of the Project site, and bus stops are located on the east and west sides of Vermont Avenue, south of 223rd Street.

- Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment;

  - The Project is easily accessed by numerous transit options, including the 110 Harbor freeway and several bus lines. Moreover, the proposed Project would involve the redevelopment of a currently under-utilized industrial site that is no longer compatible with the surrounding uses and development trends in the area.

- Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems and activity centers;

  - As stated above, the proposed 246-unit residential Project would be located within an area well-served by public transportation, with seven fixed bus routes running within the vicinity of the Project site, and bus stops located on the east and west sides of Vermont Avenue, south of 223rd Street.

- Promote transportation friendly development by encouraging land use development patterns that complement transportation investments; and

  - By locating the proposed residential development project in close proximity to seven bus lines, as well as the 110 Harbor Freeway, the Project would complement the region's transportation investments.

As discussed previously, the design of the proposed Project would enhance the visual character of this community by removing an unattractive and dated industrial use, and replacing it with appropriately designed residential uses. The new development allows an opportunity for a design which is sensitive to adjacent residential uses and complements the character of the area.

Utilizing a general plan amendment, zone change and density bonus to maximize the density potential of the Project is appropriate at the Project site, which is located within an urbanized setting near job centers and along a transportation corridor, and adequately served by necessary utilities and other facilities.

3. Modified conditions warrant a revision to the County of Los Angeles General Plan as it pertains to the area or district under consideration.

The need for housing in the area and within the region has increased over the last several years. The recent revision to the Housing Element of the General Plan notes that population growth has outpaced housing production in the past decade, resulting in a housing shortage, which particularly prejudices lower-income persons. According to the 2005 General Plan Progress Report prepared by the Department of Regional Planning, nearly 30,000 housing units – including both affordable and market rate – are still needed within unincorporated County areas to meet housing needs generated between January 1998 and June 2005. There also is a substantial need for high-density housing near multipurpose urban centers, existing jobs and public transportation as well as renovation of currently deteriorating industrial areas.

Goal Numbers 1 and 3 in the General Plan Housing Element encourage "[a] sufficient quantity of dwelling units to meet the housing needs of the population, particularly those of lower-income households" and "[a] housing supply that ranges broadly enough in price and rent to enable all households, regardless of income, to secure adequate affordable housing." In addition to creating much-needed market rate units, the Project will set aside 22 units as affordable housing for lower income persons. These units will be dispersed evenly throughout the Project and will have the same design of other units within the Project in terms of appearance, material and finished quality.

Goal Number 2 in the General Plan Land Use Element is "[t]o maintain and enhance the quality of existing residential neighborhoods." The Project site is bordered by a condominium development to the south and single-family residences to the west. Additional multi-family residential development is located across Vermont Avenue to the east. The Project will replace an industrial site that is no longer compatible with the predominantly residential surrounding uses and development trends in the area. As discussed above, the proposed Project provides an appropriate transition between the remaining industrial land uses to the north and the nearby 110 Harbor Freeway to the east, and the residential uses to the east, west, and south. This is accomplished through a series of design elements, including a dramatic height reduction from four-stories to two- and three-stories adjacent to the single family residential uses, articulated building facades, and pitched roofs to echo the surrounding residential uses. Therefore, the Project is complementary to the existing mix of residential uses that surround the site and will enhance the quality of those existing neighborhoods.

Further, Goal Number 4 in the General Plan Housing Element emphasizes the importance of providing housing that is "accessible to employment and community services for all persons." Among the many employers and community services near the Project is the Harbor-UCLA Medical Center, an internationally acclaimed research and treatment facility that employs over 3,600 persons. Two Kaiser Permanente hospital facilities are also located within one mile of the Project site. The Project site is also conveniently located within a half mile of the Carson

Veteran Park, the Normandale Recreational Center, Fire Station #36, and both elementary and middle schools. Further community amenities located within 2 miles include four additional public parks, a regional library, a high school, and a sheriff station. The site is easily accessed by the 110 Harbor Freeway. Moreover, four transit agencies provide public transit services near the Project site: Metro, LADOT, MAX, and Carson Circuit. The Project site is well-served by public transit, with seven fixed bus routes operating within the vicinity of the Project site, and bus stops located on the east and west sides of Vermont Avenue, south of 223rd Street.

4. Approval of the proposed general plan amendment at such location will be in the interest of public health, safety and general welfare and in conformity with good planning practices.

The proposed Project will help meet local and regional demand for housing by providing a two- to four-story residential building on an approximately four-acre property. The proposed amendment would allow much-needed residential uses compatible with adjacent uses. The proposed residential uses would complement the adjacent and nearby mix of residential development, which ranges from single family to R3 density. Access to and from the Project will be from Vermont Avenue, and an existing cul-de-sac just west of and terminating at the Project site will be preserved, thereby protecting the health, safety and general welfare of the existing single family residential neighborhood adjacent to the Project site. Housing will be constructed in close proximity to existing jobs in the surrounding area and in immediate proximity to public transportation.

The proposed Project would provide an appropriate transition between the remaining industrial land uses to the north and the nearby 110 Harbor Freeway to the east, and the residential uses to the east, west, and south. The Project's design facilitates this transition by incorporating a dramatic reduction in height along the western portion of the project to complement the single family residential uses to the west. The building on this side is stepped down from four- to three- and two-stories, and is enhanced by pitched, residential-style roofs and other design elements. The Project is also designed with a variable 33- to 34-foot wide setback along its western property line, providing a further physical buffer between the Project and the single-family development to the west. Moreover, the building incorporates pocket courtyards which allow a greater number of residential units to open onto a landscaped setting. Importantly, this feature also limits the massing of the building's facades, thereby helping to break up the overall building massing. The building's eastern side similarly complements the industrial and light commercial uses along Vermont Avenue through a variation of sloped and flat roof elements and appropriately ornate facades.

The Project's proposed density is appropriate for this area. With its mix of residential, commercial, and light industrial uses, the area combines a variety of densities and uses. From a seven-story, high density hospital to the north of the Project site, to the R-3 condo uses surrounding the Project to the south and east, the range of existing densities supports the proposed Project. Moreover, the Project's thoughtful design incorporates significant open space and setbacks to minimize any impacts of the increased density.

Additional design features will ensure the compatibility of the proposed Project within the community. For instance, lighting will be designed so as to minimize impacts on adjacent

residential uses, the existing cul-de-sac west of the Project will be preserved and enhanced with new emergency access for the single-family residential neighborhood, and the Project's traffic impacts will be mitigated. In addition, by locating higher density along Vermont Avenue and orienting the Project away from existing residential streets, the Project helps to protect nearby neighborhoods and is complementary to the surrounding area. Thus, the amendment is consistent with good planning practices.

The current General Plan emphasizes that the public health and general welfare mandate increased residential housing opportunities, particularly for lower and moderate income persons. The Project satisfies this mandate by offering 22 affordable units, to be dispersed throughout the Project. The General Plan also states that good planning practices require development of high-density housing near multipurpose urban centers, existing jobs and public transportation and replacement of currently deteriorating industrial areas.

Goal Numbers 1 and 3 in the General Plan Housing Element encourage "[a] sufficient quantity of dwelling units to meet the housing needs of the population, particularly those of lower-income households" and "[a] housing supply that ranges broadly enough in price and rent to enable all households, regardless of income, to secure adequate affordable housing." In addition to creating much-needed market rate units, the Project will set aside 22 units as affordable housing for lower income persons. These units will be dispersed evenly throughout the Project and will have the same design of other units within the Project in terms of appearance, material and finished quality.

Goal Number 2 in the General Plan Land Use Element is "[t]o maintain and enhance the quality of existing residential neighborhoods." The Project site is bordered by a condominium development to the south and single-family residences to the west. Additional residential development is located across Vermont Avenue to the east. The Project will replace an industrial site that is no longer compatible with the surrounding uses and development trends in the area. Therefore, the Project is complementary to the existing mix of residential uses that surround the site and will enhance the quality of those existing neighborhoods.

Further, Goal Number 4 in the General Plan Housing Element emphasizes the importance of providing housing that is "accessible to employment and community services for all persons." Among the many employers and community services near the Project is the Harbor-UCLA Medical Center, an internationally acclaimed research and treatment facility that employs over 3,600 persons. Two Kaiser Permanente hospital facilities are also located within one mile of the Project site. The Project site is also conveniently located within a half mile of the Carson Veteran Park, the Normandale Recreational Center, Fire Station #36, and both elementary and middle schools. Further community amenities located within 2 miles include four additional public parks, a regional library, a high school, and a sheriff station. The site is easily accessed by the 110 Harbor Freeway. As noted above, the Project is located close to transportation services, including bus service provided by Metro, LADOT, MAX, and Carson Circuit. Seven fixed bus routes operate within the vicinity of the Project site, and bus stops located on the east and west sides of Vermont Avenue, south of 223rd Street.

In addition to its consistency with the County's General Plan land use and housing elements and MTA transit policies, the Project meets the established goals and objectives of the

Southern California Association of Governments' (SCAG) Regional Comprehensive Plan and Guide, which addresses regional development and forecasts growth within the SCAG jurisdiction. SCAG policies which the Project meets include:

- Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment;
    - The proposed Project satisfies this SCAG policy by offering 246 dwelling units, including 22 units affordable to lower income households. This represents a significant contribution to the County's housing stock in a range of income levels.
- Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as public education, housing, health care, child care, social services, recreational facilities, law enforcement and fire protection;
    - The proposed Project would provide housing within easy access to community services for the Project's residents. The Project site is conveniently located within a half mile of the Carson Veteran Park, the Normandale Recreational Center, Fire Station #36, and both elementary and middle schools. Further community amenities located within 2 miles include four additional public parks, a regional library, a high school, and a sheriff station.
- Support provisions and incentives created by local jurisdictions to attract housing growth in job rich subregions and job growth in housing rich subregions;
    - The Project site is located in close proximity to significant employment opportunities: among the many employers and community services near the Project is the Harbor-UCLA Medical Center and two Kaiser Permanente hospital facilities.
- Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled and create opportunities for residents to walk or bike;
    - The proposed Project's convenient location encourages the use of public transit, with four transit agencies providing a range of transit opportunities near the Project site. Seven fixed bus routes run within the vicinity of the Project site, and bus stops are located on the east and west sides of Vermont Avenue, south of 223rd Street.

- Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment;

    - The Project is easily accessed by numerous transit options, including the 110 Harbor freeway and several bus lines. Moreover, the proposed Project would involve the redevelopment of a currently under-utilized industrial site that is no longer compatible with the surrounding uses and development trends in the area.

- Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems and activity centers;

    - As stated above, the proposed 246-unit residential Project would be located within an area well-served by public transportation, with seven fixed bus routes running within the vicinity of the Project site, and bus stops located on the east and west sides of Vermont Avenue, south of 223rd Street.

- Promote transportation friendly development by encouraging land use development patterns that complement transportation investments; and

    - By locating the proposed residential development project in close proximity to seven bus lines, as well as the 110 Harbor Freeway, the Project would complement the region's transportation investments.

As discussed previously, the design of the proposed Project would enhance the visual character of this community by removing an unattractive and dated industrial use, and replacing it with appropriately designed residential uses. The new development allows an opportunity for a design which is sensitive to adjacent residential uses and complements the character of the area.

The proposed general plan amendment will enable development of the Project, which will further the aforementioned goals.

22425 – 22433 SOUTH VERMONT AVENUE
ZONE CHANGE
BURDEN OF PROOF

The Applicant proposes to rezone the Project Site from M-1 to R-4-47U-DP.

1. A need for the proposed zone change exists.

The property is currently zoned "M-1" Light Manufacturing." The M-1 Zone generally allows uses permitted in the Light Agriculture Zone (A-1) and Commercial Manufacturing Zone (C-M) (with some exceptions), as well as a variety of specific manufacturing uses detailed in Code Section 22.32.040(B). Multi-family dwelling units are not permitted in the M-1 Zone, whereas a variety of residential dwellings, including apartment houses and condominiums, are permitted in the R-4 Zone.

The proposed zone change is necessary to allow for the development of a varying two- to four-story residential building containing 246 residential units on an approximately 4.39 net- (and 4.74 gross-) acre property (the "Project"). The Project will consist of a combination of one, two and three bedroom units and will set aside 22 units for lower income housing in a community characterized by predominantly residential land uses. While commercial and industrial uses existed in this general area in the past, the more recent trend based on unmet local housing demand has been toward multi-family residential development. Multi-family housing borders the proposed Project site to the south and to the east, while single family residential uses are directly to the west of the Project site. The proposed zone change is necessary to accommodate the Project, which is consistent with the surrounding residential areas and will provide much-needed new, quality market-rate and affordable housing. The new housing will be located in proximity to jobs, services and public transportation and will promote development compatible with area land use patterns by redeveloping one of the last remaining industrial sites in the local vicinity to be consistent with surrounding residential uses.

2. The particular zone change is appropriate and proper.

The zone change is appropriate and proper because it is a necessary precursor to the Project, which is compatible with surrounding residential uses, will replace and improve a current underutilized industrial site that no longer fits with surrounding uses, and will provide a significant amount of new housing, including housing for lower income households, located near jobs, services and public transportation. As discussed below, the Project is consistent with several important General Plan goals.

General Plan Land Use Element Goal Number 2 is "[t]o maintain and enhance the quality of existing residential neighborhoods." The Project site is bordered by a condominium development to the south and east, and single-family residences to the west. Additional single- and multi-family residential uses are located across Vermont Avenue to the east. The Project will replace an industrial site that is no longer compatible with the predominantly residential surrounding uses and development trends in the area. The proposed Project also provides an appropriate transition between the remaining industrial land uses to the north and the nearby 110 Harbor Freeway to the east, and the residential uses to the east, west, and south. The Project's

design facilitates this transition by incorporating a dramatic reduction in height along the western portion of the project to complement the single family residential uses to the west. The building on this side is stepped down from four- to three- and two-stories, and is enhanced by pitched, residential-style roofs and other design elements. The Project is also designed with a variable 33- to 34-foot wide setback along its western property line, providing a further physical buffer between the Project and the single-family development to the west. Moreover, the building incorporates pocket courtyards which allow a greater number of residential units to open onto a landscaped setting. Importantly, this feature also limits the massing of the building's facades, thereby helping to break up the overall building massing. The building's eastern side similarly complements the industrial and light commercial uses along Vermont Avenue through a variation of sloped and flat roof elements and appropriately ornate facades.

Additionally, the Project's proposed density is appropriate for this area. With its mix of residential, commercial, and light industrial uses, the area combines a variety of densities and uses. From a seven-story, high density hospital to the north of the Project site, to the R-3 condo uses surrounding the Project to the south and east, the range of existing densities supports the proposed Project. Moreover, the Project's thoughtful design incorporates significant open space and setbacks to minimize any impacts of the increased density.

Furthermore, lighting will be designed so as to minimize impacts on adjacent residential uses, the existing cul-de-sac west of the Project will be preserved and enhanced with new emergency access for the single-family residential neighborhood, and the Project's traffic impacts will be mitigated. In addition, by locating higher density along Vermont Avenue and orienting the Project away from existing residential streets, the Project helps to protect nearby neighborhoods and is complementary to the surrounding area. Therefore, the Project is complementary to the existing mix of residential and commercial/light industrial uses that surround the site and will enhance the quality of those existing neighborhoods.

In addition, Goal Numbers 1 and 3 in the General Plan Housing Element encourage "[a] sufficient quantity of dwelling units to meet the housing needs of the population, particularly those of lower-income households" and "[a] housing supply that ranges broadly enough in price and rent to enable all households, regardless of income, to secure adequate affordable housing." According to the 2005 General Plan Progress Report prepared by the Department of Regional Planning, nearly 30,000 housing units – including both affordable and market rate – are still needed within unincorporated County areas to meet housing needs generated between January 1998 and June 2005. In addition to creating much-needed market rate units, the Project will set aside 22 units as affordable housing for lower income persons. These units will be dispersed evenly throughout the Project and will have the same design of other units within the Project in terms of appearance, material and finished quality. There also is a critical need for higher-density housing near multipurpose urban centers, existing jobs and public transportation, as well as renovation of currently deteriorating industrial areas. The Project helps to fill some of this need.

Further, Goal Number 4 in the General Plan Housing Element emphasizes the importance of providing housing that is "accessible to employment and community services for all persons." Among the many employers and community services near the Project is the Harbor-UCLA Medical Center, an internationally acclaimed research and treatment facility that employs over

3,600 persons. Two Kaiser Permanente hospital facilities are also located within one mile of the Project site. The Project site is also conveniently located within a half mile of the Carson Veteran Park, the Normandale Recreational Center, Fire Station #36, and both elementary and middle schools. Further community amenities located within 2 miles include four additional public parks, a regional library, a high school, and a sheriff station. The site is easily accessed by the 110 Harbor Freeway. Moreover, four transit agencies provide public transit services near the Project site: Metropolitan Transportation Authority (Metro), Los Angeles Department of Transportation (LADOT), Municipal Area Express (MAX), and Carson Circuit. The Project site is well-served by public transit, with seven fixed bus routes operating within the vicinity of the Project site, and bus stops located on the east and west sides of Vermont Avenue, south of 223rd Street.

In addition to its consistency with the County's General Plan land use and housing elements, the Project meets the established goals and objectives of the Southern California Association of Governments' (SCAG) Regional Comprehensive Plan and Guide, which addresses regional development and forecasts growth within the SCAG jurisdiction. SCAG policies which the Project meets include:

- Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment;
    - The proposed Project satisfies this SCAG policy by offering 246 dwelling units, including 22 units affordable to lower income households. This represents a significant contribution to the County's housing stock in a range of income levels.
- Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as public education, housing, health care, child care, social services, recreational facilities, law enforcement and fire protection;
    - The proposed Project would provide housing within easy access to community services for the Project's residents. The Project site is conveniently located within a half mile of the Carson Veteran Park, the Normandale Recreational Center, Fire Station #36, and both elementary and middle schools. Further community amenities located within 2 miles include four additional public parks, a regional library, a high school, and a sheriff station.
- Support provisions and incentives created by local jurisdictions to attract housing growth in job rich subregions and job growth in housing rich subregions;
    - The Project site is located in close proximity to significant employment opportunities: among the many employers and community services near

the Project is the Harbor-UCLA Medical Center and two Kaiser Permanente hospital facilities.

- Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled and create opportunities for residents to walk or bike;

    - The proposed Project's convenient location encourages the use of public transit, with four transit agencies providing a range of transit opportunities near the Project site. Seven fixed bus routes run within the vicinity of the Project site, and bus stops are located on the east and west sides of Vermont Avenue, south of 223rd Street.

- Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment;

    - The Project is easily accessed by numerous transit options, including the 110 Harbor freeway and several bus lines. Moreover, the proposed Project would involve the redevelopment of a currently under-utilized industrial site that is no longer compatible with the surrounding uses and development trends in the area.

- Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems and activity centers;

    - As stated above, the proposed 246-unit residential Project would be located within an area well-served by public transportation, with seven fixed bus routes running within the vicinity of the Project site, and bus stops located on the east and west sides of Vermont Avenue, south of 223rd Street.

- Promote transportation friendly development by encouraging land use development patterns that complement transportation investments; and

    - By locating the proposed residential development project in close proximity to seven bus lines, as well as the 110 Harbor Freeway, the Project would complement the region's transportation investments.

As discussed previously, the design of the proposed Project would enhance the visual character of this community by removing an unattractive and dated industrial use, and replacing it with appropriately designed residential uses. The new development allows an opportunity for a design which is sensitive to adjacent residential uses and complements the character of the area.

Utilizing a general plan amendment, zone change and density bonus to maximize a range of housing opportunities for different income levels is appropriate at the Project site, which is

located within an urbanized setting near job centers and along a transportation corridor, and adequately served by necessary utilities and other facilities.

3. Modified conditions warrant a revision to the zoning as it pertains to the area or district under consideration.

The need for housing in the area and within the region has increased over the last several years. The recent revision to the Housing Element of the General Plan notes that population growth has outpaced housing production in the past decade, resulting in a housing shortage, which particularly prejudices lower-income persons. According to the 2005 General Plan Progress Report prepared by the Department of Regional Planning, nearly 30,000 housing units – including both affordable and market rate – are still needed within unincorporated County areas to meet housing needs generated between January 1998 and June 2005. There also is a substantial need for high-density housing near multipurpose urban centers, existing jobs and public transportation as well as renovation of currently deteriorating industrial areas.

Goal Numbers 1 and 3 in the General Plan Housing Element encourage "[a] sufficient quantity of dwelling units to meet the housing needs of the population, particularly those of lower-income households" and "[a] housing supply that ranges broadly enough in price and rent to enable all households, regardless of income, to secure adequate affordable housing." In addition to creating much-needed market rate units, the Project will set aside 22 units as affordable housing for lower income persons. These units will be dispersed evenly throughout the Project and will have the same design of other units within the Project in terms of appearance, material and finished quality.

Goal Number 2 in the General Plan Land Use Element is "[t]o maintain and enhance the quality of existing residential neighborhoods." The Project site is bordered by a condominium development to the south and single-family residences to the west. Additional multi-family residential development is located across Vermont Avenue to the east. The Project will replace an industrial site that is no longer compatible with the predominantly residential surrounding uses and development trends in the area. As discussed above, the proposed Project provides an appropriate transition between the remaining industrial land uses to the north and the nearby 110 Harbor Freeway to the east, and the residential uses to the east, west, and south. This is accomplished through a series of design elements, including a dramatic height reduction from four-stories to two- and three-stories adjacent to the single family residential uses, articulated building facades, and pitched roofs to echo the surrounding residential uses. Therefore, the Project is complementary to the existing mix of residential uses that surround the site and will enhance the quality of those existing neighborhoods.

Further, Goal Number 4 in the General Plan Housing Element emphasizes the importance of providing housing that is "accessible to employment and community services for all persons." Among the many employers and community services near the Project is the Harbor-UCLA Medical Center, an internationally acclaimed research and treatment facility that employs over 3,600 persons. Two Kaiser Permanente hospital facilities are also located within one mile of the Project site. The Project site is also conveniently located within a half mile of the Carson Veteran Park, the Normandale Recreational Center, Fire Station #36, and both elementary and middle schools. Further community amenities located within 2 miles include four additional

public parks, a regional library, a high school, and a sheriff station. The site is easily accessed by the 110 Harbor Freeway. Moreover, four transit agencies provide public transit services near the Project site: Metro, LADOT, MAX, and Carson Circuit. The Project site is well-served by public transit, with seven fixed bus routes operating within the vicinity of the Project site, and bus stops located on the east and west sides of Vermont Avenue, south of 223rd Street.

4. Approval of the proposed zoning at such location will be in the interest of public health, safety and general welfare and in conformity with good planning practices.

The proposed Project will help meet local and regional demand for housing by providing a two- to four-story residential building on an approximately four-acre property.

The Project's proposed density is appropriate for this area. With its mix of residential, commercial, and light industrial uses, the area combines a variety of densities and uses. From a seven-story, high density hospital to the north of the Project site, to the R-3 condo uses surrounding the Project to the south and east, the range of existing densities supports the proposed Project. Moreover, the Project's thoughtful design incorporates significant open space and setbacks to minimize any impacts of the increased density.

Additional design features will ensure the compatibility of the proposed Project within the community. For instance, lighting will be designed so as to minimize impacts on adjacent residential uses, the existing cul-de-sac west of the Project will be preserved and enhanced with new emergency access for the single-family residential neighborhood, and the Project's traffic impacts will be mitigated. In addition, by locating higher density along Vermont Avenue and orienting the Project away from existing residential streets, the Project helps to protect nearby neighborhoods and is complementary to the surrounding area.

The current General Plan emphasizes that the public health and general welfare mandate increased residential housing opportunities, particularly for lower and moderate income persons. The Project satisfies this mandate by offering 22 affordable units, to be dispersed throughout the Project. The General Plan also states that good planning practices require development of high-density housing near multipurpose urban centers, existing jobs and public transportation and replacement of currently deteriorating industrial areas.

Goal Numbers 1 and 3 in the General Plan Housing Element encourage "[a] sufficient quantity of dwelling units to meet the housing needs of the population, particularly those of lower-income households" and "[a] housing supply that ranges broadly enough in price and rent to enable all households, regardless of income, to secure adequate affordable housing." In addition to creating much-needed market rate units, the Project will set aside 22 units as affordable housing for lower income persons. These units will be dispersed evenly throughout the Project and will have the same design of other units within the Project in terms of appearance, material and finished quality.

Goal Number 2 in the General Plan Land Use Element is "[t]o maintain and enhance the quality of existing residential neighborhoods." The Project site is bordered by a condominium development to the south and single-family residences to the west. Additional residential development is located across Vermont Avenue to the east. The Project will replace an industrial

site that is no longer compatible with the surrounding uses and development trends in the area. Therefore, the Project is complementary to the existing mix of residential uses that surround the site and will enhance the quality of those existing neighborhoods.

Further, Goal Number 4 in the General Plan Housing Element emphasizes the importance of providing housing that is "accessible to employment and community services for all persons." Among the many employers and community services near the Project is the Harbor-UCLA Medical Center, an internationally acclaimed research and treatment facility that employs over 3,600 persons. Two Kaiser Permanente hospital facilities are also located within one mile of the Project site. The Project site is also conveniently located within a half mile of the Carson Veteran Park, the Normandale Recreational Center, Fire Station #36, and both elementary and middle schools. Further community amenities located within 2 miles include four additional public parks, a regional library, a high school, and a sheriff station. The site is easily accessed by the 110 Harbor Freeway. As noted above, the Project is located close to transportation services, including bus service provided by Metro, LADOT, MAX, and Carson Circuit. Seven fixed bus routes operate within the vicinity of the Project site, and bus stops located on the east and west sides of Vermont Avenue, south of 223rd Street.

In addition to its consistency with the County's General Plan land use and housing elements and MTA transit policies, the Project meets the established goals and objectives of the Southern California Association of Governments' (SCAG) Regional Comprehensive Plan and Guide, which addresses regional development and forecasts growth within the SCAG jurisdiction. SCAG policies which the Project meets include:

- Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment;
    - The proposed Project satisfies this SCAG policy by offering 246 dwelling units, including 22 units affordable to lower income households. This represents a significant contribution to the County's housing stock in a range of income levels.
- Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as public education, housing, health care, child care, social services, recreational facilities, law enforcement and fire protection;
    - The proposed Project would provide housing within easy access to community services for the Project's residents. The Project site is conveniently located within a half mile of the Carson Veteran Park, the Normandale Recreational Center, Fire Station #36, and both elementary and middle schools. Further community amenities located within 2 miles include four additional public parks, a regional library, a high school, and a sheriff station.

- Support provisions and incentives created by local jurisdictions to attract housing growth in job rich subregions and job growth in housing rich subregions;

    - The Project site is located in close proximity to significant employment opportunities: among the many employers and community services near the Project is the Harbor-UCLA Medical Center and two Kaiser Permanente hospital facilities.

- Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled and create opportunities for residents to walk or bike;

    - The proposed Project's convenient location encourages the use of public transit, with four transit agencies providing a range of transit opportunities near the Project site. Seven fixed bus routes run within the vicinity of the Project site, and bus stops are located on the east and west sides of Vermont Avenue, south of 223rd Street.

- Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment;

    - The Project is easily accessed by numerous transit options, including the 110 Harbor freeway and several bus lines. Moreover, the proposed Project would involve the redevelopment of a currently under-utilized industrial site that is no longer compatible with the surrounding uses and development trends in the area.

- Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems and activity centers;

    - As stated above, the proposed 246-unit residential Project would be located within an area well-served by public transportation, with seven fixed bus routes running within the vicinity of the Project site, and bus stops located on the east and west sides of Vermont Avenue, south of 223rd Street.

- Promote transportation friendly development by encouraging land use development patterns that complement transportation investments; and

    - By locating the proposed residential development project in close proximity to seven bus lines, as well as the 110 Harbor Freeway, the Project would complement the region's transportation investments.

As discussed previously, the design of the proposed Project would enhance the visual character of this community by removing an unattractive and dated industrial use, and replacing it with appropriately designed residential uses. The new development allows an opportunity for

a design which is sensitive to adjacent residential uses and complements the character of the area.

The proposed zone change will enable development of the Project, which will further the aforementioned goals.

22425 – 22433 SOUTH VERMONT AVENUE
CONDITIONAL USE PERMIT
BURDEN OF PROOF

The Applicant seeks to obtain a Conditional Use Permit in conjunction with its development of a two- to four-story residential building, containing 246 dwelling units, including 22 units affordable to lower income households. The Applicant submits the following information demonstrating the project meets the burden of proof under County Code Section 22.56.040.

1. The requested use at the location proposed will not: (1) adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area; (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 development on the approximately four-acre property is a four-story building containing 246 much-needed high-quality residential units (the "Project"). The Project will consist of a combination of one, two and three bedroom units and will set aside 22 units for lower income households.

The proposed Project will help meet local and regional demand for housing by expanding the existing residential uses in the area. The proposed residential uses would complement the adjacent and nearby mix of residential development, which ranges from single family to R3 density. Access to and from the Project will be from Vermont Avenue, and an existing cul-de-sac just west of and terminating at the Project site will be preserved, thereby protecting the health, safety and general welfare of the existing single family residential neighborhood adjacent to the Project site. Housing will be constructed in close proximity to existing jobs in the surrounding area and in immediate proximity to public transportation.

Goal Number 2 in the General Plan Land Use Element is "[t]o maintain and enhance the quality of existing residential neighborhoods." The Project site is bordered by a condominium development to the south and single-family residences to the west. Additional residential development is located across Vermont Avenue to the east and north of the bakery that abuts the Project site on the north. The Project will replace an industrial site that is no longer compatible with the surrounding uses and development trends in the area. The proposed residential uses and design are consistent with the surrounding area in terms of land use patterns, designs and established community character.

The proposed Project also provides an appropriate transition between the remaining industrial land uses to the north and the nearby 110 Harbor Freeway to the east, and the residential uses to the east, west, and south. The Project's design facilitates this transition by incorporating a dramatic reduction in height along the western portion of the project to complement the single family residential uses to the west. The building on this side is stepped down from four-stories to two- and three-stories, and is enhanced by pitched, residential-style roofs and other design elements. The Project is also designed with a variable 33- to 34-foot wide setback along its western property line, providing a further physical buffer between the Project

and the single-family development to the west. Moreover, the building incorporates pocket courtyards which allow a greater number of residential units to open onto a landscaped setting. Importantly, this feature also limits the massing of the building's facades, thereby helping to break up the overall building massing. The building's eastern side similarly complements the industrial and light commercial uses along Vermont Avenue through a variation of sloped and flat roof elements and appropriately ornate facades.

Additionally, the Project's proposed density is appropriate for this area. With its mix of residential, commercial, and light industrial uses, the area combines a variety of densities and uses. From a seven-story, high density hospital to the north of the Project site, to the R-3 condo uses surrounding the Project to the south and east, the range of existing densities supports the proposed Project. Moreover, the Project's thoughtful design incorporates significant open space and setbacks to minimize any impacts of the increased density.

Furthermore, lighting will be designed so as to minimize impacts on adjacent residential uses, the existing cul-de-sac west of the Project will be preserved and enhanced with new emergency access for the single-family residential neighborhood, and the Project's traffic impacts will be mitigated. In addition, by locating higher density along Vermont Avenue and orienting the Project away from existing residential streets, the Project helps to protect nearby neighborhoods and is complementary to the surrounding area. Therefore, the Project is complementary to the existing mix of residential uses that surround the site and will enhance the quality of those existing neighborhoods.

In addition, Goal Numbers 1 and 3 in the General Plan Housing Element encourage "[a] sufficient quantity of dwelling units to meet the housing needs of the population, particularly those of lower-income households" and "[a] housing supply that ranges broadly enough in price and rent to enable all households, regardless of income, to secure adequate affordable housing." According to the 2005 General Plan Progress Report prepared by the Department of Regional Planning, nearly 30,000 housing units – including both affordable and market rate – are still needed within unincorporated County areas to meet housing needs generated between January 1998 and June 2005. In addition to creating much-needed market rate units, the Project will set aside 22 units as affordable housing for lower income persons. These units will be dispersed evenly throughout the Project and will have the same design of other units within the Project in terms of appearance, material and finished quality.

Further, Goal Number 4 in the General Plan Housing Element emphasizes the importance of providing housing that is "accessible to employment and community services for all persons." Among the many employers and community services near the Project is the Harbor-UCLA Medical Center, an internationally acclaimed research and treatment facility that employs over 3,600 persons. Two Kaiser Permanente hospital facilities are also located within one mile of the Project site. The Project site is also conveniently located within a half mile of the Carson Veteran Park, the Normandale Recreational Center, Fire Station #36, and both elementary and middle schools. Further community amenities located within 2 miles include four additional public parks, a regional library, a high school, and a sheriff station. The site is easily accessed by the 110 Harbor Freeway. Moreover, four transit agencies provide service near the Project site: Metropolitan Transportation Authority (Metro), Los Angeles Department of Transportation (LADOT), Municipal Area Express (MAX), and Carson Circuit. The Project site is well-served

by public transit, with seven fixed bus routes running within the vicinity of the Project site, and bus stops located on the east and west sides of Vermont Avenue, south of 223rd Street.

In addition to its consistency with the County's General Plan land use and housing elements and MTA transit policies, the Project meets the established goals and objectives of the Southern California Association of Governments' (SCAG) Regional Comprehensive Plan and Guide, which addresses regional development and forecasts growth within the SCAG jurisdiction. SCAG policies which the Project meets include:

- Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment;

- Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as public education, housing, health care, child care, social services, recreational facilities, law enforcement and fire protection;

- Support provisions and incentives created by local jurisdictions to attract housing growth in job rich subregions and job growth in housing rich subregions;

- Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled and create opportunities for residents to walk or bike;

- Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment;

- Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems and activity centers;

- Promote transportation friendly development by encouraging land use development patterns that complement transportation investments; and

- Provide an adequate supply and availability of housing by reducing major components of new housing costs;

As discussed previously, the design of the proposed Project would enhance the visual character of this community by removing an unattractive and dated industrial use, and replacing it with appropriately designed residential uses. The new development allows an opportunity for a design which is sensitive to adjacent residential uses and complements the character of the area.

The proposed Project will replace an existing industrial use with high-quality, professionally managed residential units. The Project would be accessed from Vermont Avenue,

not from single-family residential streets. The requested conditional use permit will contain conditions that ensure that the Project will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area; be materially 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. Utilizing a zone change and density bonus to maximize the density potential of the Project is appropriate at the Project site, which is located within an urbanized setting near job centers and along a transportation corridor, and adequately served by necessary utilities and other facilities. Moreover, this change in use represents a significant physical improvement to the surrounding area and helps complete a residential neighborhood in transition, while not affecting the County's core industrial infrastructure areas.

2. 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 approximately 4.39 net- (4.74 gross-) acre Project site is characterized by a generally flat topography and is of a proper dimension and configuration to accommodate the proposed development. The Project design will provide appropriate open space, tenant amenities, landscaping and setbacks for a high-quality residential community.

For instance, the site plan includes private open space and courtyard areas that allow for circulation through the Project while still maintaining a sense of privacy for the residents. This open space includes pocket courtyards which allow a greater number of residential units to open onto a landscaped setting. The Project also contains resident amenities that include a pool, a hot tub, a state-of-the-art cardio gym and a business center.

The Project will include approximately 443 parking spaces, consistent with Code requirements. Parking will be provided within five levels in an above-grade, covered parking structure, which is surrounded on three sides by the four-story residential building. Access to each residential level will be provided directly from each level of the parking structure.

Moreover, a 28-foot wide building setback, which will also serve as a fire lane, has been provided along the entire western and northern perimeter of the site. This fire lane setback is also provided for the majority of the southern perimeter of the Site. In that segment of the southern edge of the property which will not include the fire lane setback, a building setback of 7' in width will be provided. As a result, an appropriate physical buffer has been provided between adjoining uses. In addition to this setback, landscaping will be provided immediately adjacent to the Project, to provide further visual relief of the new structures.

An existing cul-de-sac to the west of the Project site would be preserved to ensure that no Project-related traffic impacts occur along this single-family residential street. New emergency-only access would be created at the cul-de-sac to benefit the single-family residences.

3. The proposed site is adequately served: (1) by highways or streets of sufficient width and improved as necessary to carry the kind and quality of traffic such use would generate, and (2) by other public or private service facilities as are required.

The Project is located on South Vermont Avenue, which is fully improved. The Project would be accessible from two driveways located directly on Vermont Avenue. The traffic study prepared for the Project confirms that Project-generated traffic can be accommodated by existing streets and highways, and that mitigation measures can be incorporated into the Project to reduce all traffic impacts to a level below significance. Additionally, four transit agencies provide service near the Project site: Metro, LADOT, MAX, and Carson Circuit. With seven fixed bus routes running within the vicinity of the Project site, and bus stops located on the east and west sides of Vermont Avenue, south of 223rd Street, the Project site is well-served by public transit.

The Initial Study prepared for the Project confirms that the Project will be adequately served by other service facilities and will not result in significant impacts on sewer, education, fire, sheriff, utilities, solid waste or parks and recreation services.