



Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead



Richard J. Bruckner
Director

November 22, 2010

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

**PROJECT NO. R2009-02015-(2)
GENERAL PLAN AMENDMENT NO. 200900013
ZONE CHANGE NO. 200900013
CONDITIONAL USE PERMIT NO. 200900150
PARKING DEVIATION NO. 201000005
ENVIRONMENTAL ASSESSMENT NO. 200600147
APPLICANT: DIN/CAL, INC.
1011 CAMINO DEL MAR, SUITE 268
DEL MAR, CA 92014
PLAYA DEL REY ZONED DISTRICT
SECOND SUPERVISORIAL DISTRICT (3 VOTES)**

SUBJECT

Land use entitlements are requested to construct an apartment complex on 4.93 gross acres within the unincorporated community of Playa Del Mar at 5544 and 5550 Grosvenor Blvd, near Jefferson Blvd. The project consists of 196 one- and two-bedroom units, parking structure, landscaped courtyards, pool, and other amenities. The requested entitlements include a general plan amendment, zone change, conditional use permit, and minor parking deviation permit. The project is subject to the California Environmental Quality Act ("CEQA"). An Environmental Impact Report and mitigation measures have been prepared in accordance with Article 7 CEQA Guidelines.

IT IS RECOMMENDED THAT YOUR BOARD:

1. Consider the Final Environmental Impact Report ("EIR") and Findings of Fact and Statement of Overriding Considerations ("SOC") for the project together with any comments received during the public review process, find on the basis of the whole record before the Board that the significant effects identified in the Final

EIR can be mitigated to levels of insignificance, find that there are overriding considerations for the unavoidable significant impacts that warrant approval of the project, find that the Final EIR reflects the independent judgment and analysis of the Board, and adopt the Final EIR and Findings of Fact and SOC with the Mitigation Monitoring Program ("MMP").

2. Instruct County Counsel to prepare the necessary documents to approve General Plan Amendment No. 200900013 and Zone Change No. 200900013 as recommended by the Los Angeles County Regional Planning Commission ("Commission").
3. Instruct County Counsel to prepare the necessary findings to affirm the Commission's approval of Conditional Use Permit No. 200900150 and Parking Deviation No. 201000005.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The project applicant, Din/Cal, Inc., requests land use entitlements to construct an apartment complex known as the Millennium-Playa Del Mar Apartments consisting of 196 units, including six carriage units, 353 parking spaces, four courtyards, outdoor pool, leasing office, fitness center and restrooms. The project is designed to have one apartment building wrapped around an above ground parking structure and courtyards. The maximum height of the project is four stories (51 feet) with the height graduating from two to three-story elements along the northern and southern perimeters of the property to four stories towards the center of the property. The project site consists of four parcels constituting 4.93 gross acres and is currently developed with a church and one single-family residence. The existing structures are to be removed prior to the construction of the new development.

A general plan amendment is requested to amend the General Plan Land Use Policy Map Category from Category 1 (Low Density Residential – One to Six Dwelling Units Per Acre) to Category 4 (High Density Residential – 22 or More Dwelling Units Per Acre) to allow for the proposed density of 45 dwelling units per acre. The proposed density is compatible with surrounding density as the density within 500 feet radius of the project site is 60 dwelling units per acre.

Zone change from R-3-DP (Limited Multiple Residence – Development Program) and R-1 (Single-Family Residence) to R-4-DP (Unlimited Residence – Development Program) is requested to bring zoning into conformance with the requested density.

A conditional use permit is requested to authorize the construction, operation, and maintenance of the apartment complex, and to allow the height of the block wall in the northern side yard setback to exceed the six feet height limit. Portions of the northern block wall will be eight feet high to buffer the existing single-family residences from the proposed driveway.

A parking deviation permit is requested to reduce the number of required parking spaces by 10 percent. The reduction allowed the applicant to redesign the project decreasing the height of the parking structure to make it more compatible with adjacent development. The reduction in the number of required parking spaces is substantiated by an independent parking study that concludes that the parking demand for similar developments in the area is 1.5 spaces per unit. With the parking deviation, the project will be providing 1.8 spaces per unit, exceeding the estimated demand.

Implementation of Strategic Plan Goals

The proposed project promotes the Strategic Plan Goal of providing Community and Municipal Services to the residents of the County's unincorporated communities by providing housing. The project would add new rental housing in an urbanized area, near existing infrastructure, transportation, businesses, job centers, shopping, and recreational facilities.

FISCAL IMPACT/FINANCING

The adoption of the proposed general plan amendment and zone change, and the approval of the conditional use permit and parking deviation should not result in any new significant costs to the County as the applicant is bearing the cost of the construction of the new development.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

On May 12, 2010, the Commission continued the public hearing to allow the applicant to meet and discuss the issues raised by the residents of Playa Del Mar regarding density, traffic, access, height and scale of the project.

On June 16, 2010, the Commission continued the public hearing at the request of the applicant and adjacent property owners to allow the community dialogue to continue.

During this time, the applicant and community, consisting of adjacent homeowners, Del Rey Homeowners and Neighborhood Association, Del Rey Neighborhood Council, and other stakeholders had several meetings in an effort to reach a consensus. As a result of these meetings, the applicant revised the project description. The revised project decreased the number of units from 216 to 196, decreased the height of the development near the southern and northern property lines, decreased the number of parking spaces, and increased the setback buffer.

On July 14, 2010, the Commission held a public hearing on the revised project. The hearing was continued to allow for recirculation of updated portions of the Draft EIR due to revised project description and addition of the parking deviation permit.

On October 6, 2010, the Commission held a public hearing to consider the project and the environmental documents, indicated its intent to approve the project, and instructed staff to prepare the Final EIR and findings and conditions of approval.

At the November 10, 2010 public hearing, the Commission, by a unanimous vote, approved the Final EIR, recommended the adoption of the plan amendment and zone change, and approved the conditional use permit and parking deviation permit.

Pursuant to Section 22.60.230, subsection B.2, when the Regional Planning Commission makes a recommendation on a legislative action concurrently with approval of a non-legislative land use application, the Board of Supervisors also calls the non-legislative application up for concurrent review.

ENVIRONMENTAL DOCUMENTATION

An Initial Study and the subsequent Draft and Final EIR were prepared for this project in compliance with the State CEQA Guidelines and County of Los Angeles Environmental Document Reporting Procedures and Guidelines. The EIR concludes that project impacts can be mitigated to level of insignificance, except for unavoidable project impacts regarding construction noise, construction air quality, and cumulative impacts on solid waste disposal. The Findings of Fact and SOC have been prepared in response to Final EIR comments and identified unavoidable significant impacts. An MMP was also prepared to mitigate potentially significant impacts to a level of insignificance.

IMPACTS ON CURRENT SERVICES OR PROJECTS

Action on the proposed general plan amendment, zone change, conditional use permit, and parking deviation permit is not anticipated to have a negative impact on current services as the project will provide the improvements necessary to serve the development.

Respectfully submitted,

DEPARTMENT OF REGIONAL PLANNING


Richard U. Bruckner
Director

RJB:SA:MKK

Attachments: Commission Resolutions, Findings and Conditions, Commission Staff Reports and Correspondence, EIR and Mitigation Monitoring Program

- c: Chief Executive Officer
- County Counsel
- Clerk of the Board
- Assessor
- Director, Department of Public Works
- Director, Department of Regional Planning

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

WHEREAS, the Regional Planning Commission of the County of Los Angeles has conducted public hearings in the matter of General Plan Amendment Case No. 200900013 on May 12, 2010, June 16, 2010, July 14, 2010, October 6, 2010, November 10, 2010.

WHEREAS, the Regional Planning Commission finds as follows:

1. The applicant has requested an Amendment to the Los Angeles County General Plan to change the land use designation from Category 1 (Low Density Residential – One to Six Dwelling Units Per Acre) to Category 4 (High Density Residential—22 or More Dwelling Units Per Acre) on the 4.93-gross-acre subject property.
2. The subject property is located at 5544 and 5550 Grosvenor Blvd within the unincorporated community of West Fox Hills, Playa Del Rey Zoned District, Second Supervisorial District.
3. The General Plan Amendment request was heard concurrently with Zone Change Case No. 200900013, Conditional Use Permit Case No. 200900150, and Parking Deviation Case No. 201000005.
4. Zone Change Case No. 200900013 is a related request to authorize a change of zone from “R-3-DP” (Limited Multiple Residence – Development Program) and “R-1” (Single Family Residence) to R-4-DP (Unlimited Residence – Development Program).
5. Conditional Use Permit Case No. 200900150 is a related request to authorize the development of a multi-family residential project on the subject property. The applicant is proposing to construct 196 apartments, together with appurtenant structures and facilities, including a pool, fitness center, and parking structure for 353 cars.
6. Parking Deviation Case No. 201000005 is a related request to reduce parking requirement by ten percent. The request was added to project entitlements at the July 14, 2010 public hearing and considered by the Regional Planning Commission at October 6, 2010, and November 10, 2010 public hearings.
7. The Conditional Use Permit No. 200900150 site plan, the Exhibit “A,” depicts the subject property with one apartment building wrapped around two courtyards, and a parking structure. Access to the site is from Grosvenor Blvd via Jefferson Blvd to the south.
8. The applicant is requesting an amendment to the Countywide General Plan to change the land use designation of the 4.93-acre parcel from Low Density Residential to High

Density Residential. The High Density Residential areas are suitable for medium and high-rise apartments and condominiums, three or more stories in height. The intent of this classification is to provide for high-density residential development in appropriate locations, conveniently accessible to, or within multipurpose urban centers. Densities generally exceed 22 units per gross acre.

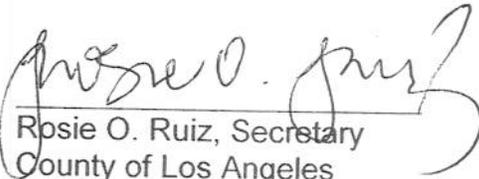
9. In reaching its decision the Regional Planning Commission considered the whole record, including testimony for and against the project.
10. The proposed General Plan Amendment is consistent with the goals and policies of the Countywide General Plan. The proposed residential project will increase the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

an acceptable level and are outweighed by specific social, economic, and environmental benefits of the project; and adopts the Findings of Fact and Statement of Overriding Considerations prepared for the project.

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

1. That the Board of Supervisors hold a public hearing to consider General Plan Amendment Case No. 200900013, a change of classification within the Countywide General Plan from Category 1 (Low Density Residential – One to Six Dwelling Units Per Acre) to Category 4 (High Density Residential—22 or More Dwelling Units Per Acre) on approximately 4.93 acres;
2. That the Board of Supervisors certify completion of and approve the attached EIR along with the Findings of Fact and Statement of Overriding Considerations dated November 2010 and adopt the Mitigation Monitoring Program for Countywide General Plan Amendment Case No. 200900013; and
3. That the Board of Supervisors adopt the above recommended Countywide General Plan Amendment Case No. 200900013.

I hereby certify that the foregoing resolution was adopted by a majority of the voting members of the Regional Planning Commission in the County of Los Angeles on November 10, 2010.


Rosie O. Ruiz, Secretary
County of Los Angeles
Regional Planning Commission

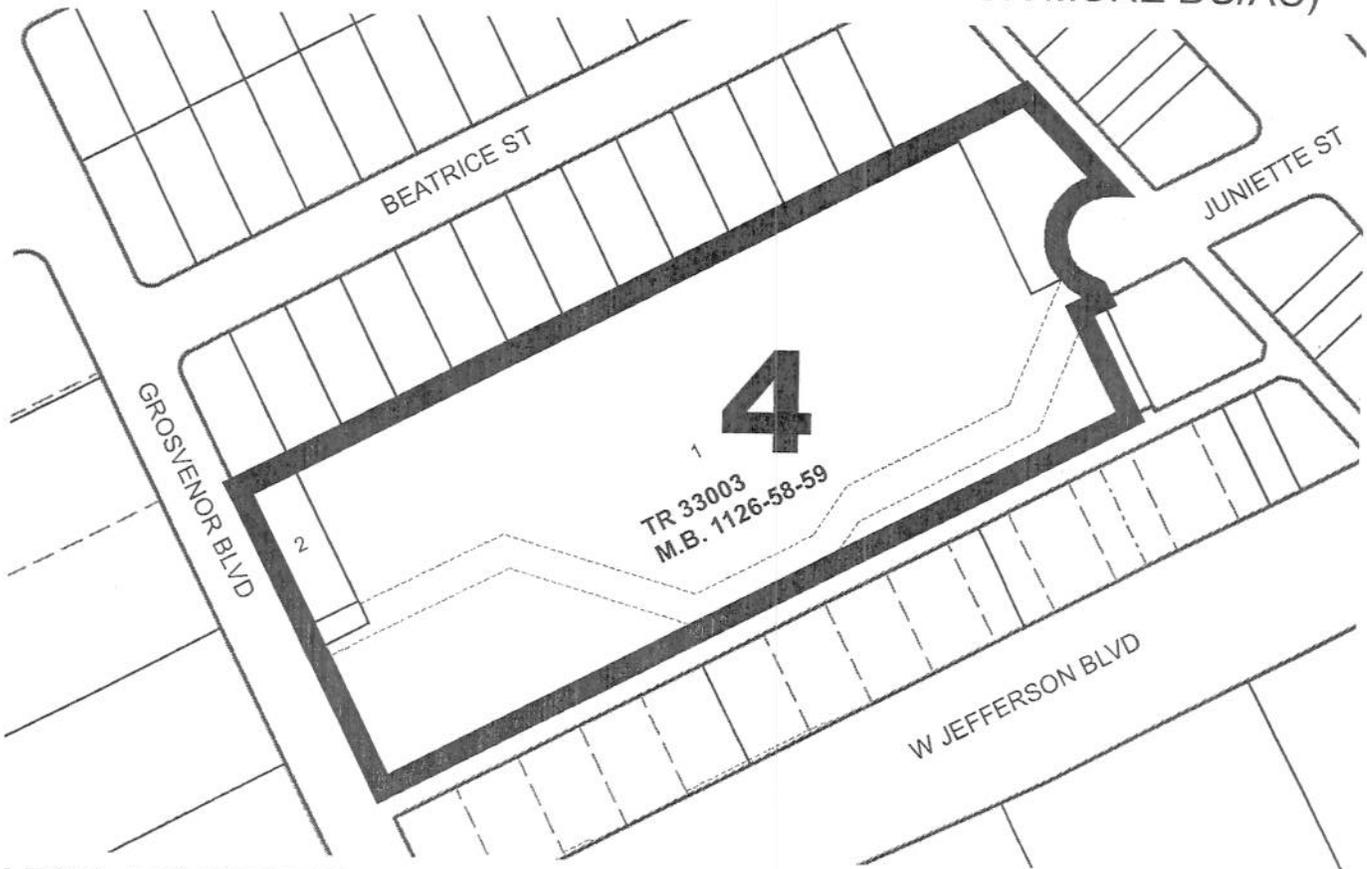
AMENDMENT TO COUNTYWIDE GENERAL PLAN
WEST FOX HILLS COMMUNITY

PLAN AMENDMENT: 200900013

ON:

CATEGORY 1 TO CATEGORY 4

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



LEGAL DESCRIPTION:

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

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

LEGEND:

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



0 75 150
FEET

COUNTY ZONING MAP
105H161

DIGITAL DESCRIPTION: VCOVD_PLAYA DEL REY

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

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

WHEREAS, the Regional Planning Commission of the County of Los Angeles has conducted public hearings in the matter of Zone Change Case No. 200900013 on May 12, 2010, June 16, 2010, July 14, 2010, October 6, 2010, November 10, 2010

WHEREAS, the Regional Planning Commission finds as follows:

1. The applicant is requesting a change of zone from R-3-DP (Limited Multiple Residence – Development Program) and R-1 (Single Family Residence) to R-4-DP (Unlimited Residence – Development Program).
2. The subject property consists of approximately 4.93 gross acres located at 5544 and 5550 Grosvenor Blvd within the unincorporated community of West Fox Hills, Playa Del Rey Zoned District of the Second Supervisorial District.
3. The Zone Change request was heard concurrently with Plan Amendment Case No. 200900013, Conditional Use Permit Case No. 200900150, and Parking Deviation Case No. 201000005.
4. General Plan Amendment Case No. 200900013 is a related request to authorize a change of land use classification in the Countywide General Plan from Low Density Residential to High Density Residential on the approximately 4.93-gross-acre subject property.
5. Conditional Use Permit Case No. 200900150 is a related request to authorize the development of a multi-family residential project on the subject property. The applicant is proposing to construct 196-unit apartment building with appurtenant structures and facilities, including a pool, fitness center, and parking structure for 353 cars.
6. Parking Deviation Case No. 201000005 is a related request to reduce parking requirement by ten percent. The request was added to project entitlements at the July 14, 2010 public hearing and considered by the Regional Planning Commission at October 6, 2010, and November 10, 2010 public hearings.
7. The site plan for Conditional Use Permit No. 200900150, the Exhibit "A", depicts the subject property with one apartment building wrapped around two courtyards, and a parking structure. Access to the site is from Grosvenor Blvd via Jefferson Blvd to the south.

8. The subject property is currently zoned R-3-DP (Limited Multiple Residence – Development Program) established in 1984 and 1987 by Ordinance No. 84-0121Z and 87-0048Z respectively.
9. The subject property is developed with a church, parking lot, and single-family residence. Existing zoning allows for a density of 22 dwelling units per acre. The property south of the subject property is developed with three apartment buildings with a density of 99 dwelling units per acre. Further south, the residential portion of the Village at Playa Vista is entitled for 55 to 109 units per acre. A Zone Change to allow for higher density residential development would be consistent with the goals and policies of the General Plan Housing Element goals and policies, which promotes a wide range of housing types and housing costs to sufficiently meet the needs of current and future residents.
10. The Zone Change is compatible with the goals and policies of the Countywide General Plan. The proposed residential project will increase the supply of housing and promote the efficient use of land through a more concentrated pattern of urban development.
11. The subject property is a proper location for the R-4-DP zoning in that the proposed development provides an improved jobs-housing balance and concentrates well-designed high-density housing adjacent to job centers, recreational amenities, and interstate freeways.
12. Surrounding land use pattern has changed since the R-3-DP zoning was established in 1984, increasing the density in the area. To the south, three apartment buildings with an average density of 98 dwelling units per acre were constructed from 1987 to 1989. Further south, Phase II of the Playa Vista Project was approved in 2010. The mixed-use project would allow for average density of 52 dwelling units per acre.
13. The proposed Zone Change from R-3-DP and R-1 to R-4-DP is consistent with General Plan Amendment No. 200900013 and, as reflected therein, with the goals and objectives of the Countywide General Plan.
14. An Initial Study was prepared for the project in compliance with the California Environmental Quality Act (Public Resources Code section 21000, et seq.) (“CEQA”), the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines of the County of Los Angeles. The Initial Study concluded that there was evidence that the project may have a significant impact on the environment in the following areas: land use, geology, noise, air quality, traffic/access, visual resources, hydrology and water quality, sewer

service, and solid waste service. The Initial Study determined that a Environmental Impact Report ("EIR") would be required.

15. The EIR prepared for the project concluded that with the exception of noise and air quality during construction there are no significant impacts that cannot be mitigated to a level of no significance. All other potentially significant environmental impacts, including geology, traffic and access, visual resources, and hydrology and water quality can be mitigated to less than significant levels through the implementation of mitigation measures identified in the EIR.
16. The Findings of Fact and Statement of Overriding Considerations that have been prepared for the Proposed Residential Project are incorporated herein by this reference as if set forth in full.
17. The Commission approves the Final Environmental Impact Report prepared for the project and presented to the Commission; certifies that it has reviewed and considered the environmental information contained in the document; certifies that the FEIR has been completed in compliance with CEQA, the CEQA Guidelines, and County CEQA Guidelines and reflects the independent judgment of the Commission as to the environmental consequences of the project; determines that the conditions of approval and mitigation measures discussed in the FEIR are the only mitigation measures for the project which are feasible; determines that the remaining unavoidable environmental effects of the project have been reduced to the extent possible and to an acceptable level and are outweighed by specific social, economic, and environmental benefits of the project; and adopts the Findings of Fact and Statement of Overriding Considerations prepared for the project.

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

1. That the Board of Supervisors hold a public hearing to consider the recommended change of zone from R-3-DP and R-1 to R-4-DP as provided by the related Conditional Use Permit Case No. 200900150.
2. That the Board of Supervisors certify completion of and approve the attached EIR along with the Findings of Fact and Statement of Overriding Considerations dated November 2010 and adopt the Mitigation Monitoring Program for the Zone Change Case No. 200900013.
3. That the Board of Supervisors find the recommended zoning is consistent with the Los Angeles County General Plan and with the adoption of General Plan Amendment Case No. 200900013 by the Board;

4. That the Board of Supervisors find that the public convenience, the general welfare and good zoning practice justify the recommended change of zone; and
5. That the Board of Supervisors adopt the above recommended change of zone.

I hereby certify that the foregoing resolution was adopted by a majority of the voting members of the Regional Planning Commission in the County of Los Angeles on November 10, 2010.


Rosie O. Ruiz, Secretary
Regional Planning Commission
County of Los Angeles

ZONING CASE NUMBER 200900013

ORDINANCE NUMBER _____

An ordinance amending Section 22.16.230 of Title 22 of the County Code, changing regulations for the execution of the Los Angeles County General Plan, relating to the Playa Del Rey Zoned District No. 89.

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

SECTION 1. Section 22.16.230 of the County Code is amended by amending the map of the Playa Del Rey Zoned District No. 89 as shown on the map attached hereto.

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

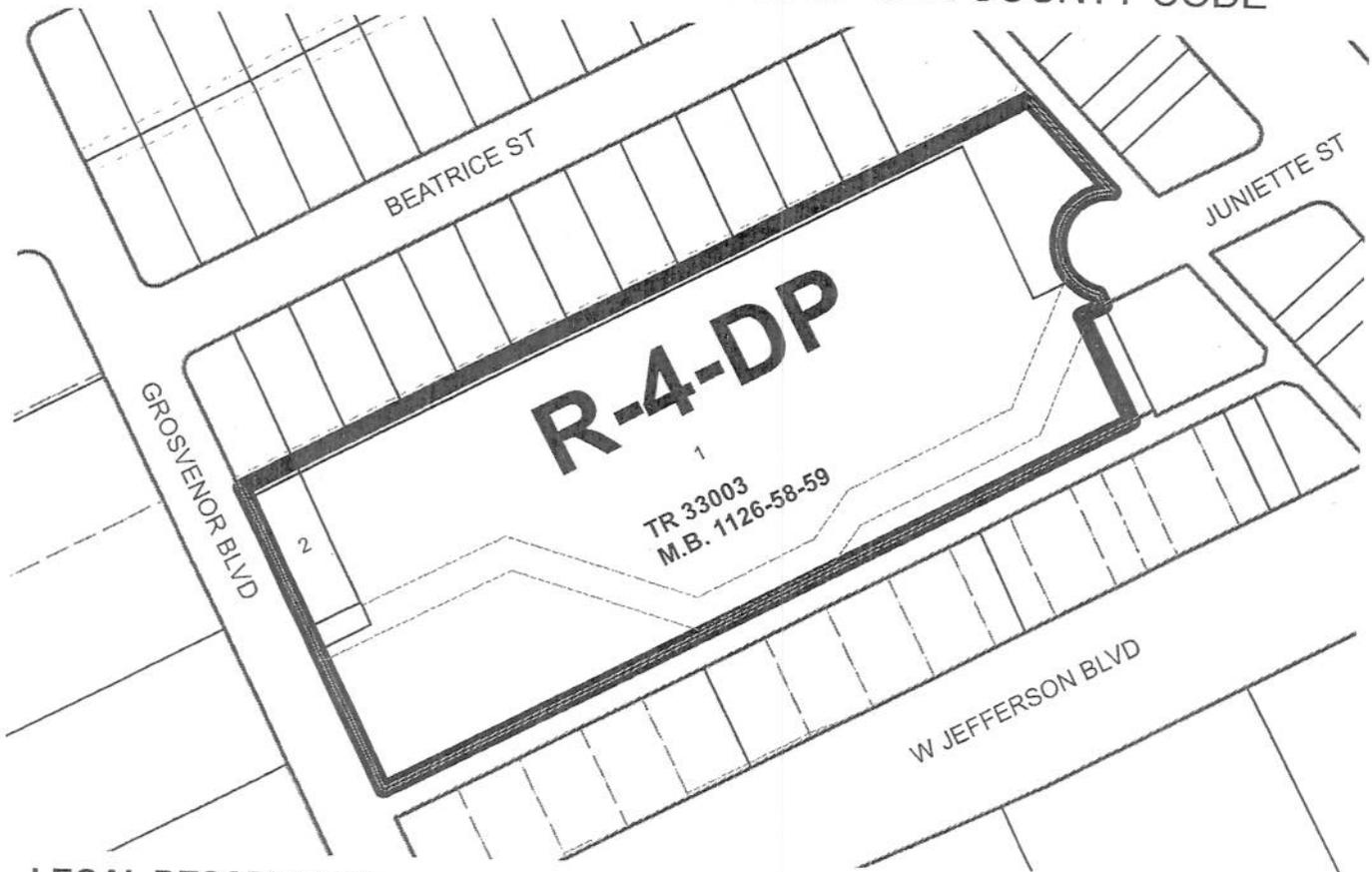
CHANGE OF PRECISE PLAN
PLAYA DEL REY ZONED DISTRICT

ADOPTED BY ORDINANCE: _____

ON: _____

ZONING CASE: **ZC 200900013**

AMENDING SECTION: 22.16.230 OF THE COUNTY CODE



LEGAL DESCRIPTION:

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

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

LEGEND:

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



0 75 150
FEET

COUNTY ZONING MAP
105H161

DIGITAL DESCRIPTION: VZCOZD_PLAYA DEL REY

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



Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead



Richard J. Bruckner
Director

November 10, 2010

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

Aaron Clark
Armbruster & Goldsmith, LLP
11611 San Vicente Blvd, Suite 900
Los Angeles, CA 90049

**RE: PROJECT NO. R2009-02015-(2)
PLAN AMENDMENT NO. 200900013/ ZONE CHANGE NO. 200900013/ CONDITIONAL USE
PERMIT NO. 200900150/ PARKING DEVIATION NO. 201000005/ ENVIRONMENTAL
ASSESSMENT NO. 200600147
MILLENNIUM-PLAYA DEL MAR APARTMENTS**

Dear Mr. Clark:

PLEASE NOTE: This document contains the Regional Planning Commission's findings and conditions relating to **APPROVAL** of the above referenced Conditional Use Permit, Parking Deviation, and environmental document as well as the recommendation for **APPROVAL** of the related zone change and plan amendment to the Board of Supervisors.

Your attention is called to Condition No. 3 of the Conditional Use Permit, which states that this grant shall not become effective until the Board of Supervisors has adopted the zone change and plan amendment submitted concurrently with this application.

Pursuant to Section 22.60.230, subsection B.2, when the Regional Planning Commission makes a recommendation on a legislative action concurrently with approval of a non-legislative land use application, the Board of Supervisors shall call the non-legislative application up for concurrent review. Please be advised that this may result in modification of the findings and/or conditions attached hereto.

Payment of fees required by the conditions of approval will not be accepted until the Board of Supervisors has approved the zone change and plan amendment.

Very truly yours,

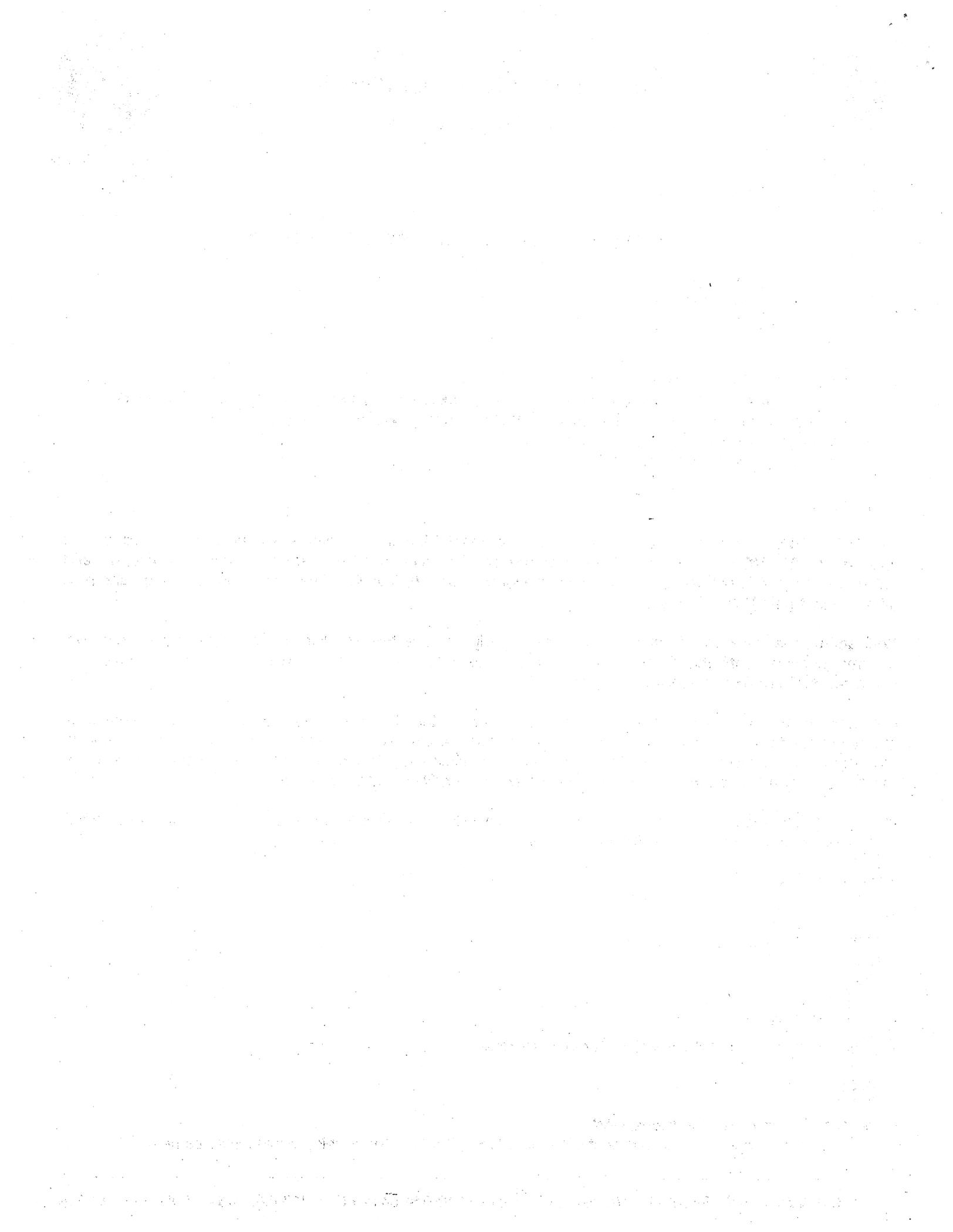
Department of Regional Planning
Richard J. Bruckner
Director

Mark Child, AICP
Zoning Permits Section I Supervising Regional Planner

MC:MKK

Enclosures: Findings, Conditions, MMP
c: Board of Supervisors, Department of Public Works (Building and Safety), Zoning Enforcement

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
<p>GEOLOGY (continued)</p>	<p>4.2-23 (continued)</p> <ul style="list-style-type: none"> • Fill placed under structures or pavements shall be placed as "structural fill." All structural fill shall be free of expansive clay, rock greater than 3 inches in maximum size, debris and other deleterious materials. All structural fill shall be compacted to at least 95 percent of the maximum dry density determined by ASTM D 1557-91. Fill placed in non-structural and landscape areas shall be compacted to at least 90 percent. • The bottoms of completed excavations shall be observed by the project Geotechnical Engineer, while it is proof-rolled with loaded equipment. Any loose or yielding soils shall be over-excavated and recompacted to the limits determined by the Geotechnical Engineer. • All earthwork and grading shall be performed under the observation of the Geotechnical Engineer. Compaction testing of the fill soils shall be performed at the discretion of the Geotechnical Engineer. Testing shall be performed for approximately every 2 feet in fill thickness or 500 cubic yards of fill placed, whichever occurs first. If specified compaction is not achieved, additional compactive effort, moisture conditioning, and/or removal and recompaction of the fill soils shall be required. • All materials used for asphalt concrete and base shall conform to the 2000 "Green Book" or the equivalent, and shall be compacted to at least 95 percent relative compaction. 			



Mitigation Monitoring Program

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
<p>GEOLOGY (continued)</p> <p>Implementation of the proposed project would expose people and structures to unstable soils. Grading and retaining wall standards mitigation would reduce impacts to a less than significant level.</p>	<p>4.2-22 To provide uniform support for pavements, and to improve lateral constraint of the piles, the upper 24 inches of subgrade soils below the building pad and pavement shall be compacted to 95 percent of relative compaction.</p> <p>4.2-23 The project shall comply with the following grading standards as included in the Geotechnical Report to the satisfaction of the Los Angeles County Department of Public Works:</p> <ul style="list-style-type: none"> • The grading contractor shall be responsible for notifying the Geotechnical Engineer of a pre-grading meeting prior to the start of grading operations and anytime that the operations are resumed after an interruption. • Prior to the start of earthwork, the existing improvements shall require demolition of the existing church on the project site. Existing utilities shall be removed, relocated, or protected, as appropriate. • The project area shall be stripped and cleared of vegetation. Two feet of on-site soil below the proposed building pad and pavement are shall be removed and recompacted to provide uniform support for pavements, and to improve lateral constraint of the piles. The actual limits for removals shall be determined by the project Geotechnical Engineer when final elevations are established for the building and shall be reviewed during grading, depending on the actual conditions encountered. Due to the existence of highly compressible clay layer, if new fill is to be added to the site to an elevation above the existing grade, a surcharge program and waiting period shall be required. 	<p>The applicant shall submit a Grading Plan to protect the project from improper surface drainage.</p>	<p>Department of Public Works, Building and Safety</p>	<p>Prior to the issuance of grading permit</p>

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

**PROJECT NUMBER R2009-02015-(2)
GENERAL PLAN AMENDMENT NO. 200900013
ZONE CHANGE NO. 200900013
CONDITIONAL USE PERMIT NO. 200900150
PARKING DEVIATION PERMIT NO. 201000005
ENVIRONMENTAL CASE NO. 200600147**

REGIONAL PLANNING COMMISSION HEARING DATES: May 12, 2010, June 16, 2010, July 14, 2010, October 6, 2010, and November 10, 2010.

SYNOPSIS:

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

PROCEEDINGS BEFORE THE COMMISSION

May 12, 2010

This item was continued to allow the applicant and residents to meet to discuss concerns raised by the community. Commissioners Valadez, Bellamy, and Helsley were present at the hearing. There was no staff presentation and no testimony other than the request for the continuance.

June 16, 2010

The project was continued to allow the applicant and residents to continue to meet to reach an agreement on the proposed development. Commissioners Rew, Valadez, Bellamy, and Helsley were present at the hearing. There was no staff presentation and no testimony other than the request for the continuance.

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
<p>GEOLOGY (continued)</p>	<p>4.2-19 Retaining walls shall be backfilled with non-expansive granular soils with a PI less than 15 percent passing No. 200 sieve or less than 15 percent. A 2-foot-thick cap consisting of less pervious on-site materials shall be used to minimize infiltration of surface water. The finished surface shall be graded to drain away from the proposed structures. Soils within 5 feet of the wall shall either be compacted with hand operated equipment or designed to withstand compaction pressure from heavy equipment.</p> <p>4.2-20 Cantilever walls, which are free to move laterally at least 0.5 inch for each 10 feet of height, shall be designed for an equivalent fluid pressure of 38 pcf (with level backfill) or 45 pcf (2:1 sloping backfill).</p> <p>4.2-21 All walls shall be constructed with a properly designed drainage system to prevent buildup of hydrostatic pressures behind the wall. This may consist of geocomposite drain board or 12 inches of clean crushed rock encapsulated in filter fabric, discharging to weep holes or drain pipes.</p>			

July 14, 2010

A revised project proposal resulting from the community meetings was presented to the Commission. The project was revised from a 216-unit apartment with 433 parking spaces to 196-unit apartment with 353 parking spaces with corresponding reduction in height.

Commissioners Rew, Valadez, Bellamy, and Modugno were present at the hearing. The Commission took testimony from the applicant and the public. Many speakers testified that they were not opposed to the development of the property, but were opposed to the density, scale, access, and potential impacts of the project.

Portions of the Draft Environmental Impact Report had to be re-circulated as a result of the revised project description and request for a parking deviation permit. The Commission continued the public hearing to October 6, 2010 and instructed staff and applicant to respond to issues raised at the hearing.

October 6, 2010

The Commission took further testimony on the project. Staff addressed the issues raised at the previous hearing regarding density, traffic, noise, air pollution, parking deviation, scale, massing, and height of the project. The applicant team testified in favor of the project. Opposition testimony was given by members of the Del Aire Homeowners Association and Del Aire Neighborhood Council, and others. Support testimony was given by business owners, representatives of the LAX Coastal Area Chamber of Commerce, and others in the construction industry.

Commissioners Rew, Valadez, Bellamy, and Helsley were present at the hearing. The Commission approved a motion instructing staff to prepare final approval documents for the project. Commissioner Valadez requested that the applicant make every effort to use area contractors and subcontractors.

November 10, 2010

Staff requested the following additional language be added to Finding No. 25: "The height of the block wall exceeds the code required maximum height of six feet. The height is modified in compliance with County Code Section 22.48.180 to buffer single-family residences from the driveway."

There was no testimony from the applicant or public.

Commissioners Rew, Valadez, Bellamy, Helsley, and Modugno were present at the hearing. The Commission voted unanimously to approve the certify the FEIR and approve the conditional use permit and parking deviation permit and recommend approval of the related zone change and plan amendment.

Impact	Mitigation Measure	Monitoring/Reporting Actions(s)	Agency Responsible for Compliance	Timing
<p>GEOLOGY (continued)</p>	<p>4.2-16 For resistance to lateral loads, an allowable passive fluid pressure of 300 pounds per cubic foot (pcf) may be used for design, for grid beams and pile caps placed in structural fill or in undisturbed, stiff or dense, native soils. Sliding resistance shall not be used due to potentially high liquefaction settlement.</p> <p>4.2-17 Due to potentially high and variable liquefaction settlement, slab-on-grade shall not be used for the proposed building; instead, structural slab supported on the pile foundation shall be used.</p> <p>The following mitigation measures pertain to the use of minor retaining walls and fence walls:</p> <p>4.2-18 Minor retaining walls that are less than 36 inches in height retaining level backfill, for hardscape around the building exterior (if used) shall be supported near the finish grade on spread footing. Footings shall be designed using an allowable bearing pressure of 1.5 ksf. The upper 12 inches of wall footing subgrade shall be scarified, moisture conditioned as required, and compacted to a minimum of 95 percent relative compaction in accordance with the ASTM D 1557 standard. Retaining wall footings on level ground shall have a minimum embedment of 18 inches below finished grade. Retaining walls founded on a 2:1 (H:V) slope shall have a minimum embedment of 36 inches below the finished grade above the sloped edge of footing.</p>			

Findings

REGIONAL PLANNING COMMISSION FINDINGS

1. The Los Angeles County Regional Planning Commission ("Commission") conducted a duly noticed public hearings on the General Plan Amendment No. 200900013, Zone Change No. 200900013, Conditional Use Permit No. 200900150, and Environmental Case No. 200600147 on May 12, 2010; June 16, 2010; July 14, 2010; October 6, 2010; and November 10, 2010.
2. The applicant, Din/Cal, Inc. ("Applicant"), requested a General Plan amendment, zone change, conditional use permit, and parking deviation permit to construct a residential development on the subject property consisting of 196 dwelling units, together with appurtenant structures and facilities, including a pool, fitness center, and 329-space parking structure and 24 surface parking space.
3. The subject property is located at 5544 and 5550 Grosvenor Blvd within the unincorporated community of West Fox Hills, Playa Del Rey Zoned District, Second Supervisorial District and consists of five parcels (APNs 4221003040, 4221003042, 4221003038, 4211003068, 4211003041)
4. The subject property is 4.93 gross acres in size including relevant parcels and easements and is rectangular in shape with 2-foot contours. The site is currently developed with a church, paved surface parking lot, and single-family residence.
5. The subject property is currently zoned R-3-DP (Limited Multiple Residence – Development Program). Concurrent with this approval, the Commission considered and recommended approval to the Los Angeles County Board of Supervisors ("Board") of the zone change, and after its effective date, the subject 4.93 gross acre property will be zoned R-4-DP (Unlimited Residence – Development Program).
6. Surrounding zoning is as follows:
 - North: R-1
 - East: C-3 (Unlimited Commercial), City of Los Angeles
 - South: City of Los Angeles
 - West: City of Los Angeles
7. Existing land uses as follows:
 - North: Single-family residence
 - East: Unincorporated County: office buildings, single-family residence. City of Los Angeles: elementary school
 - South: City of Los Angeles: apartments

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
<p>GEOLOGY (continued)</p>	<p>4.2-12 Test piles shall be continuously installed to various depths of penetration into dense granular material (Layer 6) below about elevation -26 to -28 feet below mean sea level, using a Bauer BG25 drilling machine, or equivalent, delivering drill torque up to 180,000 foot-lbs. Final tip elevations for test piles shall be at about elevation -33 feet below mean sea level; however, some variability should be expected. Each test pile location requires a cone penetration test (CPT), which shall be completed prior to the load-testing program.</p> <p>4.2-13 A creep test is required at the recommended allowable load. The creep test holds the allowable load for at least 2 hours to demonstrate displacement of the test pile slows to less than 0.005 inch per hour, which is half the rate recommended ASTM 1143-81. Test piles not meeting this requirement shall be rejected.</p> <p>4.2-14 The project engineer shall monitor the indicator-pile and production pile installations to verify that piles are installed in accordance with the geotechnical recommendations and have achieved a satisfactory pile length to the satisfaction of the Los Angeles County Department of Public Works.</p> <p>4.2-15 Per the County requirement, one CPT sounding shall be performed per 12 production piles used in the building foundation. Depending on the actual number of production piles, additional CPT soundings shall be required prior to installing production piles.</p>			

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

8. The existing R-3-DP zoning of the subject property was established in 1984 by Ordinance No. 84-012Z and by Project No. 85028 consisting of Conditional Use Permit No. 85019, Parking Permit No. 85004, Revised Tract Map No. 33003, and Zone Change No. 85008. The church was established in 1987 by a conditional use permit which permitted the construction of the church not to exceed 61 feet in height, with a maximum occupant load of 1,600 in the largest assembly room, with a minimum of 320 parking spaces.
9. The property is designated by the Land Use Policy Map of the Los Angeles County General Plan ("General Plan") as land use Category 1 (Low Density Residential- One to Six Dwelling Units Per Acre), which allows 29 dwelling units on the subject property which is 4.93 gross acres. This is inconsistent with the density allowed by existing zoning (R-3-DP). Existing zoning would allow 30 dwelling units per net acre, or a maximum of 130 units. Regardless of the proposed project, the development of the project site at the density allowed by existing zoning would require a General Plan Amendment from Category 1 to Category 4 (High Density Residential- 22 of more dwelling units per acre)
10. The applicant requested a General Plan Amendment to Category 4 to bring the land use category into conformance with existing zoning and to accommodate the project density of 45 dwelling units per acre for a total of 196 dwelling units
11. The project density is consistent with the requested land use Category 4. Concurrent with this approval, the Commission considered and recommended approval to the Board of the General Plan Amendment. After its effective date, the subject property will be designated for high-density land use classification of the General Plan Land Use Policy Map.
12. In compliance with Zone Change Case No. 200900013, the proposed residential project does not exceed 50 units per net acre.
13. The development of the subject property with residential development is appropriate. The property is bounded by single-family residential development on the north and multi-family residential development on the south.
14. The higher density land use category is appropriate for the subject property as the density is compatible with the surrounding neighborhood. Average density within 500 feet radius of the project is 6 dwelling units per acre to the north, and 99 dwelling units per acre to the south
15. The project is compatible with existing land use pattern. There are single-family residences are predominant to the north, maximum four-story apartments to the

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing																				
GEOLOGY (continued)	<p>4.2-10 The following capacities shall be used for the 16-inch-diameter APGD pile that may be used for the building foundation: Lateral Pile Capacity for a 16-inch Square Driven Concrete Pile</p> <table border="0"> <tr> <td colspan="2">Free Head Condition</td> </tr> <tr> <td>Pile Head Deflection</td> <td>0.5</td> </tr> <tr> <td>Max Shear (Kips)</td> <td>9</td> </tr> <tr> <td>Max. Moment (Kip-feet)</td> <td>30</td> </tr> <tr> <td>Depth to Max Moment (feet)</td> <td>9.5</td> </tr> <tr> <td colspan="2">Fixed Head Condition</td> </tr> <tr> <td>Pile Head Deflection</td> <td>1.0</td> </tr> <tr> <td>Max Shear (Kips)</td> <td>17</td> </tr> <tr> <td>Max. Moment (Kip-feet)</td> <td>-80</td> </tr> <tr> <td>Depth to Max Moment (feet)</td> <td>0</td> </tr> </table> <p>4.2-11 Pile-load-testing shall be conducted, which would consist of monitoring the installations of four test piles at selected locations and performing a test loading according to American Society for Testing and Materials (ASTM) 1143-81. The testing program shall be carried out as a separate mobilization by the pile contractor. It is expected that the testing program shall require 26 hours to perform each pile load test in the field plus an additional week of geotechnical analyses by the project engineer to provide the pile length and allowable load recommendations to the satisfaction of the Los Angeles County Department of Public Works.</p>	Free Head Condition		Pile Head Deflection	0.5	Max Shear (Kips)	9	Max. Moment (Kip-feet)	30	Depth to Max Moment (feet)	9.5	Fixed Head Condition		Pile Head Deflection	1.0	Max Shear (Kips)	17	Max. Moment (Kip-feet)	-80	Depth to Max Moment (feet)	0			
Free Head Condition																								
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Max Shear (Kips)	17																							
Max. Moment (Kip-feet)	-80																							
Depth to Max Moment (feet)	0																							

south, office buildings and light manufacturing to the west, and an elementary school, office buildings, and single-family residences east.

16. The project has been designed to be compatible with existing development and density. The project graduates in density and massing from north to south, from single-family residential neighborhood to the north to mid-rise high-density apartments to the south.
17. The project will increase the supply of housing, promote the efficient use of land through a more concentrated pattern of urban development, improve the jobs-housing balance and concentrate well-designed high-density housing in and adjacent to job centers and recreational centers.
18. The project is consistent with the following general policy statement of the General Plan:

Policy No. 17: Promote the efficient use of land through a more concentrated pattern of urban development, including the focusing of new urban growth into areas of suitable land.

Policy No. 24: Focus intensive urban uses in an interdependent system of activity centers located to effectively provide services throughout the urban area and supported by adequate public transportation facilities.

Policy No. 31: Encourage the location of medium and high density housing in close proximity to regional multipurpose centers.

Policy No. 33: Emphasize the location of low and moderate income housing within easy commuting range of multipurpose and single purpose centers with high concentrations of employment.

Policy No. 39: Emphasize the preservation, conservation, and maintenance of stable residential areas.

Policy No. 41: Encourage the provision of adequate rental housing.

Policy No. 45: Increase the availability of low and moderate income housing and encourage its distribution throughout the urban area.

Policy No. 47: Promote the provision of an adequate supply of housing by location, type and price.

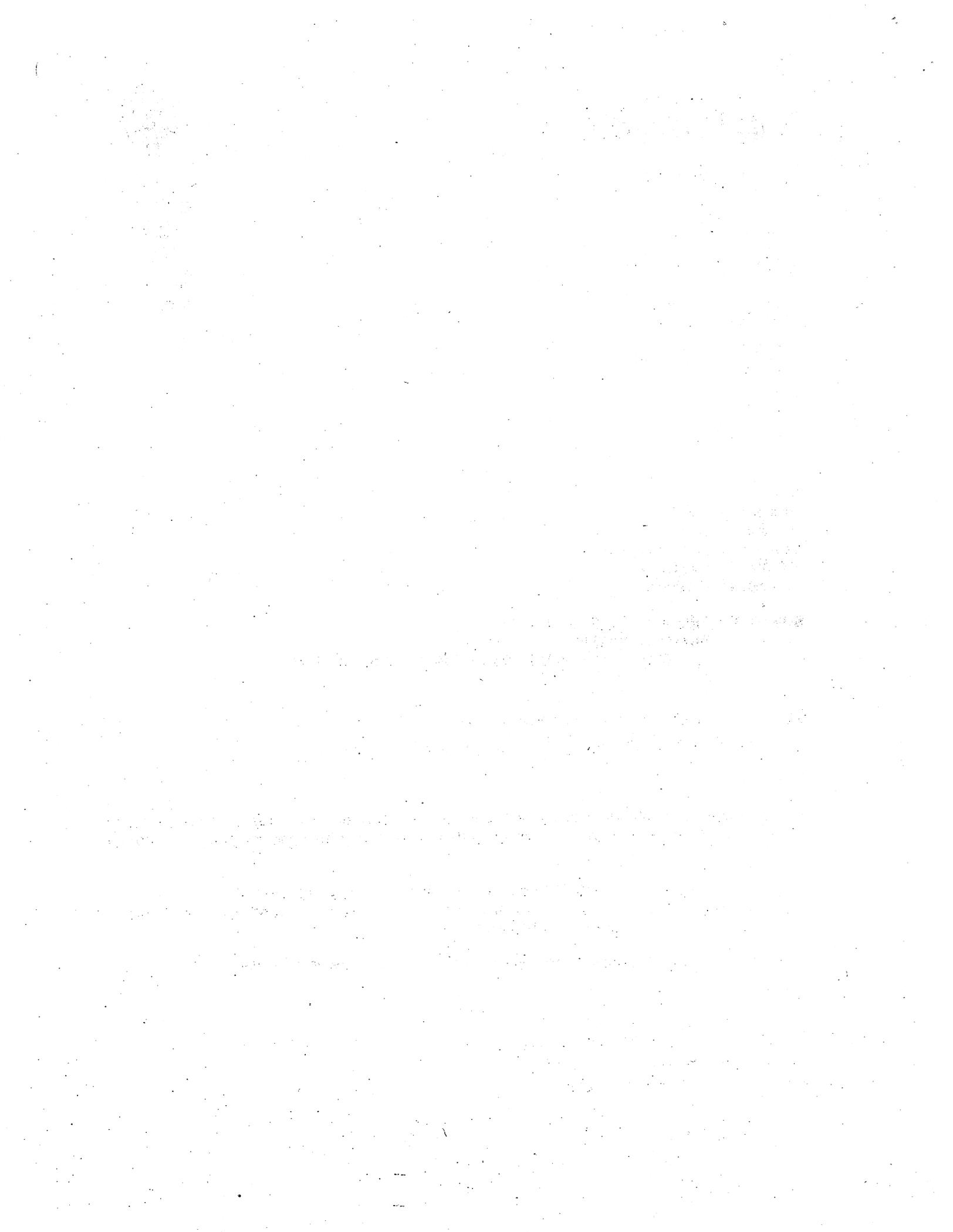
Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
<p>GEOLOGY (continued)</p>	<p>4.2-5 Piles shall be installed with a minimum 3 diameters center-to-center spacing. For piles with 3 diameters center-to-center spacing no reduction in axial capacity is required.</p> <p>4.2-6 Total and differential settlement of piles under the recommended allowable load may be taken as 0.5 inch and 0.25 inch, respectively. This recommendation shall be confirmed, and revised as necessary to the satisfaction of the Los Angeles County Department of Public Works, during the pile load testing program.</p> <p>4.2-7 The liquefaction downdrag acting on a single pile, under a design basis earthquake event, is estimated to be on the order of 68 kips. This maximum downdrag load of 68 kips is based on the assumption that no settlement of the piles occurs due to the application of the downdrag load. It is estimated that piles could settle about 0.25 inch as the downdrag load is applied. This settlement would significantly reduce the downdrag load. Consequently, an ultimate capacity of 400 kip shall be required for piles, assuming the full downdrag of 68 kip for seismic conditions. The ultimate and allowable pile capacity shall be estimated by conducting a static load-testing program to the satisfaction of the Los Angeles County Department of Public Works.</p> <p>4.2-8 Pre-drilling shall not be permitted for test piles and production piles.</p> <p>4.2-9 The minimum torque required to indicate penetration into the bearing layer shall be set at 60 ft-kip, unless shown to be otherwise during the load-testing program.</p>			

19. The proposed residential project is consistent with the goals and policies of the General Plan Housing Element policies to provide a wide range of housing types in sufficient supply to meet the needs of current and future residents, particularly persons with special needs, including but not limited to low income households, seniors, persons with disabilities, single-parent households, the homeless and at-risk-homeless, and farmworkers; and to provide housing supply that ranges broadly in housing costs to enable all households, regardless of income, to secure adequate housing.
20. Approval of Conditional Use Permit 200900150 will not become effective until the Board of Supervisors of Los Angeles County ("Board") has adopted an ordinance effecting the proposed change of zone to R-4-DP and plan amendment to High Density Residential.
21. The project will provide 1.8 parking spaces per unit with the requested parking deviation of 10 percent instead of the code required 2.0 spaces per unit. The reduction in parking is substantiated by a parking study conducted by Raju Associates. The parking study shows that parking demand in the vicinity varied from 0.91 spaces per occupied dwelling unit in Marina Del Rey to 1.22 spaces per dwelling unit in Santa Monica, with peak parking demand of 1.52 spaces per dwelling unit. The project will be providing 1.8 spaces. The proposed use is subject to all applicable development standards and requirements of the R-4 zone, as set forth in section 22.20.380 et seq. of the County Code.
22. The project would not exceed the air quality threshold established by Southern California Air Quality Management District (SCAQMD). Nevertheless, the project will provide an enclosed, mechanically ventilated parking garage to reduce potential noise and air quality impacts.
23. The Applicant's site plan ("Exhibit A") depicts 196 residential units and community facilities, including a pool, fitness center, and courtyards. The apartment complex would consist of 95 one-bedroom rental units, 101 two-bedroom rental units ranging in size from 724 square feet to 1,137 square feet. 353 parking spaces are provided pursuant to a parking deviation that allows for 10 percent reduction.
24. The applicant has demonstrated the suitability of the subject property for the proposed use by providing graduated height and density at the northern boundary. The project will complement the existing office and light industry to the west, a job center, and high density housing to the south, and elementary school to the east.
25. Single-family residences are buffered from the driveway by an eight-foot tall block wall and a 10-foot wide setback. The height of the block wall exceeds the code required maximum height of six feet. The height is modified in compliance

Exhibit
Millennium-Playa del Mar Apartments Project, Project R2009-02015
Mitigation Monitoring Plan

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
<p>GEOLOGY</p> <p>Implementation of the proposed project would expose people and structures to strong seismic ground shaking that could result in ground failure.</p>	<p>4.2-1 A certified geologist shall conduct observation and testing in order to evaluate actual soil conditions during construction activities. Appropriate revisions to the recommendations included in the geotechnical evaluation shall be applied at this time to the satisfaction of the Los Angeles County Department of Public Works, should they be required at the time of field inspections.</p> <p>The following mitigation measures discuss foundation recommendations for the proposed structures.</p> <p>4.2-2 Due to the presence of soft to firm, moderate to high compressible clays below the site, and variable potential liquefaction settlements across the subject site, a shallow foundation shall not be used. Instead, the proposed structure shall be supported on auger pressure grouted displacement (APGD) piles.</p> <p>4.2-3 To provide uniform support and to improve lateral restraint of the piles, the upper 24 inches of subgrade soils below building pad shall be compacted to 95 percent of relative compaction.</p> <p>4.2-4 Piles shall be embedded 3 to 5 feet into the dense sand and gravel layer to develop end-bearing capacity. The design pile tip elevation shall be taken as elevation -33 feet below mean sea level. The allowable vertical bearing capacity of a 52-foot-long, 16-inch-diameter APGD pile shall be taken as 200 kips (one kip equals 1,000 pounds of force, kip is short for kilopound).</p>	<p>The applicant shall submit plans designed in conformance with UBC and County of Los Angeles Building Code requirements.</p>	<p>Building and Safety</p>	<p>During plan check</p>

- with County Code Section 22.48.180 to buffer the single-family residences from the driveway. The setback will be landscaped with trees and foliage screening the homes from the development. Along the portion of the driveway leading into the parking structure, two-story carriage units provide further buffer between the driveway and single-family residences and help attenuate noise and visual impacts. The easterly driveway is a dedicated fire lane reserved for emergencies.
26. Potential noise will be attenuated by the eight-foot high block wall, 10-foot wide landscape setback, height of the foliage (12 to 16 feet tall), and the two-story carriage units (22 feet deep and 250 feet long). With the attenuation, the noise level is expected to be 34.1 dB(A) CNEL. This level corresponds to "Quiet urban nighttime" noise level as provided in The Noise Guidebook of the U.S. Department of Housing and Urban Development, Office of Community Planning and Development. This level is below the allowable noise levels standardized by the County of Los Angeles.
 27. To improve traffic flow in the area, the applicant is installing a traffic signal with Automated Surveillance and Control (ATSAC) and Adaptive Traffic Control System (ATCS) features at the intersection of Grosvenor Blvd and Jefferson Blvd.
 28. The applicant conducted a survey of multi-family developments in the area. The survey shows that the market does not support subterranean parking at the density proposed by the project. Developments with subterranean parking have an average density of 86 dwelling units per acre. Developments with wrap garages have an average density of 55 dwelling units per acre compared to 45 dwelling units per acre proposed by the applicant. The project density is lower than existing developments with wrap garages.
 29. Establishment of the proposed use at such location is in conformity with good zoning practice. Adjacent density to the south is higher than the proposed density at the subject property. The property is in proximity to SR-90 and I-405 that provide regional access, and to Marina Del Rey and Playa Del Rey that provide recreational opportunities within walking or bicycling distance.
 30. The project is subject to California Department of Fish and Game fee for the project's affect on fish and wildlife.
 31. The project is also subject to the Los Angeles County Library Mitigation Fee for each dwelling unit.
 32. An Initial Study was prepared for the Proposed Residential Project in compliance with the California Environmental Quality Act (Public Resources Code section 21000, et seq.) ("CEQA"), the State CEQA Guidelines, and the Environmental



Document Reporting Procedures and Guidelines of the County of Los Angeles. The Initial Study concluded that an Environmental Impact Report ("EIR") would be required.

33. A Mitigation Monitoring Program, dated November 2010 is consistent with the conclusions and recommendations of the FEIR, has been prepared and its requirements have been incorporated into the conditions of approval by reference.
34. The EIR for the project was prepared in accordance with CEQA, the CEQA Guidelines, and the County CEQA Guidelines. The EIR consists of the Draft EIR and the Recirculated Draft EIR, and the Responses to Comments (collectively referred to as the "FEIR").
35. The EIR prepared for the project concluded that with the exception of noise and air quality during construction, potentially significant environmental impacts, including geology, traffic and access, visual resources, and hydrology and water quality can be mitigated to a level of no significance with the implementation of the mitigation measures presented in the EIR. It has been determined that during construction, there will be unavoidably significant impact on noise and air quality. These will require an adoption of the Statement of Overriding Consideration.
36. Approval of the project requires adoption of a Statement of Overriding Considerations, including a finding that the benefits of the project outweigh the potential unavoidable adverse impacts and that the unavoidable impacts are nonetheless acceptable based on specific overriding considerations.
37. At its public hearing, the Commission received oral testimony and written comments from the proponents and the opponents.
38. The Commission has independently reviewed, considered, and certified the FEIR, and it reflects the independent judgment of the County. As stated in the FEIR and the Findings of Fact and Statement of Overriding Considerations, the project will result in unavoidable significant impacts on air quality and noise during construction. Such impacts have been reduced to the extent feasible, and the Commission finds that the benefits of the project outweigh these unavoidable adverse impacts. Such unavoidable impacts are determined to be acceptable based upon the overriding considerations set forth in the Statement of Overriding Considerations for the project.
39. The Findings of Fact and Statement of Overriding Considerations that have been prepared for the project are incorporated herein by this reference as if set forth in full.



COUNTY OF LOS ANGELES
Public Health

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

JONATHAN E. FREEDMAN
Chief Deputy Director

ANGELO J. BELLOMO, REHS
Director of Environmental Health

ALFONSO MEDINA, REHS
Director of Environmental Protection Bureau

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

April 22, 2010

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

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

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

Dear Ms. Kim:

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

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

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

Sincerely,

Ken Habaradas, MS, REHS
Bureau of Environmental Protection



BOARD OF SUPERVISORS

Gloria Molina
First District

Mark Ridley-Thomas
Second District

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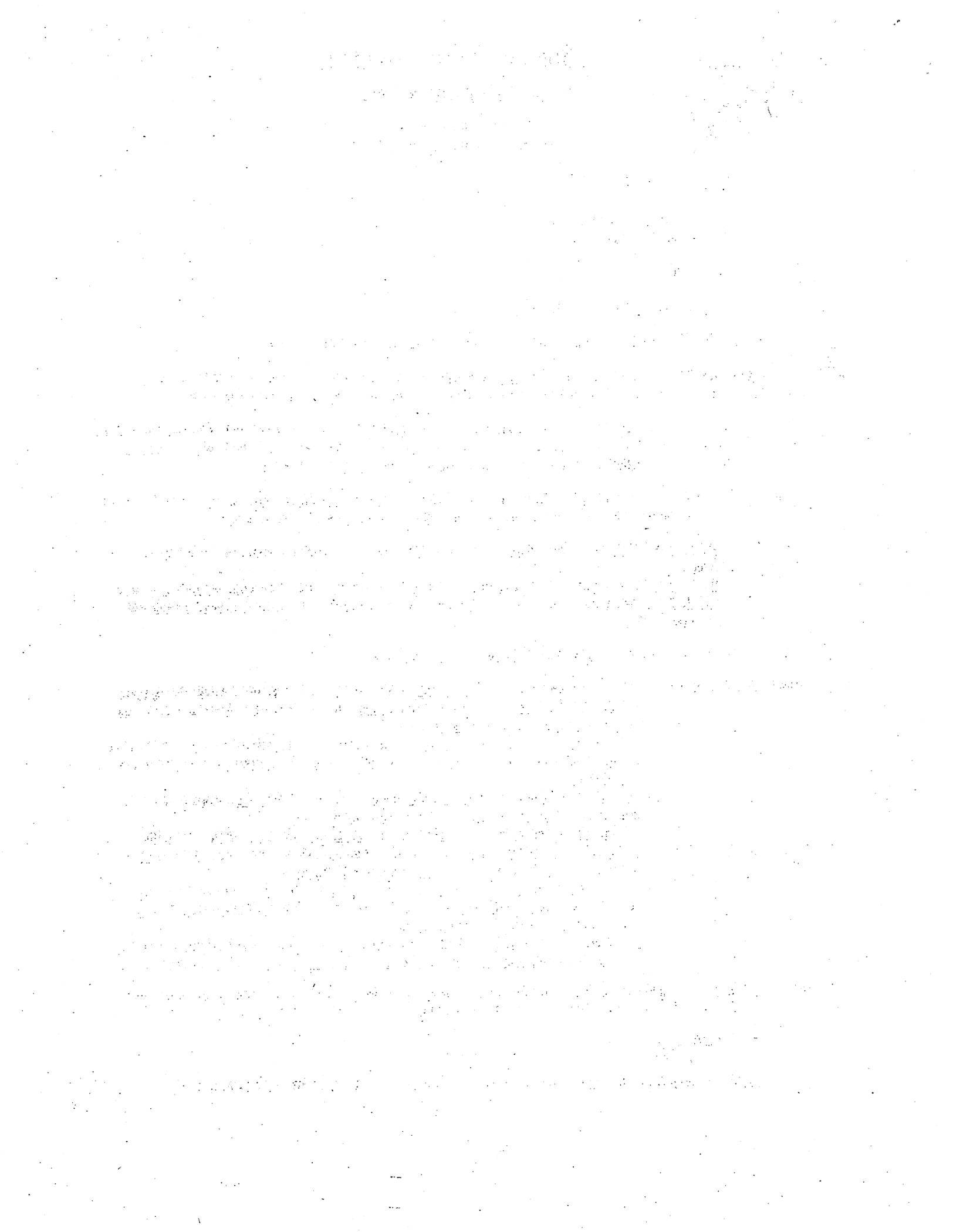
40. After considering the evidence presented, the Commission approved Conditional Use Permit Case No. 200900150, Parking Deviation Case No. 201000005, and recommends approval of Zone Change Case No. 200900013 and General Plan Amendment Case No. 200900013.
41. The documents and other materials constituting the record of proceedings upon which the Commission's decision is based in this matter are located at the Los Angeles County Department of Regional Planning, 13th Floor, Hall of Records, 320 West Temple Street, Los Angeles, California 90012. The custodian of such documents and materials shall be the Section Head of the Zoning Permits I Section, Los Angeles County Department of Regional Planning.

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

**WITH RESPECT TO CONDITIONAL USE PERMIT CASE NO. 200900150 AND
PARKING DEVIATION CASE NO. 201000005**

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

- A. That the proposed use with the attached conditions and restrictions will be consistent with the adopted General Plan;
- B. That with the attached conditions and restrictions, the requested use at the proposed location will not adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area; will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site; and will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety, and general welfare;
- C. That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping, and other development features prescribed in Title 22 of the County Code, or as is otherwise required in order to integrate said use with the uses in the surrounding area; and
- D. That the proposed site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and adequately served by other public or private service facilities as are required;
- E. The project has been designed to be compatible with the surrounding area in terms of land use patterns, design, and established community character.



AND, THEREFORE, the information submitted by the Applicant and presented at the public hearing substantiates the required findings for a conditional use permit as set forth in Section 22.56.090 and for a parking deviation as set forth in Section 22.56.1762 of the Los Angeles County Code (Zoning Ordinance). THEREFORE, in view of the findings of fact and conclusions presented above, Conditional Use Permit No. 200900150 and Parking Deviation No. 201000005 are approved, subject to the attached conditions established by the Commission.

REGIONAL PLANNING COMMISSION ACTION:

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

1. Approves the Environmental Impact Report finds that the EIR has been prepared in compliance with CEQA and County CEQA Guidelines and reflects the independent judgment of the Commission as to the environmental consequences of the project;
2. Approves and adopts the Mitigation Monitoring Program for the Proposed Residential Project, incorporated in the EIR, and pursuant to Section 21081.6 of the Public Resources Code, finds that the Mitigation Monitoring Plan is adequately designed to ensure compliance with the mitigation measures during project implementation;
3. Approves Conditional Use Permit Case No. 200900150 and Parking Deviation Case No. 201000005 subject to the attached conditions; and
4. Recommends approval of General Plan Amendment No. 200900013 and Zone Change Case No. 200900013.

VOTE:

Concurring: Rew, Valadez, Bellamy, Helsley, Modguno

Dissenting: None

Abstaining: None

Absent: None

Action Date: November 10, 2010

MC:MKK
11/10/10



COUNTY OF LOS ANGELES

mi kim

FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040-3027

DATE: October 27, 2010
TO: Department of Regional Planning
Permits and Variances

PROJECT #: CUP R2009-02015

LOCATION: 5550 Grosvenor Blvd., Los Angeles

- The Fire Department Land Development Unit has no additional requirements for this permit.
- The required fire flow for this development is 3500 gallons per minute for 3 hours. The water mains in the street, fronting this property must be capable of delivering this flow at 20 pounds per square inch residual pressure.
- Install 5 Public 6" X 4" X 2 1/2" fire hydrants, conforming to AWWA C503-75 or approved equal. All installations must meet Fire Department specifications. Fire hydrant systems must be installed in accordance with the Utility Manual of Ordinance 7834 and all installations must be inspected and flow tested prior to final approval.
- Comments: The Fire Department has cleared this project (Site Plan First Level and Fire Access Plan dated 10-20-10) for Public Hearing with conditions as specified in the Special Requirements section.
- Water: Per the LADWP fire flow tests dated May 14, 2010 and June 29, 2010, the existing water system is adequate.
The required public fire hydrants, as indicated in the site plan dated 10-20-10 filed in our office, shall be installed and tested prior to construction. The existing private fire hydrant on the southerly property line shall be removed.
- Access: Access is adequate as shown on the site plan filed in our office.
- Special Requirements:
 - The proposed enhanced paving material on the Fire Lane(s) shall be designed to support a minimum live load of 75,000lbs. Submit details with the architectural plans for review and approval prior to building permit issuance.
 - The proposed Fire Department Access Tunnels shall be reviewed and approved during the architectural plan review prior to building permit issuance. Detail drawings will be required at that time.
 - All proposed gates shall provide 28' of unobstructed access when fully opened and shall comply with LA County Fire Department Regulation 5.
 - Permanent exterior ladders are required on the exteriors of the structure(s) due to the changes in stories which will provide firefighter access to all the roofs. Requirements and locations will be determined during the architectural plan review.
 - The southerly alley, Private Driveway and Fire Lane, shall provide adequate signage and stripping with NO PARKING/FIRE LANE in compliance with the Department of Public Works and the Fire Department standards.
 - The proposed development shall be in compliance with all applicable Building Code, Fire Code, and Departmental Regulations/Standards at the time of submittal for Building Permit.

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

Inspector: Juan C. Padilla

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

PROJECT NO. R2009-02015-(2)
GENERAL PLAN AMENDMENT NO. 200900013
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This grant authorizes the construction of a 196-unit apartment complex on 4.93 acres with 353 parking spaces, called the Millennium-Playa Del Mar Project. The project consists of apartment units wrapped around a parking structure with 329 parking spaces, and includes six, two-story carriage units on the northern property boundary with additional parking in private garages. The project has a maximum height of 51 feet. Height graduates from two to three story elements on the north and south to four stories towards the center of the property, concentrating height towards the middle and away from adjacent properties. An eight-foot high block wall, 10-foot wide landscaped setback, carriage units, and driveway buffer single-family residences on the north from the apartment as depicted on the approved Exhibit "A." This grant is subject to all of the following conditions of approval.

1. Unless otherwise apparent from the context, the term "permittee" shall include the applicant and any other person, corporation or other entity making use of this grant.
2. This grant authorizes the construction of a 196-unit apartment with 353 parking spaces with north and south elevations and setback as depicted on the approved Exhibit "A."
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 ("County") Department of Regional Planning ("Regional Planning") their affidavit stating that they are aware of and agree to accept all of the conditions of this grant, and that the conditions of the grant have been recorded as required by Condition 7, and until all required monies have been paid pursuant to Condition 9 and Condition 10. Further, this grant shall not become effective unless and until the County of Los Angeles Board of Supervisors has adopted General Plan Amendment Case No. 200900013 and Zone Change Case No. 200900013, and an ordinance effecting such change of zone has become effective. Notwithstanding the foregoing, this Condition No. 3 and Condition Nos. 4, 5, 8, and 10 shall be effective immediately upon final approval of this grant by the County.
4. The permittee shall defend, indemnify and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void or annul this permit approval, which action is brought within the applicable time period of Government Code Section 65009. The County shall promptly notify the permittee of any claim, action, or proceeding and the County shall fully cooperate in the defense. If the

Mark Child
June 29, 2010
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5.2.2 The project is in substantial conformance with the approved drainage concept/hydrology study/SUSMP, despite variations to proposed on-site drainage devices, as long as the ultimate discharge point does not change and the allowable Q criteria specified by the City of Los Angeles, for the proposed catch basin connection, is satisfied.

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

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

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

RC:ca

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County fails to promptly notify the permittee of any claim action or proceeding, or if the County fails to cooperate fully in the defense, the permittee shall not thereafter be responsible to defend, indemnify, or hold harmless the County.

5. In the event that any claim, action, or proceeding as described above is filed against the County, the permittee shall within ten days of the filing pay the Department of Regional Planning an initial deposit of \$5,000, from which actual costs shall be billed and deducted for the purpose of defraying the expenses involved in the department's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance to permittee or permittee's counsel. The permittee shall also pay the following supplemental deposits, from which actual costs shall be billed and deducted.
 - a. If during the litigation process, actual costs incurred reach 80 percent of the amount on deposit, the permittee shall deposit additional funds sufficient to bring the balance up to the amount of the initial deposit. There is no limit to the number of supplemental deposits that may be required prior to completion of the litigation.
 - b. At the sole discretion of the permittee, the amount of an initial or supplemental deposit may exceed the minimum amounts defined herein.

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

6. If any material provision of this grant is held or declared to be invalid by the court of competent jurisdiction the permit shall be void and the privileges granted hereunder shall lapse.
7. Prior to the use of this grant, the permittee or the owner of the subject property if other than the permittees shall **record the terms and conditions** of the grant in the office of the Los Angeles County Recorder. In addition, upon any transfer or lease of the property during the term of this grant, the permittee or the property owner or shall promptly provide a copy of the grant and its conditions to the transferee or lessee of the subject property.
8. This grant shall expire unless used within two years from the date of final approval of this grant by the County. The date of final approval is the date the County's action becomes effective pursuant to Section 22.60.260 of the Los

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

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

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

5. Drainage

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

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Angeles County Code. A single one-year time extension may be requested in writing and with the payment of the applicable fee prior to such expiration date.

9. The subject property shall be maintained and operated in full compliance with the conditions of this grant and any law, statute, ordinance, or other regulation applicable to any development or activity on the subject property. Failure of the permittee to cease any development or activity not in full compliance shall be a violation of these conditions. Inspections shall be made to ensure compliance with the conditions of this grant as well as to ensure that any development undertaken on the subject property is in accordance with the approved site plan on file. The permittee shall deposit with the County of Los Angeles the sum of **\$600.00**. The deposit shall be placed in a performance fund, which shall be used exclusively to compensate Regional Planning for all expenses incurred while inspecting the premises to determine the permittee's compliance with the conditions of approval. The deposit provides for **three (3) annual** inspections. Inspections shall be unannounced.

If additional inspections are required to ensure compliance with the conditions of this grant, or if any inspection discloses that the subject property is being used in violation of any one of the conditions of this grant, the permittee shall be financially responsible and shall reimburse Regional Planning for all additional enforcement efforts necessary to bring the subject property into compliance. The amount charged for additional inspections shall be \$200.00 per inspection, or the current recovery cost at the time any additional inspections are required, whichever is greater.

10. Within 3 days of the date of final approval of this grant, the permittee shall remit processing fees payable to the County of Los Angeles in connection with the filing and posting of a Notice of Determination (NOD) for this project and its entitlements in compliance with Section 21152 of the Public Resources Code. Unless a Certificate of Exemption is issued by the California Department of Fish and Game pursuant to Section 711.4 of the California Fish and Game Code, the permittee shall pay the fees in effect at the time of the filing of the NOD, as provided for in Section 711.4 of the Fish and Game Code, currently, **\$2,867.25** (\$2,792.25 for an Environmental Impact Report plus \$75.00 processing fee). No land use project subject to this requirement is final, vested or operative until the fee is paid.
11. Within 30 days of the date of final approval of this grant by the County, the permittee shall record a covenant and agreement, which attaches the Mitigation

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

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

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

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

4. Traffic Studies

4.1 A traffic signal, including the provision of an Automated Traffic Surveillance and Control System and Adaptive Traffic Control System, shall be installed

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- Monitoring Program ("MMP") and agrees to comply with the mitigation measures imposed by the Environmental Impact Report for this project, in the office of the Los Angeles County Recorder. Prior to recordation, the permittee shall submit a draft copy of the covenant and agreement to Regional Planning for review and approval. As a means of ensuring the effectiveness of the mitigation measures, the permittee shall submit annual mitigation monitoring reports to Regional Planning for review and approval. The reports shall describe the status of the permittee's compliance with the required mitigation measures.
12. Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Regional Planning Commission or a Hearing Officer may, after conducting a public hearing, revoke or modify this grant, if the Commission or Hearing Officer finds that these conditions have been violated or that this grant has been exercised so as to be detrimental to the public's health or safety or so as to be a nuisance.
 13. Upon receipt of this letter, the permittee shall contact the Fire Prevention Bureau of the Los Angeles County Fire Department to determine what facilities may be necessary to protect the property from fire hazard. Any necessary facilities shall be provided as may be required by said Department.
 14. All requirements of the Zoning Ordinance and of the specific zoning of the subject property must be complied with unless otherwise modified as set forth in these conditions or as shown on the approved plans.
 15. All structures shall conform with the requirements of the Division of Building and Safety of the Los Angeles County Department of Public Works.
 16. All structures, walls and fences open to public view shall remain free of graffiti or extraneous markings, drawings or signage that was not approved by Regional Planning. These shall include any of the above that do not directly relate to the business being operated on the premises or that do not provide pertinent information about said premises. The only exceptions shall be seasonal decorations or signage provided under the auspices of a civic or non-profit organization.
 17. In the event of graffiti or other extraneous markings occurring, the permittee shall remove or cover said markings, drawings, or signage within 24 hours of such occurrence, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.

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

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

3. Street Lighting

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

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18. Prior to issuance of a certificate of occupancy for the project, the permittee shall submit to the Director of Planning for approval three copies of sign elevations depicting any proposed permanent signs on the subject property. Signs shall be in conformance with Part 10 of Section 22.52 of the County Code.
19. The subject property shall be developed and maintained in substantial compliance with the plans marked Exhibit "A." If changes to the site plan are required as a result of instruction given at the public hearing, a Revised Exhibit "A" shall be submitted to Regional Planning within sixty (60) days of the date of approval for the Conditional Use Permit.
20. Three copies of a landscape plan shall be submitted to and approved by the Director of Planning before issuance of a building permit. The landscape plan shall show the size, type, and location of all plants, trees, and watering facilities. The landscape plan may be incorporated into the revised site plan required in condition 16. All required landscaping shall be continuously maintained in good condition, including proper pruning, weeding, removal or litter, fertilizing and replacement of plants when necessary.
21. Pursuant to Chapter 22.72 of the County Code, a Library Facilities Mitigation Fee in the amount of \$172,152 (\$797 per dwelling unit) or the amount required by Chapter 22.72 at the time of payment, if different, shall be paid to the County of Los Angeles Public Library. The fee must be paid prior to the issuance of the building permit and proof of payment shall be provided to the Department of Regional Planning. Contact the County Librarian at (562) 940-8430 regarding payment of fees.
22. The construction, operation and maintenance of the apartment complex is subject to all of the following conditions:
 - a. The permittee shall maintain all areas of the premises in a neat and orderly fashion, free of litter and debris.
 - b. Roof-top mechanical equipment such as air conditioning units shall be screened from pedestrian view.
 - c. A minimum of 353 automobile parking spaces , which include spaces for guests, shall be provided and maintained pursuant to County Code Section 22.52.1180. The required parking shall be continuously available

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

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

2. Road Improvements

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

for vehicular parking only and shall not be used for storage, vehicle repair, or any other unauthorized use.

- d. The permittee shall provide a "hotline" number onsite during construction of a responsible person to take inquiries and complaints during construction hours regarding construction activities and construction personnel, if any. A log shall be kept of all inquiries and complaints and the resolution of any complaints.
- e. During construction, the permittee and its contractor shall comply with section 12.12.010 – 12.12.100 of the Los Angeles County Code regarding building construction noise, to the extent feasible.
- f. To reduce construction traffic, grading and construction equipment shall be stored on the project site while in use and construction employee shall park on the project site if feasible.
- g. The permittee shall provide flagmen or other personnel to direct traffic entering or existing Grosvenor Blvd during construction to give priority to residents, visitors, and other passenger vehicles.
- h. The project site shall be fenced during construction to reduce wind-blown dust. Construction materials shall be covered. All storage soil and sand shall be covered. All debris shall be cleaned up daily and put in a dumpster which shall be covered at the end of each day.
- i. All clearing, grading, earth moving, and excavation activities shall cease during periods of high winds (e.g. greater than 15 miles per hour).
- j. If the site is graded and left undeveloped for over three weeks, the permittee shall employ various methods to inhibit dust generation including seeding, watering, spreading soil binders, and other dust suppression methods to the satisfaction of the Director of Regional Planning.
- k. Dust and mud generated by project construction shall be kept on-site through the use of dust and mud control measures, including watering or sprinkling the site at least twice daily or more frequently as necessary, covering or watering exposed pits, erecting dust fences, tarping debris transport trucks, washing the tires of any vehicles leaving the construction



COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

GAIL FARBER, Director

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

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

June 29, 2010

IN REPLY PLEASE REFER TO FILE: **LD-1**

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

Attention: Mi Kim

FROM:  Steve Burger
Land Development Division
Department of Public Works

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

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

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

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

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

site, and/or other measures as appropriate.

- l. Streets and driveways immediately adjacent to the site shall be swept at least once a day during excavation and grading and more frequently if needed to remove dust and silt that may accumulate from earth work activities.
- m. Demolition and excavation operations shall be suspended during second stage smog alerts in the area. All materials used on-site shall be controlled in accordance with SCAQMD.
- n. The permittee shall comply with Drought Tolerant Landscaping Ordinance requirements, including, but not limited to the following:
 - 1) Minimum 75 percent of all landscaping must be drought-tolerant.
 - 2) Grass or turf must be maximum of 25 percent of all landscaping, 5,000 square feet, water efficient, and at least five feet in width.
 - 3) Plants with similar water needs are to be grouped together.
- o. The permittee shall comply with Green Building Ordinance, including, but not limited to the following:
 - 1) Plant one 15-gallon tree per 5,000 square feet of developed area, at least 65 percent of which trees must be from the Drought Tolerant Plant List. Existing trees (any species) greater than or equal to six inches in diameter may count towards required tree planting.
 - 2) Project must comply with Green Building requirements unless waived or modified by Los Angeles County Department of Public Works.
 - 3) Three copies of a landscape plan shall be submitted to and approved by the Director of Planning before issuance of a building permit. The landscaping may be incorporated into the revised Exhibit "A" described above, showing the size, number, type, and location of all plants, trees, and watering facilities to be installed at the site. The permittee shall maintain all landscaping in a neat,

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clean, and healthy condition, and shall properly prune, weed, remove litter, fertilize, and replace plants when necessary. Landscape watering facilities, if any, shall consist of a permanent water-efficient irrigation system, such as "bubbler" or drip irrigation, to irrigate all landscaped areas, except for turf or other ground cover.

- p. The permittee shall comply with Low Impact Development Ordinance requirements unless waived or modified by Public Works.
- q. The permittee shall comply with the conditions of the County of Los Angeles Fire Department as outlined in their letter dated October 27, 2010, attached hereto and incorporated herein by this reference, except as otherwise required by said department.
- r. The permittee shall comply with the conditions of the County of Los Angeles Department of Public Works conditions as outlined in their letter dated June 29, 2010, attached hereto and incorporated herein by this reference, except as otherwise required by the said department.
- s. The permittee shall comply with the conditions of the County of Los Angeles Department of Public Health conditions as outlined in their letter dated April 22, 2010, attached hereto and incorporated herein by this reference, except as otherwise required by the said department.
- t. Prior to issuance of building permits the applicant shall pay all required fees, including library and school mitigation fees.

Attachment:

Letter from Department of Public Works dated June 28, 2010
Letter from Fire Department dated October 27, 2010
Letter from Department of Public Health dated April 22, 2010

MC:MKK

11/3/10

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
<p>GEOLOGY (continued)</p>	<p>4.2-23 (continued)</p> <ul style="list-style-type: none"> If, in the opinion of the Geotechnical Engineer, Contractor, or Owner, an unsafe condition is created or encountered during grading, all work in the area shall be stopped until measures can be taken to mitigate the unsafe conditions. An unsafe condition shall be considered any condition that creates a danger to workers, on-site structures, on-site construction, or any off-site properties or persons. <p>The following mitigation measures pertain to the temporary excavation involving the removal of the one-level basement of the existing church building during demolition: Depending on the embedment depth of footings, it is likely that 1 or 2 feet of the excavation for removal of the existing basement will be below the water table.</p> <p>4.2-24 Water entering the excavation shall be handled by pumping from perimeter ditches and sumps.</p> <p>4.2-25 Excavation slopes shall be made with an inclination of 1 to 1 (Vertical to Horizontal).</p> <p>4.2-26 Surcharge loads, such as vehicular traffic, heavy construction equipment, and stockpiled materials, shall be kept away from the top of temporary excavations a horizontal distance at least 5 feet from the excavation. Sloughing of sand slopes and unstable soil zones shall be anticipated within temporary excavations, and workmen shall be adequately protected. Construction equipment and foot traffic shall be kept off excavation slopes to minimize sloughing.</p>			

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

Mitigation Monitoring Program

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
<p>NOISE</p> <p>Noise levels during some phases of site redevelopment would exceed standards for daytime construction noise as set by the County Noise Ordinance.</p>	<p>4.3-1 Driven pile driving shall be prohibited. The proposed structure shall be supported on auger pressure grouted displacement (APGD) piles only to help minimize the disrupting effects of noise and vibration normally associated with driven piles.</p> <p>4.3-2 All construction equipment, fixed or mobile, that is utilized on the site for more than two working days shall be in proper operating condition and fitted with standard factory silencing features. To ensure that mobile and stationary equipment is properly maintained and meets all federal, state and local standards, the applicant shall maintain an equipment log. The log shall document the condition of equipment relative to factory specifications and identify the measures taken to ensure that all construction equipment is in proper tune and fitted with an adequate muffling device. The log shall be submitted to the Los Angeles Department of Public Works and Public Health for review and approval on a quarterly basis. In areas where construction equipment (such as generators and air compressors) is left stationary and operating for more than one day within 100 feet of residential land uses, temporary portable noise structures shall be built. These barriers shall be located between the piece of equipment and sensitive land uses. As the project is constructed, the use of building structures as noise barrier would be sufficient. The County building official or a designee should spot check to ensure compliance. The operator shall brief all employees and subcontractors on noise control guidelines and procedures prior to construction operations.</p>	<p>The applicant shall submit an equipment log to ensure the equipment is properly maintained.</p>	<p>Department of Public Works Building and Safety</p>	<p>Log submitted quarterly and during field inspections</p>

Mitigation Monitoring Program

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
<p>NOISE (continued)</p>	<p>4.3-3 All exterior construction activity, including grading, transport of material or equipment and warming-up of equipment, shall be limited to between the hours of 8:00 AM to 5:00 PM, and shall not occur during weekend periods unless approved by the Los Angeles County Department of Public Works. Idling mode of mobile equipment shall be minimized. All equipment not in use longer than 5 minutes shall be turned off, unless proper silencing features are provided. When feasible, hydraulic equipment should be used instead of pneumatic impact tools and electric powered equipment instead of diesel powered equipment for exterior construction work. For smaller equipment such as air-compressors and small pumps, line powered (electric) equipment should be used when feasible. The work schedule shall be posted at the construction site and modified as necessary to reflect deviations approved by the Los Angeles County Building and Safety Division. The County building official or a designee should spot check and respond to complaints.</p>			
	<p>4.3-4 The project applicant shall post a notice at the construction site and along the proposed truck haul route. The notice shall contain information on the type of project and anticipated duration of construction activity, and shall provide a phone number where people can register questions and complaints. The applicant shall keep a record of all complaints and take appropriate action to minimize noise generated by the offending activity where feasible. A monthly log of noise complaints shall be maintained by the applicant and submitted to the County of Los Angeles Department of Public Health.</p>			

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
<p>AIR QUALITY</p> <p>Construction activities associated with the development of the project would have significant impacts because emissions generated by these activities would exceed SCAQMD significance threshold for VOC during construction activities.</p>	<p>The South Coast Air Quality Management District (SCAQMD) has prepared a list of measures to reduce the impacts of construction-related emissions to the greatest extent possible. Those that could be feasibly implemented during the development of the project to mitigate the ambient air impacts for VOC are as follows for architectural coatings:</p> <p>4.4-1 The project Contractor shall use only interior and exterior architectural coatings certified to the SCAQMD Super-Compliant VOC standards. Low-VOC coatings may be used if no feasible Super-Compliant VOC coating is commercially available. Low-VOC coatings are certified to the SCAQMD Rule 1113 (Architectural Coatings) standards while Super-Compliant VOC coatings are reformulated to levels below the standards.</p> <p>4.4-2 The Contractor shall avoid non-essential architectural coating during the peak smog season: July, August, and September.</p> <p>4.4-3 The Contractor shall keep architectural coatings lids closed on all containers when not in use to prevent VOC emissions and excessive odors.</p> <p>4.4-4 The Contractor shall keep all paint and solvent laden rags in sealed containers to prevent VOC emissions.</p>	<p>The applicant shall submit a construction materials plan to ensure use of low-VOC coatings.</p>	<p>Department of Public Works</p>	<p>Prior to issuance of a building permit and on going during construction</p>

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
TRAFFIC AND ACCESS				
<p>No analyzed intersection would be significantly impacted by the proposed project under Future Year 2013 Conditions with the exception of the intersection of Grosvenor Boulevard and Jefferson Boulevard during the morning peak hour. Therefore, the project would result in a significant cumulative impact prior to mitigation.</p>	<p>4.5-1 A traffic signal including the provision of an Automated Traffic Surveillance and Control (ATSAC) System and Adaptive Traffic Control System (ATCS) shall be installed at the intersection of Grosvenor Boulevard/Jefferson Boulevard, prior to the issuance of a certificate of occupancy. The project shall be solely responsible for the design and construction of the new traffic signal at this intersection. The design and construction phases shall be processed through a B-permit issued by the City of Los Angeles' Department of Public Works, Bureau of Engineering.</p>	<p>Submittal of plan for review</p>	<p>City of Los Angeles, Bureau of Engineering</p>	<p>Prior to issuance of certificate of occupancy</p>
VISUAL RESOURCES				
<p>Reflective surfaces on the proposed structures could impact adjacent residents.</p>	<p>4.6-1 Proposed building materials, paint colors, wrought iron balconies and rails shall not be constructed with highly reflective material.</p>	<p>Submittal and approval of landscape and final design plans</p>	<p>Department of Regional Planning</p>	<p>Prior to issuance of building permit</p>
<p>Interior lighting of the parking structure and headlamp illumination within the parking structure have the potential to adversely impact residents of the existing apartment build situated south of the project site.</p>	<p>4.6-2 Exterior lighting and lighting within the parking structure shall be shielded to prevent light from spilling over onto adjacent properties. Exterior lighting and internal parking structure lighting plans shall be submitted to and approved by the Los Angeles County Department of Regional Planning prior to construction.</p>			
	<p>4.6-3 Exterior landscape plans and plans for the parking structure vegetated screen shall be submitted to and approved by the Los Angeles County Department of Regional Planning prior to construction.</p>			

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

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
<p>SOLID WASTE SERVICE (continued)</p> <p>The proposed Millennium-Playa del Mar Apartments project would generate a net increase over existing uses of approximately 853.2 pounds per day, or about 156.9 tons per year, of solid waste. These quantities represent a worst-case scenario, with no recycling activities in place. However, project uses would be required to provide adequate areas for collecting and loading recyclable materials in accordance with the County's model ordinance to reduce the volume of solid waste entering landfills. This recycling, implemented in concert with the Countywide efforts and programs, would reduce the volume of solid waste generated by the project and entering landfills.</p>	<p>4.9-2. To reduce the volume of solid and hazardous waste generated by the operation of the project, a solid waste management plan shall be developed by the Millennium-Playa del Mar Apartments project applicant. This plan shall be reviewed and approved by the County of Los Angeles Department of Public Works and shall be made available to all new residents. The plan shall identify methods to promote recycling and re-use of materials, as well as safe disposal consistent with the policies and programs contained within the County of Los Angeles Source Reduction and Recycling Element. Methods shall include locating recycling bins in proximity to dumpsters used by future on-site residents.</p>	<p>The applicant shall submit a solid waste management plan.</p>	<p>Department of Public Works</p>	<p>Prior to issuance of demolition and grading permits</p>

Regional Planning Commission Hearing

November 10, 2010



Los Angeles County
Department of Regional Planning

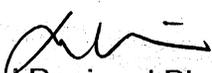
Planning for the Challenges Ahead



Richard J. Bruckner
Director

November 4, 2010

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

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

**SUBJECT: NOVEMBER 10, 2010 RPC PUBLIC HEARING
AGENDA ITEM NO. 6
PROJECT NO. R2009-02015-(2)
RPA200900013/RZC200900013/RCUP200900150/RPKD201000005/
RENV 200600147
MILLENNIUM-PLAYA DEL MAR APARTMENTS**

Please see the updated conditions of approval reviewed by County Counsel.

If you have any questions, please do not hesitate to contact me via email at mkim@planning.lacounty.gov or at (213) 974-6443.

MM:MKK

11/4/10

PROJECT NO. R2009-02015-(2)
GENERAL PLAN AMENDMENT NO. 200900013
ZONE CHANGE NO. 200900013
CONDITIONAL USE PERMIT NO. 200900150
PARKING DEVIATION NO. 201000005

DRAFT CONDITIONS
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This grant authorizes the construction of a 196-unit apartment complex on 4.93 acres with 353 parking spaces, called the Millennium-Playa Del Mar Project. The project consists of apartment units wrapped around a parking structure with 329 parking spaces, and includes six, two-story carriage units on the northern property boundary with additional parking in private garages. The project has a maximum height of 51 feet. Height graduates from two to three story elements on the north and south to four stories towards the center of the property, concentrating height towards the middle and away from adjacent properties. An eight-foot high block wall, 10-foot wide landscaped setback, carriage units, and driveway buffer single-family residences on the north from the apartment as depicted on the approved Exhibit "A." This grant is subject to all of the following conditions of approval.

1. Unless otherwise apparent from the context, the term "permittee" shall include the applicant and any other person, corporation or other entity making use of this grant.
2. This grant authorizes the construction of a 196-unit apartment with 353 parking spaces with north and south elevations and setback as depicted on the approved Exhibit "A."
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 ("County") Department of Regional Planning ("Regional Planning") their affidavit stating that they are aware of and agree to accept all of the conditions of this grant, and that the conditions of the grant have been recorded as required by Condition 7, and until all required monies have been paid pursuant to Condition 9 and Condition 10. Further, this grant shall not become effective unless and until the County of Los Angeles Board of Supervisors has adopted General Plan Amendment Case No. 200900013 and Zone Change Case No. 200900013, and an ordinance effecting such change of zone has become effective. Notwithstanding the foregoing, this Condition No. 3 and Condition Nos. 4, 5, 8, and 10 shall be effective immediately upon final approval of this grant by the County.
4. The permittee shall defend, indemnify and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void or annul this permit approval, which action is brought within the applicable time period of Government Code Section 65009. The County shall promptly notify the permittee of any claim, action, or proceeding and the County shall fully cooperate in the defense. If the

County fails to promptly notify the permittee of any claim action or proceeding, or if the County fails to cooperate fully in the defense, the permittee shall not thereafter be responsible to defend, indemnify, or hold harmless the County.

5. In the event that any claim, action, or proceeding as described above is filed against the County, the permittee shall within ten days of the filing pay the Department of Regional Planning an initial deposit of \$5,000, from which actual costs shall be billed and deducted for the purpose of defraying the expenses involved in the department's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance to permittee or permittee's counsel. The permittee shall also pay the following supplemental deposits, from which actual costs shall be billed and deducted.
 - a. If during the litigation process, actual costs incurred reach 80 percent of the amount on deposit, the permittee shall deposit additional funds sufficient to bring the balance up to the amount of the initial deposit. There is no limit to the number of supplemental deposits that may be required prior to completion of the litigation.
 - b. At the sole discretion of the permittee, the amount of an initial or supplemental deposit may exceed the minimum amounts defined herein.

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

6. If any material provision of this grant is held or declared to be invalid by the court of competent jurisdiction the permit shall be void and the privileges granted hereunder shall lapse.
7. Prior to the use of this grant, the permittee or the owner of the subject property if other than the permittees shall **record the terms and conditions** of the grant in the office of the Los Angeles County Recorder. In addition, upon any transfer or lease of the property during the term of this grant, the permittee or the property owner or shall promptly provide a copy of the grant and its conditions to the transferee or lessee of the subject property.
8. This grant shall expire unless used within two years from the date of final approval of this grant by the County. The date of final approval is the date the County's action becomes effective pursuant to Section 22.60.260 of the Los

PROJECT NO. R2009-02015-(2)
GENERAL PLAN AMENDMENT NO. 200900013
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Angeles County Code. A single one-year time extension may be requested in writing and with the payment of the applicable fee prior to such expiration date.

9. The subject property shall be maintained and operated in full compliance with the conditions of this grant and any law, statute, ordinance, or other regulation applicable to any development or activity on the subject property. Failure of the permittee to cease any development or activity not in full compliance shall be a violation of these conditions. Inspections shall be made to ensure compliance with the conditions of this grant as well as to ensure that any development undertaken on the subject property is in accordance with the approved site plan on file. The permittee shall deposit with the County of Los Angeles the sum of **\$600.00**. The deposit shall be placed in a performance fund, which shall be used exclusively to compensate Regional Planning for all expenses incurred while inspecting the premises to determine the permittee's compliance with the conditions of approval. The deposit provides for **three (3) annual** inspections. Inspections shall be unannounced.

If additional inspections are required to ensure compliance with the conditions of this grant, or if any inspection discloses that the subject property is being used in violation of any one of the conditions of this grant, the permittee shall be financially responsible and shall reimburse Regional Planning for all additional enforcement efforts necessary to bring the subject property into compliance. The amount charged for additional inspections shall be \$200.00 per inspection, or the current recovery cost at the time any additional inspections are required, whichever is greater.

10. Within 3 days of the date of final approval of this grant, the permittee shall remit processing fees payable to the County of Los Angeles in connection with the filing and posting of a Notice of Determination (NOD) for this project and its entitlements in compliance with Section 21152 of the Public Resources Code. Unless a Certificate of Exemption is issued by the California Department of Fish and Game pursuant to Section 711.4 of the California Fish and Game Code, the permittee shall pay the fees in effect at the time of the filing of the NOD, as provided for in Section 711.4 of the Fish and Game Code, currently, **\$2,867.25** (\$2,792.25 for an Environmental Impact Report plus \$75.00 processing fee). No land use project subject to this requirement is final, vested or operative until the fee is paid.
11. Within 30 days of the date of final approval of this grant by the County, the permittee shall record a covenant and agreement, which attaches the Mitigation

PROJECT NO. R2009-02015-(2)
GENERAL PLAN AMENDMENT NO. 200900013
ZONE CHANGE NO. 200900013
CONDITIONAL USE PERMIT NO. 200900150
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DRAFT CONDITIONS
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Monitoring Program ("MMP") and agrees to comply with the mitigation measures imposed by the Environmental Impact Report for this project, in the office of the Los Angeles County Recorder. Prior to recordation, the permittee shall submit a draft copy of the covenant and agreement to Regional Planning for review and approval. As a means of ensuring the effectiveness of the mitigation measures, the permittee shall submit annual mitigation monitoring reports to Regional Planning for review and approval. The reports shall describe the status of the permittee's compliance with the required mitigation measures.

12. Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Regional Planning Commission or a Hearing Officer may, after conducting a public hearing, revoke or modify this grant, if the Commission or Hearing Officer finds that these conditions have been violated or that this grant has been exercised so as to be detrimental to the public's health or safety or so as to be a nuisance.
13. Upon receipt of this letter, the permittee shall contact the Fire Prevention Bureau of the Los Angeles County Fire Department to determine what facilities may be necessary to protect the property from fire hazard. Any necessary facilities shall be provided as may be required by said Department.
14. All requirements of the Zoning Ordinance and of the specific zoning of the subject property must be complied with unless otherwise modified as set forth in these conditions or as shown on the approved plans.
15. All structures shall conform with the requirements of the Division of Building and Safety of the Los Angeles County Department of Public Works.
16. All structures, walls and fences open to public view shall remain free of graffiti or extraneous markings, drawings or signage that was not approved by Regional Planning. These shall include any of the above that do not directly relate to the business being operated on the premises or that do not provide pertinent information about said premises. The only exceptions shall be seasonal decorations or signage provided under the auspices of a civic or non-profit organization.
17. In the event of graffiti or other extraneous markings occurring, the permittee shall remove or cover said markings, drawings, or signage within 24 hours of such occurrence, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.

18. Prior to issuance of a certificate of occupancy for the project, the permittee shall submit to the Director of Planning for approval three copies of sign elevations depicting any proposed permanent signs on the subject property. Signs shall be in conformance with Part 10 of Section 22.52 of the County Code.
19. The subject property shall be developed and maintained in substantial compliance with the plans marked Exhibit "A." If changes to the site plan are required as a result of instruction given at the public hearing, a Revised Exhibit "A" shall be submitted to Regional Planning within sixty (60) days of the date of approval for the Conditional Use Permit.
20. Three copies of a landscape plan shall be submitted to and approved by the Director of Planning before issuance of a building permit. The landscape plan shall show the size, type, and location of all plants, trees, and watering facilities. The landscape plan may be incorporated into the revised site plan required in condition 16. All required landscaping shall be continuously maintained in good condition, including proper pruning, weeding, removal or litter, fertilizing and replacement of plants when necessary.
21. Pursuant to Chapter 22.72 of the County Code, a Library Facilities Mitigation Fee in the amount of \$172,152 (\$797 per dwelling unit) or the amount required by Chapter 22.72 at the time of payment, if different, shall be paid to the County of Los Angeles Public Library. The fee must be paid prior to the issuance of the building permit and proof of payment shall be provided to the Department of Regional Planning. Contact the County Librarian at (562) 940-8430 regarding payment of fees.
22. The construction, operation and maintenance of the apartment complex is subject to all of the following conditions:
 - a. The permittee shall maintain all areas of the premises in a neat and orderly fashion, free of litter and debris.
 - b. Roof-top mechanical equipment such as air conditioning units shall be screened from pedestrian view.
 - c. A minimum of 353 automobile parking spaces , which include spaces for guests, shall be provided and maintained pursuant to County Code Section 22.52.1180. The required parking shall be continuously available

for vehicular parking only and shall not be used for storage, vehicle repair, or any other unauthorized use.

- d. The permittee shall provide a "hotline" number onsite during construction of a responsible person to take inquiries and complaints during construction hours regarding construction activities and construction personnel, if any. A log shall be kept of all inquiries and complaints and the resolution of any complaints.
- e. During construction, the permittee and its contractor shall comply with section 12.12.010 – 12.12.100 of the Los Angeles County Code regarding building construction noise, to the extent feasible.
- f. To reduce construction traffic, grading and construction equipment shall be stored on the project site while in use and construction employee shall park on the project site if feasible.
- g. The permittee shall provide flagmen or other personnel to direct traffic entering or existing Grosvenor Blvd during construction to give priority to residents, visitors, and other passenger vehicles.
- h. The project site shall be fenced during construction to reduce wind-blown dust. Construction materials shall be covered. All storage soil and sand shall be covered. All debris shall be cleaned up daily and put in a dumpster which shall be covered at the end of each day.
- i. All clearing, grading, earth moving, and excavation activities shall cease during periods of high winds (e.g. greater than 15 miles per hour).
- j. If the site is graded and left undeveloped for over three weeks, the permittee shall employ various methods to inhibit dust generation including seeding, watering, spreading soil binders, and other dust suppression methods to the satisfaction of the Director of Regional Planning.
- k. Dust and mud generated by project construction shall be kept on-site through the use of dust and mud control measures, including watering or sprinkling the site at least twice daily or more frequently as necessary, covering or watering exposed pits, erecting dust fences, tarping debris transport trucks, washing the tires of any vehicles leaving the construction

site, and/or other measures as appropriate.

- l. Streets and driveways immediately adjacent to the site shall be swept at least once a day during excavation and grading and more frequently if needed to remove dust and silt that may accumulate from earth work activities.
- m. Demolition and excavation operations shall be suspended during second stage smog alerts in the area. All materials used on-site shall be controlled in accordance with SCAQMD.
- n. The permittee shall comply with Drought Tolerant Landscaping Ordinance requirements, including, but not limited to the following:
 - 1) Minimum 75 percent of all landscaping must be drought-tolerant.
 - 2) Grass or turf must be maximum of 25 percent of all landscaping, 5,000 square feet, water efficient, and at least five feet in width.
 - 3) Plants with similar water needs are to be grouped together.
- o. The permittee shall comply with Green Building Ordinance, including, but not limited to the following:
 - 1) Plant one 15-gallon tree per 5,000 square feet of developed area, at least 65 percent of which trees must be from the Drought Tolerant Plant List. Existing trees (any species) greater than or equal to six inches in diameter may count towards required tree planting.
 - 2) Project must comply with Green Building requirements unless waived or modified by Los Angeles County Department of Public Works.
 - 3) Three copies of a landscape plan shall be submitted to and approved by the Director of Planning before issuance of a building permit. The landscaping may be incorporated into the revised Exhibit "A" described above, showing the size, number, type, and location of all plants, trees, and watering facilities to be installed at the site. The permittee shall maintain all landscaping in a neat,

PROJECT NO. R2009-02015-(2)
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DRAFT CONDITIONS
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clean, and healthy condition, and shall properly prune, weed, remove litter, fertilize, and replace plants when necessary. Landscape watering facilities, if any, shall consist of a permanent water-efficient irrigation system, such as "bubbler" or drip irrigation, to irrigate all landscaped areas, except for turf or other ground cover.

- p. The permittee shall comply with Low Impact Development Ordinance requirements unless waived or modified by Public Works.
- q. The permittee shall comply with the conditions of the County of Los Angeles Fire Department as outlined in their letter dated October 27, 2010, attached hereto and incorporated herein by this reference, except as otherwise required by said department.
- r. The permittee shall comply with the conditions of the County of Los Angeles Department of Public Works conditions as outlined in their letter dated June 29, 2010, attached hereto and incorporated herein by this reference, except as otherwise required by the said department.
- s. The permittee shall comply with the conditions of the County of Los Angeles Department of Public Health conditions as outlined in their letter dated April 22, 2010, attached hereto and incorporated herein by this reference, except as otherwise required by the said department.
- t. Prior to issuance of building permits the applicant shall pay all required fees, including library and school mitigation fees.

Attachment:

Letter from Department of Public Works dated June 28, 2010
Letter from Fire Department dated October 27, 2010
Letter from Department of Public Health dated April 22, 2010

MC:MKK

11/3/10



Los Angeles County
Department of Regional Planning



Planning for the Challenges Ahead

Director
Richard J. Bruckner

October 28, 2010

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

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

SUBJECT: **November 10, 2010 RPC PUBLIC HEARING**
AGENDA ITEM NO. 6
PROJECT NO. R2009-02015-(2)
RPA200900013/RZC200900013/RCUP200900150/RPKD201000005/
RENV 200600147
MILLENNIUM-PLAYA DEL MAR APARTMENTS

The above-referenced case for a 196-unit apartment complex located at 5544 and 5550 Grosvenor Blvd in Playa Del Mar is continued from May 12, 2010, June 16, 2010, July 14, 2010, and October 6, 2010. At the previous public hearing, your Commission continued the matter to allow staff to prepare the Final Environmental Impact Report, and draft conditions and findings in support of the project for your Commission's consideration. Attached are these documents for your review and consideration. As indicated at the previous hearing, staff recommends approval of the project, subject to the attached findings and conditions of approval.

SUGGESTED ACTION MOTIONS

"I move that the public hearing be closed and that the Regional Planning Commission certify the Final Environmental Impact Report along with the required findings of fact and Statement of Overriding Considerations and adopt the attached Mitigation Monitoring Program associated with the project.

"I move that the Regional Planning Commission recommend to the Board of Supervisors the approval of General Plan Amendment No. 200900013 and Zone Change No. 200900013. I further move that the Regional Planning Commission approve Conditional Use Permit No. 200900150 and Parking Deviation Permit No. 201000005 with the attached findings and conditions."

MC:MKK 10/28/10

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

**PROJECT NUMBER R2009-02015-(2)
GENERAL PLAN AMENDMENT NO. 200900013
ZONE CHANGE NO. 200900013
CONDITIONAL USE PERMIT NO. 200900150
PARKING DEVIATION PERMIT NO. 201000005
ENVIRONMENTAL CASE NO. 200600147**

REGIONAL PLANNING COMMISSION HEARING DATES: May 12, 2010, June 16, 2010, July 14, 2010, October 6, 2010, and November 10, 2010.

SYNOPSIS:

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

PROCEEDINGS BEFORE THE COMMISSION

May 12, 2010

This item was continued to allow the applicant and residents to meet to discuss concerns raised by the community. Commissioners Valadez, Bellamy, and Helsley were present at the hearing. There was no staff presentation and no testimony other than the request for the continuance.

June 16, 2010

The project was continued to allow the applicant and residents to continue to meet to reach an agreement on the proposed development. Commissioners Rew, Valadez, Bellamy, and Helsley were present at the hearing. There was no staff presentation and no testimony other than the request for the continuance.

July 14, 2010

A revised project proposal resulting from the community meetings was presented to the Commission. The project was revised from a 216-unit apartment with 433 parking spaces to 196-unit apartment with 353 parking spaces with corresponding reduction in height.

Commissioners Rew, Valadez, Bellamy, and Modugno were present at the hearing. The Commission took testimony from the applicant and the public. Many speakers testified that they were not opposed to the development of the property, but were opposed to the density, scale, access, and potential impacts of the project.

Portions of the Draft Environmental Impact Report had to be re-circulated as a result of the revised project description and request for a parking deviation permit. The Commission continued the public hearing to October 6, 2010 and instructed staff and applicant to respond to issues raised at the hearing.

October 6, 2010

The Commission took further testimony on the project. Staff addressed the issues raised at the previous hearing regarding density, traffic, noise, air pollution, parking deviation, scale, massing, and height of the project. The applicant team testified in favor of the project. Opposition testimony was given by members of the Del Aire Homeowners Association and Del Aire Neighborhood Council, and others. Support testimony was given by business owners, representatives of the LAX Coastal Area Chamber of Commerce, and others in the construction industry.

Commissioners Rew, Valadez, Bellamy, and Helsley were present at the hearing. The Commission approved the motion instructing staff to prepare final approval documents for the project. Commissioner Valadez requested that the applicant make every effort to use area contractors and subcontractors.

Findings

REGIONAL PLANNING COMMISSION FINDINGS

1. The Los Angeles County Regional Planning Commission ("Commission") conducted a duly noticed public hearings on the General Plan Amendment No. 200900013, Zone Change No. 200900013, Conditional Use Permit No. 200900150, and Environmental Case No. 200600147 on May 12, 2010; June 16, 2010; July 14, 2010; October 6, 2010; and November 10, 2010.
2. The applicant, Din/Cal, Inc. ("Applicant"), requested a General Plan amendment, zone change, conditional use permit, and parking deviation permit to construct a residential development on the subject property consisting of 196 dwelling units,

together with appurtenant structures and facilities, including a pool, fitness center, and 329-space parking structure and 24 surface parking space.

3. The subject property is located at 5544 and 5550 Grosvenor Blvd within the unincorporated community of West Fox Hills, Playa Del Rey Zoned District, Second Supervisorial District and consists of five parcels (APNs 4221003040, 4221003042, 4221003038, 4211003068, 4211003041)
4. The subject property is 4.93 gross acres in size including relevant parcels and easements and is rectangular in shape with 2-foot contours. The site is currently developed with a church, paved surface parking lot, and single-family residence.
5. The subject property is currently zoned R-3-DP (Limited Multiple Residence – Development Program). Concurrent with this approval, the Commission considered and recommended approval to the Los Angeles County Board of Supervisors ("Board") of the zone change, and after its effective date, the subject 4.93 gross acre property will be zoned R-4-DP (Unlimited Residence – Development Program).
6. Surrounding zoning is as follows:
 - North: R-1
 - East: C-3 (Unlimited Commercial), City of Los Angeles
 - South: City of Los Angeles
 - West: City of Los Angeles
7. Existing land uses as follows:
 - North: Single-family residence
 - East: Unincorporated County: office buildings, single-family residence. City of Los Angeles: elementary school
 - South: City of Los Angeles: apartments
 - West: City of Los Angeles: office buildings, manufacturing, gymnastics center
8. The existing R-3-DP zoning of the subject property was established in 1984 by Ordinance No. 84-012Z and by Project No. 85028 consisting of Conditional Use Permit No. 85019, Parking Permit No. 85004, Revised Tract Map No. 33003, and Zone Change No. 85008. The church was established in 1987 by a conditional use permit which permitted the construction of the church not to exceed 61 feet in height, with a maximum occupant load of 1,600 in the largest assembly room, with a minimum of 320 parking spaces.
9. The property is designated by the Land Use Policy Map of the Los Angeles County General Plan ("General Plan") as land use Category 1 (Low Density

Residential- One to Six Dwelling Units Per Acre), which allows 29 dwelling units on the subject property which is 4.93 gross acres. This is inconsistent with the density allowed by existing zoning (R-3-DP). Existing zoning would allow 30 dwelling units per net acre, or a maximum of 130 units. Regardless of the proposed project, the development of the project site at the density allowed by existing zoning would require a General Plan Amendment from Category 1 to Category 4 (High Density Residential- 22 of more dwelling units per acre)

10. The applicant requested a General Plan Amendment to Category 4 to bring the land use category into conformance with existing zoning and to accommodate the project density of 45 dwelling units per acre for a total of 196 dwelling units
11. The project density is consistent with the requested land use Category 4. Concurrent with this approval, the Commission considered and recommended approval to the Board of the General Plan Amendment. After its effective date, the subject property will be designated for high-density land use classification of the General Plan Land Use Policy Map.
12. In compliance with Zone Change Case No. 200900013, the proposed residential project does not exceed 50 units per net acre.
13. The development of the subject property with residential development is appropriate. The property is bounded by single-family residential development on the north and multi-family residential development on the south.
14. The higher density land use category is appropriate for the subject property as the density is compatible with the surrounding neighborhood. Average density within 500 feet radius of the project is 6 dwelling units per acre to the north, and 99 dwelling units per acre to the south
15. The project is compatible with existing land use pattern. There are single-family residences are predominant to the north, maximum four-story apartments to the south, office buildings and light manufacturing to the west, and an elementary school, office buildings, and single-family residences east.
16. The project has been designed to be compatible with existing development and density. The project graduates in density and massing from north to south, from single-family residential neighborhood to the north to mid-rise high-density apartments to the south.
17. The project will increase the supply of housing, promote the efficient use of land through a more concentrated pattern of urban development, improve the jobs-housing balance and concentrate well-designed high-density housing in and adjacent to job centers and recreational centers.

18. The project is consistent with the following general policy statement of the General Plan:
- Policy No. 17: Promote the efficient use of land through a more concentrated pattern of urban development, including the focusing of new urban growth into areas of suitable land.
 - Policy No. 24: Focus intensive urban uses in an interdependent system of activity centers located to effectively provide services throughout the urban area and supported by adequate public transportation facilities.
 - Policy No. 31: Encourage the location of medium and high density housing in close proximity to regional multipurpose centers.
 - Policy No. 33: Emphasize the location of low and moderate income housing within easy commuting range of multipurpose and single purpose centers with high concentrations of employment.
 - Policy No. 39: Emphasize the preservation, conservation, and maintenance of stable residential areas.
 - Policy No. 41: Encourage the provision of adequate rental housing.
 - Policy No. 45: Increase the availability of low and moderate income housing and encourage its distribution throughout the urban area.
 - Policy No. 47: Promote the provision of an adequate supply of housing by location, type and price.
19. The proposed residential project is consistent with the goals and policies of the General Plan Housing Element policies to provide a wide range of housing types in sufficient supply to meet the needs of current and future residents, particularly persons with special needs, including but not limited to low income households, seniors, persons with disabilities, single-parent households, the homeless and at-risk-homeless, and farmworkers; and to provide housing supply that ranges broadly in housing costs to enable all households, regardless of income, to secure adequate housing.
20. Approval of Conditional Use Permit 200900150 will not become effective until the Board of Supervisors of Los Angeles County ("Board") has adopted an

ordinance effecting the proposed change of zone to R-4-DP and plan amendment to High Density Residential.

21. The project will provide 1.8 parking spaces per unit with the requested parking deviation of 10 percent instead of the code required 2.0 spaces per unit. The reduction in parking is substantiated by a parking study conducted by Raju Associates. The parking study shows that parking demand in the vicinity varied from 0.91 spaces per occupied dwelling unit in Marina Del Rey to 1.22 spaces per dwelling unit in Santa Monica, with peak parking demand of 1.52 spaces per dwelling unit. The project will be providing 1.8 spaces. The proposed use is subject to all applicable development standards and requirements of the R-4 zone, as set forth in section 22.20.380 et.seq. of the County Code.
22. The project would not exceed the air quality threshold established by Southern California Air Quality Management District (SCAQMD). Nevertheless, the project will provide an enclosed, mechanically ventilated parking garage to reduce potential noise and air quality impacts.
23. The Applicant's site plan ("Exhibit A") depicts 196 residential units and community facilities, including a pool, fitness center, and courtyards. The apartment complex would consist of 95 one-bedroom rental units, 101 two-bedroom rental units ranging in size from 724 square feet to 1,137 square feet. 353 parking spaces are provided pursuant to a parking deviation that allows for 10 percent reduction.
24. The applicant has demonstrated the suitability of the subject property for the proposed use by providing graduated height and density at the northern boundary. The project will complement the existing office and light industry to the west, a job center, and high density housing to the south, and elementary school to the east.
25. Single-family residences are buffered from the driveway by an eight-foot tall block wall and a 10-foot wide setback. The setback will be landscaped with trees and foliage screening the homes from the development. Along the portion of the driveway leading into the parking structure, two-story carriage units provide further buffer between the driveway and single-family residences and help attenuate noise and visual impacts. The easterly driveway is a dedicated fire lane reserved for emergencies.
26. Potential noise will be attenuated by the eight-foot high block wall, 10-foot wide landscape setback, height of the foliage (12 to 16 feet tall), and the two-story carriage units (22 feet deep and 250 feet long). With the attenuation, the noise level is expected to be 34.1 dB(A) CNEL. This level corresponds to "Quiet urban nighttime" noise level as provided in The Noise Guidebook of the U.S. Department of Housing and Urban Development, Office of Community Planning

and Development. This level is below the allowable noise levels standardized by the County of Los Angeles.

27. To improve traffic flow in the area, the applicant is installing a traffic signal with Automated Surveillance and Control (ATSAC) and Adaptive Traffic Control System (ATCS) features at the intersection of Grosvenor Blvd and Jefferson Blvd.
28. The applicant conducted a survey of multi-family developments in the area. The survey shows that the market does not support subterranean parking at the density proposed by the project. Developments with subterranean parking have an average density of 86 dwelling units per acre. Developments with wrap garages have an average density of 55 dwelling units per acre compared to 45 dwelling units per acre proposed by the applicant. The project density is lower than existing developments with wrap garages.
29. Establishment of the proposed use at such location is in conformity with good zoning practice. Adjacent density to the south is higher than the proposed density at the subject property. The property is in proximity to SR-90 and I-405 that provide regional access, and to Marina Del Rey and Playa Del Rey that provide recreational opportunities within walking or bicycling distance.
30. The project is subject to California Department of Fish and Game fee for the project's affect on fish and wildlife.
31. The project is also subject to the Los Angeles County Library Mitigation Fee for each dwelling unit.
32. An Initial Study was prepared for the Proposed Residential Project in compliance with the California Environmental Quality Act (Public Resources Code section 21000, et seq.) ("CEQA"), the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines of the County of Los Angeles. The Initial Study concluded that an Environmental Impact Report ("EIR") would be required.
33. A Mitigation Monitoring Program, dated November 2010 is consistent with the conclusions and recommendations of the FEIR, has been prepared and its requirements have been incorporated into the conditions of approval by reference.
34. The EIR for the project was prepared in accordance with CEQA, the CEQA Guidelines, and the County CEQA Guidelines. The EIR consists of the Draft EIR and the Recirculated Draft EIR, and the Responses to Comments (collectively referred to as the "FEIR").

35. The EIR prepared for the project concluded that with the exception of noise and air quality during construction, potentially significant environmental impacts, including geology, traffic and access, visual resources, and hydrology and water quality can be mitigated to a level of no significance with the implementation of the mitigation measures presented in the EIR. It has been determined that during construction, there will be unavoidably significant impact on noise and air quality. These will require an adoption of the Statement of Overriding Consideration.
36. Approval of the project requires adoption of a Statement of Overriding Considerations, including a finding that the benefits of the project outweigh the potential unavoidable adverse impacts and that the unavoidable impacts are nonetheless acceptable based on specific overriding considerations.
37. At its public hearing, the Commission received oral testimony and written comments from the proponents and the opponents.
38. The Commission has independently reviewed, considered, and certified the FEIR, and it reflects the independent judgment of the County. As stated in the FEIR and the Findings of Fact and Statement of Overriding Considerations, the project will result in unavoidable significant impacts on air quality and noise during construction. Such impacts have been reduced to the extent feasible, and the Commission finds that the benefits of the project outweigh these unavoidable adverse impacts. Such unavoidable impacts are determined to be acceptable based upon the overriding considerations set forth in the Statement of Overriding Considerations for the project.
39. The Findings of Fact and Statement of Overriding Considerations that have been prepared for the project are incorporated herein by this reference as if set forth in full.
40. After considering the evidence presented, the Commission approved Conditional Use Permit Case No. 200900150, Parking Deviation Case No. 201000005, and recommends approval of Zone Change Case No. 200900013 and General Plan Amendment Case No. 200900013.
41. The documents and other materials constituting the record of proceedings upon which the Commission's decision is based in this matter are located at the Los Angeles County Department of Regional Planning, 13th Floor, Hall of Records, 320 West Temple Street, Los Angeles, California 90012. The custodian of such documents and materials shall be the Section Head of the Zoning Permits I Section, Los Angeles County Department of Regional Planning.

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

**WITH RESPECT TO CONDITIONAL USE PERMIT CASE NO. 200900150 AND
PARKING DEVIATION CASE NO. 201000005**

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

- A. That the proposed use with the attached conditions and restrictions will be consistent with the adopted General Plan;
- B. That with the attached conditions and restrictions, the requested use at the proposed location will not adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area; will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site; and will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety, and general welfare;
- C. That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping, and other development features prescribed in Title 22 of the County Code, or as is otherwise required in order to integrate said use with the uses in the surrounding area; and
- D. That the proposed site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and adequately served by other public or private service facilities as are required;
- E. The project has been designed to be compatible with the surrounding area in terms of land use patterns, design, and established community character.

AND, THEREFORE, the information submitted by the Applicant and presented at the public hearing substantiates the required findings for a conditional use permit as set forth in Section 22.56.090 and for a parking deviation as set forth in Section 22.56.1762 of the Los Angeles County Code (Zoning Ordinance). **THEREFORE,** in view of the findings of fact and conclusions presented above, Conditional Use Permit No. 200900150 and Parking Deviation No. 201000005 are approved, subject to the attached conditions established by the Commission.

REGIONAL PLANNING COMMISSION ACTION:

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

1. Approves the Environmental Impact Report finds that the EIR has been prepared in compliance with CEQA and County CEQA Guidelines and reflects the independent judgment of the Commission as to the environmental consequences of the project;
2. Approves and adopts the Mitigation Monitoring Program for the Proposed Residential Project, incorporated in the EIR, and pursuant to Section 21081.6 of the Public Resources Code, finds that the Mitigation Monitoring Plan is adequately designed to ensure compliance with the mitigation measures during project implementation;
3. Approves Conditional Use Permit Case No. 200900150 and Parking Deviation Case No. 201000005 subject to the attached conditions; and
4. Recommends approval of General Plan Amendment No. 200900013 and Zone Change Case No. 200900013.

VOTE:

Concurring:

Dissenting:

Abstaining:

Absent:

Action Date:

MC:MKK
10/28/10

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

WHEREAS, the Regional Planning Commission of the County of Los Angeles has conducted public hearings in the matter of General Plan Amendment Case No. 200900013 on May 12, 2010, June 16, 2010, July 14, 2010, October 6, 2010, November 10, 2010.

WHEREAS, the Regional Planning Commission finds as follows:

1. The applicant has requested an Amendment to the Los Angeles County General Plan to change the land use designation from Category 1 (Low Density Residential – One to Six Dwelling Units Per Acre) to Category 4 (High Density Residential—22 or More Dwelling Units Per Acre) on the 4.93-gross-acre subject property.
2. The subject property is located at 5544 and 5550 Grosvenor Blvd within the unincorporated community of West Fox Hills, Playa Del Rey Zoned District, Second Supervisorial District.
3. The plan amendment request was heard concurrently with Zone Change Case No. 200900013, Conditional Use Permit Case No. 200900150, and Parking Deviation Case No. 201000005.
4. Zone Change Case No. 200900013 is a related request to authorize a change of zone from “R-3-DP” (Limited Multiple Residence – Development Program) and “R-1” (Single Family Residence) to R-4-DP (Unlimited Residence – Development Program).
5. Conditional Use Permit Case No. 200900150 is a related request to authorize the development of a multi-family residential project on the subject property. The applicant is proposing to construct 196 apartments, together with appurtenant structures and facilities, including a pool, fitness center, and parking structure for 353 cars.
6. Parking Deviation Case No. 201000005 is a related request to reduce parking requirement by ten percent. The request was added to project entitlements at the July 14, 2010 public hearing and considered by the Regional Planning Commission at October 6, 2010, and November 10, 2010 public hearings.
7. The Conditional Use Permit No. 200900150 site plan, the Exhibit “A,” depicts the subject property with one apartment building wrapped around two courtyards, and a parking structure. Access to the site is from Grosvenor Blvd via Jefferson Blvd to the south.
8. The applicant is requesting an amendment to the Countywide General Plan to change the land use designation of the 4.93-acre parcel from Low Density Residential to High

Density Residential. The High Density Residential areas are suitable for medium and high-rise apartments and condominiums, three or more stories in height. The intent of this classification is to provide for high-density residential development in appropriate locations, conveniently accessible to, or within multipurpose urban centers. Densities generally exceed 22 units per gross acre.

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

an acceptable level and are outweighed by specific social, economic, and environmental benefits of the project; and adopts the Findings of Fact and Statement of Overriding Considerations prepared for the project.

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

1. That the Board of Supervisors hold a public hearing to consider General Plan Amendment Case No. 200900013, a change of classification within the Countywide General Plan from Category 1 (Low Density Residential – One to Six Dwelling Units Per Acre) to Category 4 (High Density Residential—22 or More Dwelling Units Per Acre) on approximately 4.93 acres;
2. That the Board of Supervisors certify completion of and approve the attached EIR along with the Findings of Fact and Statement of Overriding Considerations dated November 2010 and adopt the Mitigation Monitoring Program for Countywide Plan Amendment Case No. 200900013; and
3. That the Board of Supervisors adopt the above recommended Countywide Plan Amendment Case No. 200900013.

I hereby certify that the foregoing resolution was adopted by a majority of the voting members of the Regional Planning Commission in the County of Los Angeles on November 10, 2010.

Rosie Ruiz, Secretary
County of Los Angeles
Regional Planning Commission

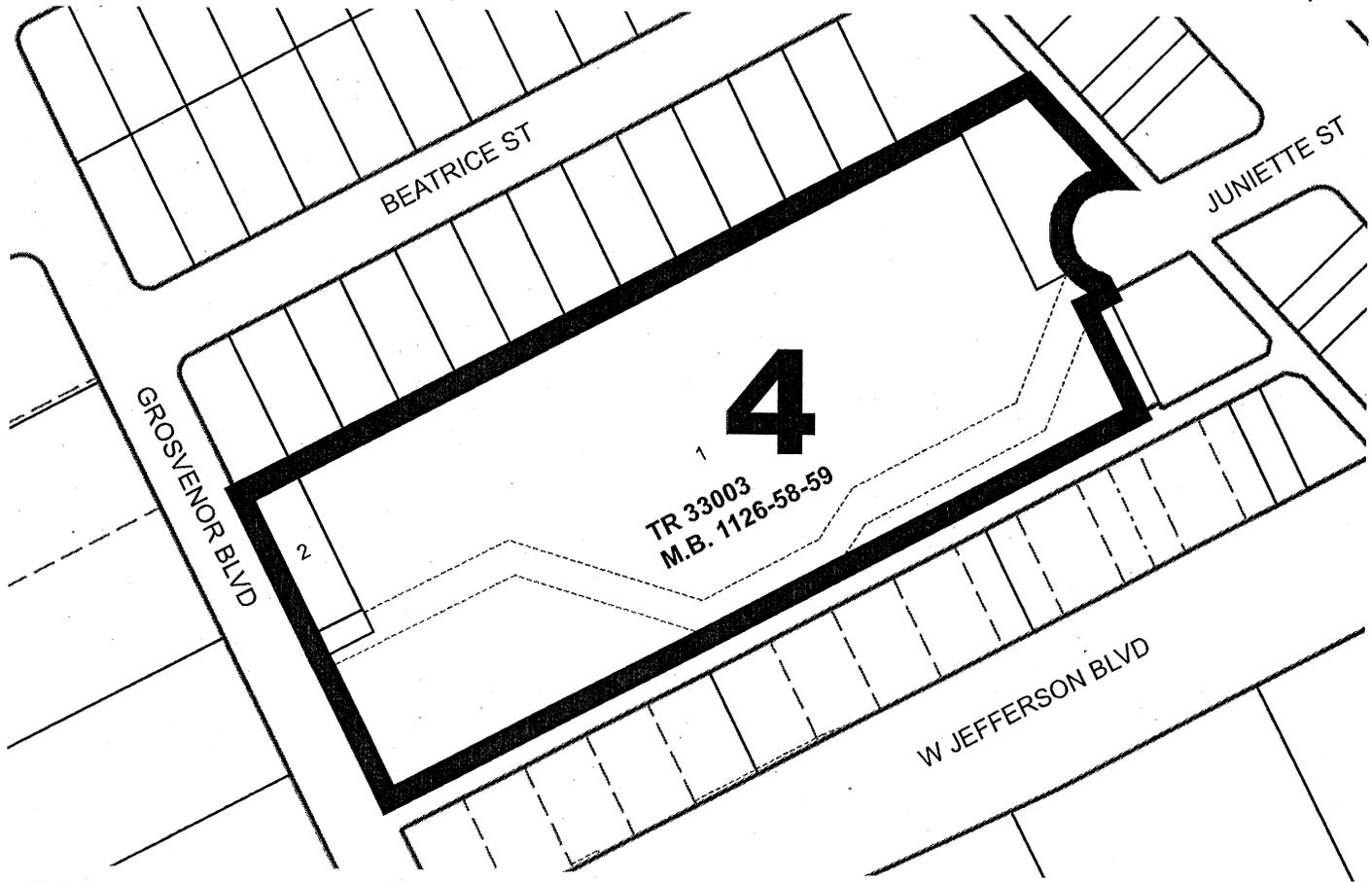
AMENDMENT TO COUNTYWIDE GENERAL PLAN
WEST FOX HILLS COMMUNITY

PLAN AMENDMENT: 200900013

ON: _____

CATEGORY 1 TO CATEGORY 4

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



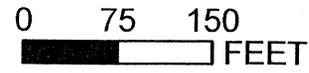
LEGAL DESCRIPTION:

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

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

LEGEND:

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



COUNTY ZONING MAP
105H161

DIGITAL DESCRIPTION: VZCOZD_PLAYA DEL REY

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

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

WHEREAS, the Regional Planning Commission of the County of Los Angeles has conducted public hearings in the matter of Zone Change Case No. 200900013 on May 12, 2010, June 16, 2010, July 14, 2010, October 6, 2010, November 10, 2010

WHEREAS, the Regional Planning Commission finds as follows:

1. The applicant is requesting a change of zone from R-3-DP (Limited Multiple Residence – Development Program) and R-1 (Single Family Residence) to R-4-DP (Unlimited Residence – Development Program).
2. The subject property consists of approximately 4.93 gross acres located at 5544 and 5550 Grosvenor Blvd within the unincorporated community of West Fox Hills, Playa Del Rey Zoned District of the Second Supervisorial District.
3. The Zone Change request was heard concurrently with Plan Amendment Case No. 200900013, Conditional Use Permit Case No. 200900150, and Parking Deviation Case No. 201000005.
4. General Plan Amendment Case No. 200900013 is a related request to authorize a change of land use classification in the Countywide General Plan from Low Density Residential to High Density Residential on the approximately 4.93-gross-acre subject property.
5. Conditional Use Permit Case No. 200900150 is a related request to authorize the development of a multi-family residential project on the subject property. The applicant is proposing to construct 196-unit apartment building with appurtenant structures and facilities, including a pool, fitness center, and parking structure for 353 cars.
6. Parking Deviation Case No. 201000005 is a related request to reduce parking requirement by ten percent. The request was added to project entitlements at the July 14, 2010 public hearing and considered by the Regional Planning Commission at October 6, 2010, and November 10, 2010 public hearings.
7. The site plan for Conditional Use Permit No. 200900150, the Exhibit "A", depicts the subject property with one apartment building wrapped around two courtyards, and a parking structure. Access to the site is from Grosvenor Blvd via Jefferson Blvd to the south.

8. The subject property is currently zoned R-3-DP (Limited Multiple Residence – Development Program) established in 1984 and 1987 by Ordinance No. 84-0121Z and 87-0048Z respectively.
9. The subject property is developed with a church, parking lot, and single-family residence. Existing zoning allows for a density of 22 dwelling units per acre. The property south of the subject property is developed with three apartment buildings with a density of 99 dwelling units per acre. Further south, the residential portion of the Village at Playa Vista is entitled for 55 to 109 units per acre. A zone change to allow for higher density residential development would be consistent with the goals and policies of the General Plan Housing Element goals and policies, which promotes a wide range of housing types and housing costs to sufficiently meet the needs of current and future residents.
10. The zone change is compatible with the goals and policies of the Countywide General Plan. The proposed residential project will increase the supply of housing and promote the efficient use of land through a more concentrated pattern of urban development.
11. The subject property is a proper location for the R-4-DP zoning in that the proposed development provides an improved jobs-housing balance and concentrates well-designed high-density housing adjacent to job centers, recreational amenities, and interstate freeways.
12. Surrounding land use pattern has changed since the R-3-DP zoning was established in 1984, increasing the density in the area. To the south, three apartment buildings with an average density of 98 dwelling units per acre were constructed from 1987 to 1989. Further south, Phase II of the Playa Vista Project was approved in 2010. The mixed-use project would allow for average density of 52 dwelling units per acre.
13. The proposed Zone Change from R-3-DP and R-1 to R-4-DP is consistent with General Plan Amendment No: 200900013 and, as reflected therein, with the goals and objectives of the Countywide General Plan.
14. An Initial Study was prepared for the project in compliance with the California Environmental Quality Act (Public Resources Code section 21000, et seq.) (“CEQA”), the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines of the County of Los Angeles. The Initial Study concluded that there was evidence that the project may have a significant impact on the environment in the following areas: land use, geology, noise, air quality, traffic/access, visual resources, hydrology and water quality, sewer

service, and solid waste service. The Initial Study determined that a Environmental Impact Report ("EIR") would be required.

15. The EIR prepared for the project concluded that with the exception of noise and air quality during construction there are no significant impacts that cannot be mitigated to a level of no significance. All other potentially significant environmental impacts, including geology, traffic and access, visual resources, and hydrology and water quality can be mitigated to less than significant levels through the implementation of mitigation measures identified in the EIR.
16. The Findings of Fact and Statement of Overriding Considerations that have been prepared for the Proposed Residential Project are incorporated herein by this reference as if set forth in full.
17. The Commission approves the Final Environmental Impact Report prepared for the project and presented to the Commission; certifies that it has reviewed and considered the environmental information contained in the document; certifies that the FEIR has been completed in compliance with CEQA, the CEQA Guidelines, and County CEQA Guidelines and reflects the independent judgment of the Commission as to the environmental consequences of the project; determines that the conditions of approval and mitigation measures discussed in the FEIR are the only mitigation measures for the project which are feasible; determines that the remaining unavoidable environmental effects of the project have been reduced to the extent possible and to an acceptable level and are outweighed by specific social, economic, and environmental benefits of the project; and adopts the Findings of Fact and Statement of Overriding Considerations prepared for the project.

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

1. That the Board of Supervisors hold a public hearing to consider the recommended change of zone from R-3-DP and R-1 to R-4-DP as provided by the related Conditional Use Permit Case No. 200900150.
2. That the Board of Supervisors certify completion of and approve the attached EIR along with the Findings of Fact and Statement of Overriding Considerations dated November 2010 and adopt the Mitigation Monitoring Program for the Zone Change Case No. 200900013.
3. That the Board of Supervisors find the recommended zoning is consistent with the Los Angeles County General Plan and with the adoption of General Plan Amendment Case No. 200900013 by the Board;

4. That the Board of Supervisors find that the public convenience, the general welfare and good zoning practice justify the recommended change of zone; and
5. That the Board of Supervisors adopt the above recommended change of zone.

I hereby certify that the foregoing resolution was adopted by a majority of the voting members of the Regional Planning Commission in the County of Los Angeles on November 10, 2010.

Rosie Ruiz, Secretary
Regional Planning Commission
County of Los Angeles

DRAFT

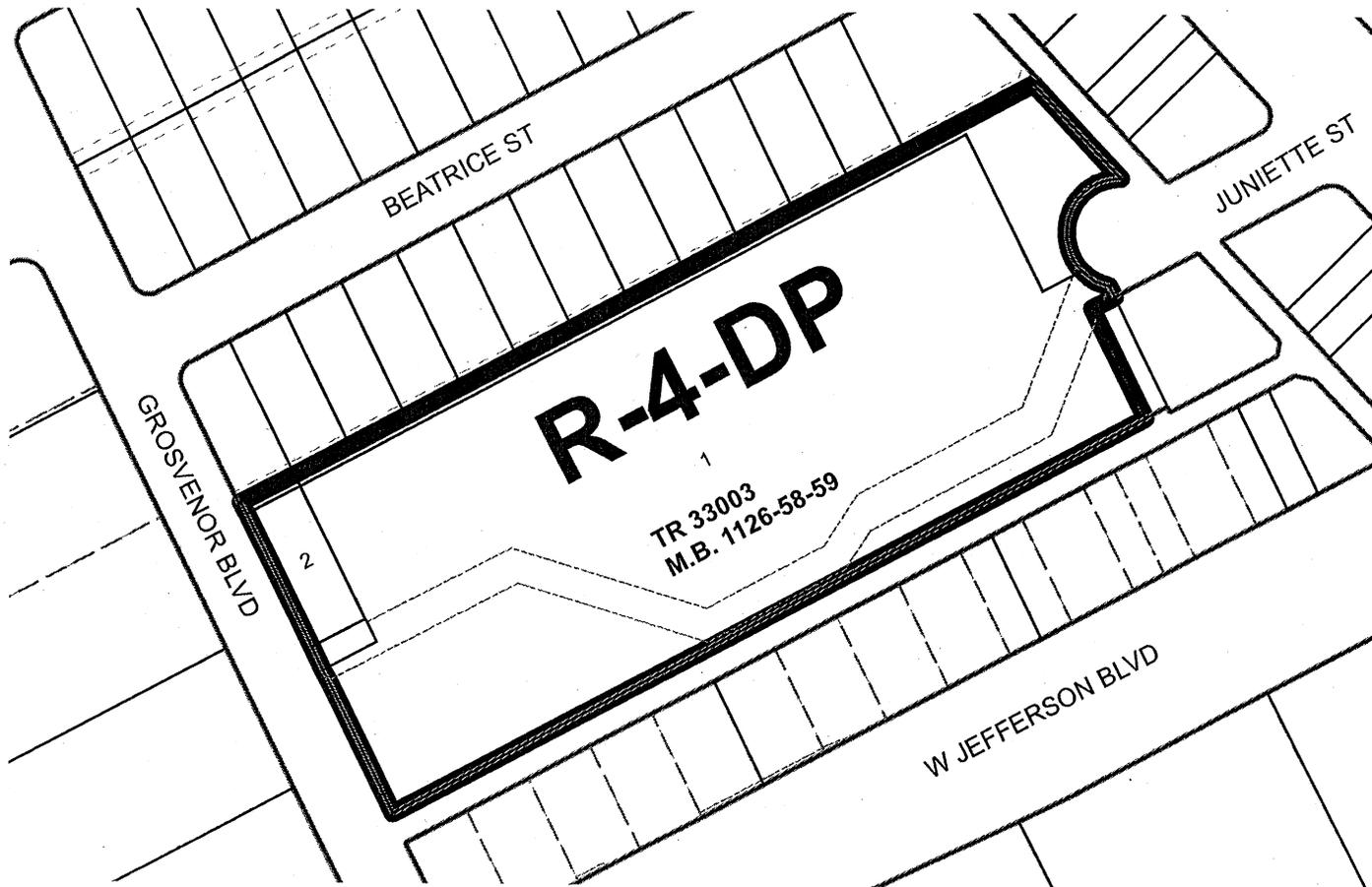
CHANGE OF PRECISE PLAN
PLAYA DEL REY ZONED DISTRICT

ADOPTED BY ORDINANCE: _____

ON: _____

ZONING CASE: **ZC 200900013**

AMENDING SECTION: 22.16.230 OF THE COUNTY CODE



LEGAL DESCRIPTION:

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

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

LEGEND:

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



0 75 150
FEET

DIGITAL DESCRIPTION: \ZCO\ZD_PLAYA DEL REY

COUNTY ZONING MAP
105H161

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

PROJECT NO. R2009-02015-(2)
GENERAL PLAN AMENDMENT NO. 200900013
ZONE CHANGE NO. 200900013
CONDITIONAL USE PERMIT NO. 200900150
PARKING DEVIATION NO. 201000005

DRAFT CONDITIONS
PAGE 1 OF 7

This grant authorizes the construction an apartment complex on 4.93 acres, called the Millennium-Playa Del Mar Project as depicted on the approved Exhibit "A." This grant is subject to all of the following conditions of approval.

1. Unless otherwise apparent from the context, the term "permittee" shall include the applicant and any other person, corporation or other entity making use of this grant.
2. This grant authorizes the construction of a 196-unit apartment with 353 parking spaces with north and south elevations and setback as depicted on the approved Exhibit "A."
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 ("County") Department of Regional Planning ("Regional Planning") their affidavit stating that they are aware of and agree to accept all of the conditions of this grant, and that the conditions of the grant have been recorded as required by Condition 7, and until all required monies have been paid pursuant to Condition 9 and Condition 10. Notwithstanding the foregoing, this Condition No. 3 and Condition Nos. 4, 5, 8, and 10 shall be effective immediately upon final approval of this grant by the County. Further, this grant shall not become effective unless and until the County of Los Angeles Board of Supervisors has adopted General Plan Amendment Case No. 200900013 and Zone Change Case No. 200900013, and an ordinance effecting such change of zone has become effective.
4. The permittee shall defend, indemnify and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void or annul this permit approval, which action is brought within the applicable time period of Government Code Section 65009. The County shall promptly notify the permittee of any claim, action, or proceeding and the County shall fully cooperate in the defense. If the County fails to promptly notify the permittee of any claim action or proceeding, or if the County fails to cooperate fully in the defense, the permittee shall not thereafter be responsible to defend, indemnify, or hold harmless the County.
5. In the event that any claim, action, or proceeding as described above is filed against the County, the permittee shall within ten days of the filing pay the Department of Regional Planning an initial deposit of \$5,000, from which actual costs shall be billed and deducted for the purpose of defraying the expenses

PROJECT NO. R2009-02015-(2)
GENERAL PLAN AMENDMENT NO. 200900013
ZONE CHANGE NO. 200900013
CONDITIONAL USE PERMIT NO. 200900150
PARKING DEVIATION NO. 201000005

DRAFT CONDITIONS
PAGE 2 OF 7

involved in the department's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance to permittee or permittee's counsel. The permittee shall also pay the following supplemental deposits, from which actual costs shall be billed and deducted.

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

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

6. If any material provision of this grant is held or declared to be invalid by the court of competent jurisdiction the permit shall be void and the privileges granted hereunder shall lapse.
7. Prior to the use of this grant, the property owner or permittee, or the owner of the subject property if other than the permittee shall **record the terms and conditions** of the grant in the office of the Los Angeles County Recorder. In addition, upon any transfer or lease of the property during the term of this grant, the permittee or the property owner or shall promptly provide a copy of the grant and its conditions to the transferee or lessee of the subject property.
8. This grant shall expire unless used within two years from the date of final approval of the grant by the County. The date of final approval is the date the County's action becomes effective pursuant to Section 22.60.260 of the Los Angeles County Code. A single one-year time extension may be requested in writing and with the payment of the applicable fee prior to such expiration date.
9. The subject property shall be maintained and operated in full compliance with the conditions of this grant and any law, statute, ordinance, or other regulation applicable to any development or activity on the subject property. Failure of the permittee to cease any development or activity not in full compliance shall be a violation of these conditions. Inspections shall be made to ensure compliance

PROJECT NO. R2009-02015-(2)
GENERAL PLAN AMENDMENT NO. 200900013
ZONE CHANGE NO. 200900013
CONDITIONAL USE PERMIT NO. 200900150
PARKING DEVIATION NO. 201000005

DRAFT CONDITIONS
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with the conditions of this grant as well as to ensure that any development undertaken on the subject property is in accordance with the approved site plan on file. The permittee shall deposit with the County of Los Angeles the sum of **\$600.00**. The deposit shall be placed in a performance fund, which shall be used exclusively to compensate Regional Planning for all expenses incurred while inspecting the premises to determine the permittee's compliance with the conditions of approval. The deposit provides for **three (3) annual** inspections. Inspections shall be unannounced.

If additional inspections are required to ensure compliance with the conditions of this grant, or if any inspection discloses that the subject property is being used in violation of any one of the conditions of this grant, the permittee shall be financially responsible and shall reimburse Regional Planning for all additional enforcement efforts necessary to bring the subject property into compliance. The amount charged for additional inspections shall be \$200.00 per inspection, or the current recovery cost at the time any additional inspections are required, whichever is greater.

10. Within 3 days of the date of final approval of this grant, the permittee shall remit processing fees payable to the County of Los Angeles in connection with the filing and posting of a Notice of Determination (NOD) for this project and its entitlements in compliance with Section 21152 of the Public Resources Code. Unless a Certificate of Exemption is issued by the California Department of Fish and Game pursuant to Section 711.4 of the California Fish and Game Code, the permittee shall pay the fees in effect at the time of the filing of the NOD, as provided for in Section 711.4 of the Fish and Game Code, currently, **\$2,867.25** (\$2,792.25 for an Environmental Impact Report plus \$75.00 processing fee). No land use project subject to this requirement is final, vested or operative until the fee is paid.
11. Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Regional Planning Commission or a Hearing Officer may, after conducting a public hearing, revoke or modify this grant, if the Commission or hearing officer finds that these conditions have been violated or that this grant has been exercised so as to be detrimental to the public's health or safety or so as to be a nuisance.
12. Upon receipt of this letter, the permittee shall contact the Fire Prevention Bureau of the Los Angeles County Fire Department to determine what facilities may be necessary to protect the property from fire hazard. Any necessary facilities shall

be provided as may be required by said Department.

13. All requirements of the Zoning Ordinance and of the specific zoning of the subject property must be complied with unless otherwise modified as set forth in these conditions or as shown on the approved plans.
14. All structures shall conform with the requirements of the Division of Building and Safety of the Los Angeles County Department of Public Works.
15. All structures, walls and fences open to public view shall remain free of graffiti or extraneous markings, drawings or signage that was not approved by Regional Planning. These shall include any of the above that do not directly relate to the business being operated on the premises or that do not provide pertinent information about said premises. The only exceptions shall be seasonal decorations or signage provided under the auspices of a civic or non-profit organization.
16. In the event of graffiti or other extraneous markings occurring, the permittee shall remove or cover said markings, drawings, or signage within 24 hours of such occurrence, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.
17. Prior to issuance of a certificate of occupancy for the project, the permittee shall submit to the Director of Planning for approval three copies of sign elevations depicting any proposed permanent signs on the subject property. Signs shall be in conformance with Part 10 of Section 22.52 of the County Code.
18. The subject property shall be developed and maintained in substantial compliance with the plans marked Exhibit "A." If changes to the site plan are required as a result of instruction given at the public hearing, a Revised Exhibit "A" shall be submitted to Regional Planning within sixty (60) days of the date of approval for the Conditional Use Permit.
19. Three copies of a landscape plan shall be submitted to and approved by the Director of Planning before issuance of a building permit. The landscape plan shall show the size, type, and location of all plants, trees, and watering facilities. The landscape plan may be incorporated into the revised site plan required in condition 16. All required landscaping shall be continuously maintained in good condition, including proper pruning, weeding, removal or litter, fertilizing and replacement of plants when necessary.

PROJECT NO. R2009-02015-(2)
GENERAL PLAN AMENDMENT NO. 200900013
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20. The permittee shall comply with the attached Mitigation Monitoring Program. The applicant shall deposit the sum of **\$3,000** with Regional Planning to defray the cost of reviewing and verifying the information contained in the required mitigation monitoring reports. This deposit is due and payable within 30 days of the approval date of this grant.
21. Pursuant to Chapter 22.72 of the County Code, a Library Facilities Mitigation Fee in the amount of \$172,152 (\$797 per dwelling unit) or the amount required by Chapter 22.72 at the time of payment, if different, shall be paid to the County of Los Angeles Public Library. The fee must be paid prior to the issuance of the building permit and proof of payment shall be provided to the Department of Regional Planning. Contact the County Librarian at (562) 940-8430 regarding payment of fees.
22. The construction, operation and maintenance of the apartment complex is subject to all of the following conditions:
 - a. The permittee shall maintain all areas of the premises in a neat and orderly fashion, free of litter and debris.
 - b. Roof-top mechanical equipment such as air conditioning units shall be screened from pedestrian view.
 - c. A minimum of 353 automobile parking spaces including spaces for guests, shall be provided and maintained pursuant to County Code Section 22.52.1180. The required parking shall be continuously available for vehicular parking only and shall not be used for storage, vehicle repair, or any other unauthorized use.
 - d. The permittee shall provide a "hotline" number of a responsible person to take inquiries and complaints during construction hours regarding construction activities and construction personnel, if any. A log shall be kept of all inquiries and complaints and the resolution of any complaints.
 - e. During construction, the permittee and its contractor shall comply with section 12.12.010 – 12.12.100 of the Los Angeles County Code regarding building construction noise, to the extent feasible.
 - f. To reduce construction traffic, grading and construction equipment shall

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be stored on the project site while in use, to the extent feasible.

- g. The permittee shall provide flagmen or other personnel to direct traffic entering or existing Grosvenor Blvd to give priority to residents, visitors, and other passenger vehicles.
- h. The project site shall be fenced to reduce wind-blown dust. Construction materials shall be covered. All storage soil and sand shall be covered. All debris shall be cleared up daily and put in a dumpster which shall be covered at the end of each day.
- i. All clearing, grading, earth moving, and excavation activities shall cease during periods of high winds (e.g. greater than 15 miles per hour).
- j. If the site is graded and left undeveloped for over three weeks, the permittee shall employ various methods to inhibit dust generation including seeding, watering, spreading soil binders, and other dust suppression methods.
- k. Dust generated by project construction shall be kept on-site through the use of dust control measures, including watering or sprinkling the site at least twice daily or as necessary, covering or watering exposed pits, erecting dust fences, tarping debris transport trucks, and/or other measures as appropriate.
- l. Streets and driveways immediately adjacent to the site shall be swept at least once a day during excavation and grading and more frequently if needed to remove dust and silt which may accumulate from earth work activities.
- m. Demolition and excavation operations shall be suspended during second stage smog alerts in the area. All materials used on-site shall be conditioned in accordance with SCAQMD.
- n. All improvements shall be completed prior to the final certificate of occupancy for the project.
- o. The permittee shall comply with the conditions of the County of Los Angeles Fire Department as outlined in their letter dated October 27, 2010, attached hereto, except as otherwise required by said department.

PROJECT NO. R2009-02015-(2)
GENERAL PLAN AMENDMENT NO. 200900013
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- p. The permittee shall comply with the conditions of the County of Los Angeles Department of Public Works conditions as outlined in their letter dated June 29, 2010, attached hereto, except as otherwise required by the said department.
- q. The permittee shall comply with the conditions of the County of Los Angeles Department of Public Health conditions as outlined in their letter dated April 22, 2010, attached hereto, except as otherwise required by the said department.
- r. Prior to issuance of building permits the applicant shall pay all required library and school mitigation fees.

Attachment:

Letter from Department of Public Works dated June 28, 2010
Letter from Fire Department dated October 27, 2010
Letter from Department of Public Health dated April 22, 2010

MC:MKK

10/28/10



GAIL FARBER, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

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

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

IN REPLY PLEASE
REFER TO FILE: LD-1

June 29, 2010

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

Attention: ~~Mi Kim~~

FROM:  Steve Burger
Land Development Division
Department of Public Works

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

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

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

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

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

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

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

2. Road Improvements

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

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

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

3. Street Lighting

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

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

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

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

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

4. Traffic Studies

4.1 A traffic signal, including the provision of an Automated Traffic Surveillance and Control System and Adaptive Traffic Control System, shall be installed

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

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

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

5. Drainage

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

Mark Child
June 29, 2010
Page 6

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

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

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

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

RC:ca

P:/LDPUB/SUBMGT/CUP/ Project R2009-02015_CUP 200900150_Millennium Playa del Rey -- 5550 Grosvenor Blvd- approval.docx

Mikim



COUNTY OF LOS ANGELES FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040-3027

DATE: October 27, 2010
TO: Department of Regional Planning
Permits and Variances
PROJECT #: CUP R2009-02015
LOCATION: 5550 Grosvenor Blvd., Los Angeles

- The Fire Department Land Development Unit has no additional requirements for this permit.
- The required fire flow for this development is 3500 gallons per minute for 3 hours. The water mains in the street, fronting this property must be capable of delivering this flow at 20 pounds per square inch residual pressure.
- Install 5 Public 6" X 4" X 2 1/2" fire hydrants, conforming to AWWA C503-75 or approved equal. All installations must meet Fire Department specifications. Fire hydrant systems must be installed in accordance with the Utility Manual of Ordinance 7834 and all installations must be inspected and flow tested prior to final approval.
- Comments:** The Fire Department has cleared this project (Site Plan First Level and Fire Access Plan dated 10-20-10) for Public Hearing with conditions as specified in the Special Requirements section.
- Water:** Per the LADWP fire flow tests dated May 14, 2010 and June 29, 2010, the existing water system is adequate.
The required public fire hydrants, as indicated in the site plan dated 10-20-10 filed in our office, shall be installed and tested prior to construction. The existing private fire hydrant on the southerly property line shall be removed.
- Access:** Access is adequate as shown on the site plan filed in our office.
- Special Requirements:**
 - The proposed enhanced paving material on the Fire Lane(s) shall be designed to support a minimum live load of 75,000lbs. Submit details with the architectural plans for review and approval prior to building permit issuance.
 - The proposed Fire Department Access Tunnels shall be reviewed and approved during the architectural plan review prior to building permit issuance. Detail drawings will be required at that time.
 - All proposed gates shall provide 28' of unobstructed access when fully opened and shall comply with LA County Fire Department Regulation 5.
 - Permanent exterior ladders are required on the exteriors of the structure(s) due to the changes in stories which will provide firefighter access to all the roofs. Requirements and locations will be determined during the architectural plan review.
 - The southerly alley, Private Driveway and Fire Lane, shall provide adequate signage and stripping with NO PARKING/FIRE LANE in compliance with the Department of Public Works and the Fire Department standards.
 - The proposed development shall be in compliance with all applicable Building Code, Fire Code, and Departmental Regulations/Standards at the time of submittal for Building Permit.

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

Inspector: Juan C. Padilla

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



COUNTY OF LOS ANGELES
Public Health

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

JONATHAN E. FREEDMAN
Chief Deputy Director

ANGELO J. BELLOMO, REHS
Director of Environmental Health

ALFONSO MEDINA, REHS
Director of Environmental Protection Bureau

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

April 22, 2010

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

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

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

Dear Ms. Kim:

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

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

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

Sincerely,

Ken Habaradas, MS, REHS
Bureau of Environmental Protection



BOARD OF SUPERVISORS

Gloria Molina
First District

Mark Ridley-Thomas
Second District

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Fifth District

**MILLENNIUM-PLAYA DEL MAR
APARTMENTS PROJECT**

MITIGATION MONITORING PROGRAM

State Clearinghouse No. 2006101014

COUNTY PROJECT NO. R2009-02015

GENERAL PLAN AMENDMENT

CASE NO. RPAT200900013

CONDITIONAL USE PERMIT

NO. RCUPT200900150

PARKING DEVIATION RPKDT2010000005

ZONE CHANGE NO. RZCT200900013

ENVIRONMENTAL CASE NO. RENTV200600147

LEAD AGENCY:

**Los Angeles County
Department of Regional Planning
Impact Analysis Section
320 West Temple Street
Los Angeles, California 90012**

October 2010

Exhibit

Millennium-Playa del Mar Apartments Project, Project R2009-02015
Mitigation Monitoring Plan

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
<p>GEOLOGY</p> <p>Implementation of the proposed project would expose people and structures to strong seismic ground shaking that could result in ground failure.</p>	<p>4.2-1 A certified geologist shall conduct observation and testing in order to evaluate actual soil conditions during construction activities. Appropriate revisions to the recommendations included in the geotechnical evaluation shall be applied at this time to the satisfaction of the Los Angeles County Department of Public Works, should they be required at the time of field inspections.</p> <p>The following mitigation measures discuss foundation recommendations for the proposed structures.</p> <p>4.2-2 Due to the presence of soft to firm, moderate to high compressible clays below the site, and variable potential liquefaction settlements across the subject site, a shallow foundation shall not be used. Instead, the proposed structure shall be supported on auger pressure grouted displacement (APGD) piles.</p> <p>4.2-3 To provide uniform support and to improve lateral restraint of the piles, the upper 24 inches of subgrade soils below building pad shall be compacted to 95 percent of relative compaction.</p> <p>4.2-4 Piles shall be embedded 3 to 5 feet into the dense sand and gravel layer to develop end-bearing capacity. The design pile tip elevation shall be taken as elevation -33 feet below mean sea level. The allowable vertical bearing capacity of a 52-foot-long, 16-inch-diameter APGD pile shall be taken as 200 kips (one kip equals 1,000 pounds of force, kip is short for kilopound).</p>	<p>The applicant shall submit plans designed in conformance with UBC and County of Los Angeles Building Code requirements.</p>	<p>Building and Safety</p>	<p>During plan check</p>

Mitigation Monitoring Program

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
<p>GEOLOGY (continued)</p>	<p>4.2-5 Piles shall be installed with a minimum 3 diameters center-to-center spacing. For piles with 3 diameters center-to-center spacing no reduction in axial capacity is required.</p> <p>4.2-6 Total and differential settlement of piles under the recommended allowable load may be taken as 0.5 inch and 0.25 inch, respectively. This recommendation shall be confirmed, and revised as necessary to the satisfaction of the Los Angeles County Department of Public Works, during the pile load testing program.</p> <p>4.2-7 The liquefaction downdrag acting on a single pile, under a design basis earthquake event, is estimated to be on the order of 68 kips. This maximum downdrag load of 68 kips is based on the assumption that no settlement of the piles occurs due to the application of the downdrag load. It is estimated that piles could settle about 0.25 inch as the downdrag load is applied. This settlement would significantly reduce the downdrag load. Consequently, an ultimate capacity of 400 kip shall be required for piles, assuming the full downdrag of 68 kip for seismic conditions. The ultimate and allowable pile capacity shall be estimated by conducting a static load-testing program to the satisfaction of the Los Angeles County Department of Public Works.</p> <p>4.2-8 Pre-drilling shall not be permitted for test piles and production piles.</p> <p>4.2-9 The minimum torque required to indicate penetration into the bearing layer shall be set at 60 ft-kip, unless shown to be otherwise during the load-testing program.</p>			

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing																				
<p>GEOLOGY (continued)</p>	<p>4.2-10 The following capacities shall be used for the 16-inch-diameter APGD pile that may be used for the building foundation: Lateral Pile Capacity for a 16-inch Square Driven Concrete Pile</p> <table border="0"> <tr> <td colspan="2">Free Head Condition</td> </tr> <tr> <td>Pile Head Deflection</td> <td>0.5</td> </tr> <tr> <td>Max Shear (Kips)</td> <td>9</td> </tr> <tr> <td>Max. Moment (Kip-feet)</td> <td>30</td> </tr> <tr> <td>Depth to Max Moment (feet)</td> <td>9.5</td> </tr> <tr> <td colspan="2">Fixed Head Condition</td> </tr> <tr> <td>Pile Head Deflection</td> <td>0.5</td> </tr> <tr> <td>Max Shear (Kips)</td> <td>17</td> </tr> <tr> <td>Max. Moment (Kip-feet)</td> <td>-80</td> </tr> <tr> <td>Depth to Max Moment (feet)</td> <td>0</td> </tr> </table> <p>4.2-11 Pile-load-testing shall be conducted, which would consist of monitoring the installations of four test piles at selected locations and performing a test loading according to American Society for Testing and Materials (ASTM) 1143-81. The testing program shall be carried out as a separate mobilization by the pile contractor. It is expected that the testing program shall require 26 hours to perform each pile load test in the field plus an additional week of geotechnical analyses by the project engineer to provide the pile length and allowable load recommendations to the satisfaction of the Los Angeles County Department of Public Works.</p>	Free Head Condition		Pile Head Deflection	0.5	Max Shear (Kips)	9	Max. Moment (Kip-feet)	30	Depth to Max Moment (feet)	9.5	Fixed Head Condition		Pile Head Deflection	0.5	Max Shear (Kips)	17	Max. Moment (Kip-feet)	-80	Depth to Max Moment (feet)	0			
Free Head Condition																								
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Max. Moment (Kip-feet)	-80																							
Depth to Max Moment (feet)	0																							

Mitigation Monitoring Program

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
<p>GEOLOGY (continued)</p>	<p>4.2-12 Test piles shall be continuously installed to various depths of penetration into dense granular material (Layer 6) below about elevation -26 to -28 feet below mean sea level, using a Bauer BG25 drilling machine, or equivalent, delivering drill torque up to 180,000 foot-lbs. Final tip elevations for test piles shall be at about elevation -33 feet below mean sea level; however, some variability should be expected. Each test pile location requires a cone penetration test (CPT), which shall be completed prior to the load-testing program.</p> <p>4.2-13 A creep test is required at the recommended allowable load. The creep test holds the allowable load for at least 2 hours to demonstrate displacement of the test pile slows to less than 0.005 inch per hour, which is half the rate recommended ASTM 1143-81. Test piles not meeting this requirement shall be rejected.</p> <p>4.2-14 The project engineer shall monitor the indicator-pile and production pile installations to verify that piles are installed in accordance with the geotechnical recommendations and have achieved a satisfactory pile length to the satisfaction of the Los Angeles County Department of Public Works.</p> <p>4.2-15 Per the County requirement, one CPT sounding shall be performed per 12 production piles used in the building foundation. Depending on the actual number of production piles, additional CPT soundings shall be required prior to installing production piles.</p>			

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
<p>GEOLOGY (continued)</p>	<p>4.2-16 For resistance to lateral loads, an allowable passive fluid pressure of 300 pounds per cubic foot (pcf) may be used for design, for grid beams and pile caps placed in structural fill or in undisturbed, stiff or dense, native soils. Sliding resistance shall not be used due to potentially high liquefaction settlement.</p> <p>4.2-17 Due to potentially high and variable liquefaction settlement, slab-on-grade shall not be used for the proposed building; instead, structural slab supported on the pile foundation shall be used.</p> <p>The following mitigation measures pertain to the use of minor retaining walls and fence walls:</p> <p>4.2-18 Minor retaining walls that are less than 36 inches in height retaining level backfill, for hardscape around the building exterior (if used) shall be supported near the finish grade on spread footing. Footings shall be designed using an allowable bearing pressure of 1.5 ksf. The upper 12 inches of wall footing subgrade shall be scarified, moisture conditioned as required, and compacted to a minimum of 95 percent relative compaction in accordance with the ASTM D 1557 standard. Retaining wall footings on level ground shall have a minimum embedment of 18 inches below finished grade. Retaining walls founded on a 2:1 (H:V) slope shall have a minimum embedment of 36 inches below the finished grade above the sloped edge of footing.</p>			

Mitigation Monitoring Program

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
GEOLOGY (continued)	<p>4.2-19 Retaining walls shall be backfilled with non-expansive granular soils with a PI less than 15 percent passing No. 200 sieve or less than 15 percent. A 2-foot-thick cap consisting of less pervious on-site materials shall be used to minimize infiltration of surface water. The finished surface shall be graded to drain away from the proposed structures. Soils within 5 feet of the wall shall either be compacted with hand operated equipment or designed to withstand compaction pressure from heavy equipment.</p> <p>4.2-20 Cantilever walls, which are free to move laterally at least 0.5 inch for each 10 feet of height, shall be designed for an equivalent fluid pressure of 38 pcf (with level backfill) or 45 pcf (2:1 sloping backfill).</p> <p>4.2-21 All walls shall be constructed with a properly designed drainage system to prevent buildup of hydrostatic pressures behind the wall. This may consist of geocomposite drain board or 12 inches of clean crushed rock encapsulated in filter fabric, discharging to weep holes or drain pipes.</p>			

Mitigation Monitoring Program

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
<p>GEOLOGY (continued)</p> <p>Implementation of the proposed project would expose people and structures to unstable soils. Grading and retaining wall standards mitigation would reduce impacts to a less than significant level.</p>	<p>4.2-22 To provide uniform support for pavements, and to improve lateral constraint of the piles, the upper 24 inches of subgrade soils below the building pad and pavement shall be compacted to 95 percent of relative compaction.</p> <p>4.2-23 The project shall comply with the following grading standards as included in the Geotechnical Report to the satisfaction of the Los Angeles County Department of Public Works:</p> <ul style="list-style-type: none"> • The grading contractor shall be responsible for notifying the Geotechnical Engineer of a pre-grading meeting prior to the start of grading operations and anytime that the operations are resumed after an interruption. • Prior to the start of earthwork, the existing improvements shall require demolition of the existing church on the project site. Existing utilities shall be removed, relocated, or protected, as appropriate. • The project area shall be stripped and cleared of vegetation. Two feet of on-site soil below the proposed building pad and pavement are shall be removed and recompacted to provide uniform support for pavements, and to improve lateral constraint of the piles. The actual limits for removals shall be determined by the project Geotechnical Engineer when final elevations are established for the building and shall be reviewed during grading, depending on the actual conditions encountered. Due to the existence of highly compressible clay layer, if new fill is to be added to the site to an elevation above the existing grade, a surcharge program and waiting period shall be required. 	<p>The applicant shall submit a Grading Plan to protect the project from improper surface drainage.</p>	<p>Department of Public Works, Building and Safety</p>	<p>Prior to the issuance of grading permit</p>

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
<p>GEOLOGY (continued)</p>	<p>4.2-23 (continued)</p> <ul style="list-style-type: none"> • Fill placed under structures or pavements shall be placed as "structural fill." All structural fill shall be free of expansive clay, rock greater than 3 inches in maximum size, debris and other deleterious materials. All structural fill shall be compacted to at least 95 percent of the maximum dry density determined by ASTM D 1557-91. Fill placed in non-structural and landscape areas shall be compacted to at least 90 percent. • The bottoms of completed excavations shall be observed by the project Geotechnical Engineer, while it is proof-rolled with loaded equipment. Any loose or yielding soils shall be over-excavated and recompacted to the limits determined by the Geotechnical Engineer. • All earthwork and grading shall be performed under the observation of the Geotechnical Engineer. Compaction testing of the fill soils shall be performed at the discretion of the Geotechnical Engineer. Testing shall be performed for approximately every 2 feet in fill thickness or 500 cubic yards of fill placed, whichever occurs first. If specified compaction is not achieved, additional compactive effort, moisture conditioning, and/or removal and recompaction of the fill soils shall be required. • All materials used for asphalt concrete and base shall conform to the 2000 "Green Book" or the equivalent, and shall be compacted to at least 95 percent relative compaction. 			

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
<p>GEOLOGY (continued)</p>	<p>4.2-23 (continued)</p> <ul style="list-style-type: none"> If, in the opinion of the Geotechnical Engineer, Contractor, or Owner, an unsafe condition is created or encountered during grading, all work in the area shall be stopped until measures can be taken to mitigate the unsafe conditions. An unsafe condition shall be considered any condition that creates a danger to workers, on-site structures, on-site construction, or any off-site properties or persons. <p>The following mitigation measures pertain to the temporary excavation involving the removal of the one-level basement of the existing church building during demolition: Depending on the embedment depth of footings, it is likely that 1 or 2 feet of the excavation for removal of the existing basement will be below the water table.</p> <p>4.2-24 Water entering the excavation shall be handled by pumping from perimeter ditches and sumps.</p> <p>4.2-25 Excavation slopes shall be made with an inclination of 1 to 1 (Vertical to Horizontal).</p> <p>4.2-26 Surcharge loads, such as vehicular traffic, heavy construction equipment, and stockpiled materials, shall be kept away from the top of temporary excavations a horizontal distance at least 5 feet from the excavation. Sloughing of sand slopes and unstable soil zones shall be anticipated within temporary excavations, and workmen shall be adequately protected. Construction equipment and foot traffic shall be kept off excavation slopes to minimize sloughing.</p>			

Mitigation Monitoring Program

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

Mitigation Monitoring Program

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
<p>NOISE</p> <p>Noise levels during some phases of site redevelopment would exceed standards for daytime construction noise as set by the County Noise Ordinance.</p>	<p>4.3-1 Driven pile driving shall be prohibited. The proposed structure shall be supported on auger pressure grouted displacement (APGD) piles only to help minimize the disrupting effects of noise and vibration normally associated with driven piles.</p> <p>4.3-2 All construction equipment, fixed or mobile, that is utilized on the site for more than two working days shall be in proper operating condition and fitted with standard factory silencing features. To ensure that mobile and stationary equipment is properly maintained and meets all federal, state and local standards, the applicant shall maintain an equipment log. The log shall document the condition of equipment relative to factory specifications and identify the measures taken to ensure that all construction equipment is in proper tune and fitted with an adequate muffling device. The log shall be submitted to the Los Angeles Department of Public Works and Public Health for review and approval on a quarterly basis. In areas where construction equipment (such as generators and air compressors) is left stationary and operating for more than one day within 100 feet of residential land uses, temporary portable noise structures shall be built. These barriers shall be located between the piece of equipment and sensitive land uses. As the project is constructed, the use of building structures as noise barrier would be sufficient. The County building official or a designee should spot check to ensure compliance. The operator shall brief all employees and subcontractors on noise control guidelines and procedures prior to construction operations.</p>	<p>The applicant shall submit an equipment log to ensure the equipment is properly maintained.</p>	<p>Department of Public Works Building and Safety</p>	<p>Log submitted quarterly and during field inspections</p>

Mitigation Monitoring Program

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
<p>NOISE (continued)</p>	<p>4.3-3 All exterior construction activity, including grading, transport of material or equipment and warming-up of equipment, shall be limited to between the hours of 8:00 AM to 5:00 PM, and shall not occur during weekend periods unless approved by the Los Angeles County Department of Public Works. Idling mode of mobile equipment shall be minimized. All equipment not in use longer than 5 minutes shall be turned off, unless proper silencing features are provided. When feasible, hydraulic equipment should be used instead of pneumatic impact tools and electric powered equipment instead of diesel powered equipment for exterior construction work. For smaller equipment such as air-compressors and small pumps, line powered (electric) equipment should be used when feasible. The work schedule shall be posted at the construction site and modified as necessary to reflect deviations approved by the Los Angeles County Building and Safety Division. The County building official or a designee should spot check and respond to complaints.</p>			
	<p>4.3-4 The project applicant shall post a notice at the construction site and along the proposed truck haul route. The notice shall contain information on the type of project and anticipated duration of construction activity, and shall provide a phone number where people can register questions and complaints. The applicant shall keep a record of all complaints and take appropriate action to minimize noise generated by the offending activity where feasible. A monthly log of noise complaints shall be maintained by the applicant and submitted to the County of Los Angeles Department of Public Health.</p>			

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
<p>AIR QUALITY</p> <p>Construction activities associated with the development of the project would have significant impacts because emissions generated by these activities would exceed SCAQMD significance threshold for VOC during construction activities.</p>	<p>The South Coast Air Quality Management District (SCAQMD) has prepared a list of measures to reduce the impacts of construction-related emissions to the greatest extent possible. Those that could be feasibly implemented during the development of the project to mitigate the ambient air impacts for VOC are as follows for architectural coatings:</p> <p>4.4-1 The project Contractor shall use only interior and exterior architectural coatings certified to the SCAQMD Super-Compliant VOC standards. Low-VOC coatings may be used if no feasible Super-Compliant VOC coating is commercially available. Low-VOC coatings are certified to the SCAQMD Rule 1113 (Architectural Coatings) standards while Super-Compliant VOC coatings are reformulated to levels below the standards.</p> <p>4.4-2 The Contractor shall avoid non-essential architectural coating during the peak smog season: July, August, and September.</p> <p>4.4-3 The Contractor shall keep architectural coatings lids closed on all containers when not in use to prevent VOC emissions and excessive odors.</p> <p>4.4-4 The Contractor shall keep all paint and solvent laden rags in sealed containers to prevent VOC emissions.</p>	<p>The applicant shall submit a construction materials plan to ensure use of low-VOC coatings.</p>	<p>Department of Public Works</p>	<p>Prior to issuance of a building permit and on going during construction</p>

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
<p>TRAFFIC AND ACCESS</p> <p>No analyzed intersection would be significantly impacted by the proposed project under Future Year 2013 Conditions with the exception of the intersection of Grosvenor Boulevard and Jefferson Boulevard during the morning peak hour. Therefore, the project would result in a significant cumulative impact prior to mitigation.</p>	<p>4.5-1 A traffic signal including the provision of an Automated Traffic Surveillance and Control (ATSAC) System and Adaptive Traffic Control System (ATCS) shall be installed at the intersection of Grosvenor Boulevard/Jefferson Boulevard, prior to the issuance of a certificate of occupancy. The project shall be solely responsible for the design and construction of the new traffic signal at this intersection. The design and construction phases shall be processed through a B-permit issued by the City of Los Angeles' Department of Public Works, Bureau of Engineering.</p>	<p>Submittal of plan for review</p>	<p>City of Los Angeles, Bureau of Engineering</p>	<p>Prior to issuance of certificate of occupancy</p>
<p>VISUAL RESOURCES</p> <p>Reflective surfaces on the proposed structures could impact adjacent residents.</p> <p>Interior lighting of the parking structure and headlamp illumination within the parking structure have the potential to adversely impact residents of the existing apartment build situated south of the project site.</p>	<p>4.6-1 Proposed building materials, paint colors, wrought iron balconies and rails shall not be constructed with highly reflective material.</p> <p>4.6-2 Exterior lighting and lighting within the parking structure shall be shielded to prevent light from spilling over onto adjacent properties. Exterior lighting and internal parking structure lighting plans shall be submitted to and approved by the Los Angeles County Department of Regional Planning prior to construction.</p> <p>4.6-3 Exterior landscape plans and plans for the parking structure vegetated screen shall be submitted to and approved by the Los Angeles County Department of Regional Planning prior to construction.</p>	<p>Submittal and approval of landscape and final design plans</p>	<p>Department of Regional Planning</p>	<p>Prior to issuance of building permit</p>

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

Mitigation Monitoring Program

Impact	Mitigation Measure	Monitoring/Reporting Action(s)	Agency Responsible for Compliance	Timing
<p>SOLID WASTE SERVICE (continued)</p> <p>The proposed Millennium-Playa del Mar Apartments project would generate a net increase over existing uses of approximately 853.2 pounds per day, or about 156.9 tons per year, of solid waste. These quantities represent a worst-case scenario, with no recycling activities in place. However, project uses would be required to provide adequate areas for collecting and loading recyclable materials in accordance with the County's model ordinance to reduce the volume of solid waste entering landfills. This recycling/implemented in concert with the Countywide efforts and programs, would reduce the volume of solid waste generated by the project and entering landfills.</p>	<p>4.9-2. To reduce the volume of solid and hazardous waste generated by the operation of the project, a solid waste management plan shall be developed by the Millennium-Playa del Mar Apartments project applicant. This plan shall be reviewed and approved by the County of Los Angeles Department of Public Works and shall be made available to all new residents. The plan shall identify methods to promote recycling and re-use of materials, as well as safe disposal consistent with the policies and programs contained within the County of Los Angeles Source Reduction and Recycling Element. Methods shall include locating recycling bins in proximity to dumpsters used by future on-site residents.</p>	<p>The applicant shall submit a solid waste management plan.</p>	<p>Department of Public Works</p>	<p>Prior to issuance of demolition and grading permits</p>

**FINDINGS OF FACT and
STATEMENT of OVERRIDING CONSIDERATIONS
Regarding MILLENNIUM-PLAY DEL MAR APARTMENTS**

PROJECT NUMBER: R2009-02015

PROJECT ENVIRONMENTAL CASE NUMBER: RENV200600147

PROJECT CUP: RCUP200900150

PROJECT PLAN AMENDMENT: RPA200900013

PROJECT ZONE CHANGE: RZC200900013

PROJECT PARKING DEVIATION: RPKD201000005

STATE CLEARINGHOUSE NUMBER: 2006101014

COUNTY OF LOS ANGELES

DEPARTMENT OF REGIONAL PLANNING

320 WEST TEMPLE STREET

LOS ANGELES, CALIFORNIA 90012

November 10, 2010

**FINDINGS OF FACT AND STATEMENT OF OVERRIDING
CONSIDERATIONS REGARDING THE FINAL
ENVIRONMENTAL IMPACT REPORT
(STATE CLEARINGHOUSE NUMBER 2006101014)
FOR MILLENNIUM-PLAY DEL MAR APARTMENTS PROJECT
(COUNTY PROJECT NUMBER R2009-02015)**

The Regional Planning Commission ("Commission") of the County of Los Angeles ("County") hereby certifies Millennium-Play Del Mar Apartments Project Final Environmental Impact Report, State Clearinghouse Number R2009-02015, which consists of the Draft Environmental Impact Report ("DEIR") dated March 2010, Technical Appendices to the DEIR March 2010, Recirculated DEIR ("RDEIR") dated August 2010, and the Final Environmental Impact Report, including Responses to Comments dated October 2010, collectively referred to as the "FEIR," and finds that the FEIR has been completed in compliance with the California Environmental Quality Act (Public Resources Code §§ 21000, et seq.) ("CEQA"). The Commission further hereby certifies that it has received, reviewed and considered the information contained in the FEIR, the applications for County Project R2009-02150, RENV200600147, RCUP200900150, RPA200900013, RZC200900013, RPKD201000005, to permit 196 apartments in multiple buildings with a maximum height of four stories (49 feet) along with 353 total parking spaces (329 spaces in a parking garage, 20 parking spaces in private garages, and 4 on-grade parking spaces opposite the leasing office) (collectively, the "Project"). Concurrently with the adoption of these findings, the Commission adopts the Mitigation Monitoring Plan attached as Exhibit A to these findings.

Having received, reviewed and considered the foregoing information, as well as carefully considering public comments and testimony any and all other information in the record, the Commission hereby makes findings pursuant to and in accordance with Section 21081 of the Public Resources Code as follows:

- (a) Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment.
- (b) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency,
- (c) Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or alternatives identified in the environmental impact report.

BACKGROUND

Project Description; Revised Project

The Project evaluated in the Draft EIR proposed 216 apartments in one building with a maximum height of four stories (60 feet) along with a 433-space parking structure with a maximum height of 4.5 stories (approximately 50 feet); a zone change from R-3-DP and R-1 to R-4-DP; and a general plan amendment to change the land use designation from Low Density Residential 1 to High Density Residential 4.

The Project objectives are:

- Contribute toward an adequate supply of housing preserved and maintained in sound condition, located within safe and decent neighborhoods, as stated in the 2008 Housing Element.

- Provide new housing to meet current and future needs in an area with significant unmet demand for housing.
- Construct high-quality multi-family housing at a density, physical scale, and architectural style compatible with and complimentary to adjacent uses and the surrounding neighborhood.
- Design a residential building that will provide a height transition between the single-family homes northwest of the Project site, and the multi-family homes to the southeast.
- Provide housing in an area of the County that Southern California Association of Governments (SCAG) has defined as jobs rich and in a geographic zone with a defined housing need, and where nearby employment sectors, recreational resources and coastal access opportunities interact to improve mobility through the consideration of jobs/housing balance and locating housing where recreational opportunities exist.
- Provide for additional needed affordable housing in or near the Coastal Zone, in compliance with the Mello Act;
- Avoid unnecessary environmental impacts associated with grading and excavation by building structures above a level grade to the extent feasible.
- Generate additional revenues to the County in the form of development fees and tax revenues.

On July 15, 2010 the developer submitted the revised Project (defined above) for consideration.

Section 15088.5(a) of the *State CEQA Guidelines* states that a "lead agency is required to recirculate an EIR when significant new information is added after public notice is given of the availability of the Draft EIR for public review under Section 15087 but before circulation." Section 15088.5 also states that:

"New information added to an EIR is not "Significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse effect (including a feasible project alternative) that the Project's proponents have declined to implement.

"Significant information" requiring recirculation includes, for example, a disclosure showing that:

- (1) A new significant environmental impact would result from the Project or from a new mitigation measure proposed to be implemented.
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- (3) A feasible project alternative of mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the Project, but the Project's proponents decline to adopt it.

(4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

The above Project revisions were evaluated in the RDEIR and the FEIR, where it was determined that the revisions would not increase the severity of any significant impact nor create a new significant impact or otherwise require recirculation of the RDEIR. RDEIR Chapter 4.0 provides substantial evidence supporting the conclusion that the Project revisions only required recirculation of the Project description, Traffic and Access impact analysis, and Visual Resources impact analysis. The administrative record contains no substantial evidence contradicting this conclusion.

The Environmental Impact Report Process

The County completed an Initial Study of the Project and determined that an Environmental Impact Report was required. Potentially significant environmental impacts addressed in the DEIR include Land Use & Planning, Geology, Noise, Air Quality, Traffic & Access, Visual Resources, Hydrology & Water Quality, Sewer Service, and Solid Waste Service. The Draft EIR analyzed both project and cumulative effects of the Project on these topics and identified a variety of mitigation measures to minimize, reduce, avoid or compensate for the potential adverse effects of the proposed Project.

The DEIR also discussed a number of potential alternatives to the proposed Project, including (1) No Project, (2) Residential Buildout as Allowed Under General Plan, (3) Three-Story Residential Development over One-Level of Ground Level Parking; and (4) Private Open Space/Taller Building over Underground Parking. Potential environmental impacts of each of these alternatives were discussed at the CEQA-prescribed level of detail and comparisons were made to the proposed Project. This range of reasonable alternatives has permitted as reasoned choice to be made by

the Commission in directing specific changes to the Project. The Commission has reviewed each of the alternatives and recommends approval of the Project, as revised during the public hearing process.

After conducting its own internal departmental review and analysis of the proposed project through the screen check process, the Los Angeles County Department of Regional Planning circulated copies of the preliminary DEIR to all affected County agencies for a 45-day review period. Interested County agencies provided written comments on the document, and those comments were appended to and made a part of the DEIR.

As defined by Section 15050 of the *State CEQA Guidelines*, the County of Los Angeles is serving as "Lead Agency," responsible for preparing both the Draft and Final EIR for this Project. A Notice of Preparation (NOP) was prepared and circulated by the County of Los Angeles December 10, 2009 through January 18, 2010, for the required 30-day review period.

The County of Los Angeles Department of Regional Planning (DRP) circulated the Draft EIR and related appendices to affected agencies, the public and other interested persons on March 18, 2010. This 60-day public comment period on the original Draft EIR closed on May 17, 2010.

Three sections of the Draft EIR (project description, traffic and access, and visual resources) were revised and recirculated for public review on August 19, 2010. This 45-day comment period on the RDEIR closed on October 6, 2010. The RDEIR was made available for public comment and input for the period set forth by State law.

Detailed responses to the comments received regarding the originally-proposed project and the Project and the analyses of the DEIR and RDEIR were prepared with

assistance by a private consultant, reviewed, and revised as necessary to reflect the County's independent judgment on issues raised. These Responses to Comments are embodied in the FEIR.

The Regional Planning Commission held public hearings on May 12, 2010, June 16, 2010, July 14, 2010, October 6, 2010, and November 10, 2010 when the public hearing before the Commission was closed.

On November 10, 2010, the Commission made the following environmental findings and certified the FEIR and adopted orders approving the CUP and recommending that the Board of Supervisors approve the Plan Amendment and Zone Change.

The FEIR has been prepared by the County in accordance with CEQA, as amended, and State and County Guidelines for the implementation of CEQA. More specifically, the County has relied on Section 15084(d)(3) of the *State CEQA Guidelines*, which allow acceptance of drafts prepared by the applicant, a consultant retained by the applicant, or any other person. The Department of Regional Planning, acting for the County, has reviewed and edited as necessary the submitted drafts to reflect its own independent judgment, including reliance on County technical personnel from other departments.

Section 1 of these findings discusses the potential environmental effects of the Project which are not significant or which have been mitigated to a less than significant level. Section 2 discusses the significant environmental effects of the Project which cannot be feasibly mitigated to a level of insignificance. Section 3 discusses the growth-inducing impacts of the Project. Section 4 discusses the alternatives to the Project discussed in the FEIR. Section 5 discusses the mitigation-monitoring program

for the Project. Section 6 contains the Statement of Overriding Considerations. Section 7 contains the Section 15091 and 15092 findings. Section 8 contains the Section 21082.1(c)(3) findings. Section 9 identifies the custodian of the record upon which these findings are based. Section 10 discusses the relationship between these findings and the DEIR, RDEIR, and FEIR. The findings set forth in each section are supported by substantial evidence in the administrative record of the Project.

SECTION 1

POTENTIAL ENVIRONMENTAL EFFECTS WHICH ARE NOT SIGNIFICANT OR WHICH HAVE BEEN MITIGATED TO A LESS THAN SIGNIFICANT LEVEL

All FEIR mitigation measures (as set forth in the Mitigation Monitoring Plan attached as Exhibit A to these findings) have been incorporated by reference into the conditions of approval for the CUP. In addition, the other conditions of approval for the CUP further mitigate the potential effects of the Project.

Substantial evidence in DEIR Chapter 5.0 shows that no potentially significant impacts will occur with regard to agricultural, biological resources, cultural resources, environmental safety, mineral resources, population and housing, public services, or utilities and services.

Project Impacts

(1) Land Use and Planning

Potential Effect

A project will normally have a significant land use and planning impact if it would physically divide an established community; conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or conflict with any applicable habitat conservation plan or natural community conservation plan. The Project site is currently developed with a church use and surface parking. The proposed Project is an in-fill development that would not divide an established community or conflict habitat or conservation plans. The Project, while consistent with most of the policies, goals and requirements of the County of Los Angeles General Plan and the SCAG Regional Comprehensive Plan is not consistent with the existing General Plan Land Use or existing zoning designations. Amendments to the County of Los Angeles General Plan are required in addition to a zone change consistent with the proposed land use amendment. However, amendments to the General Plan would not result in any significant impact to the physical environment and are not considered significant.

Finding

Implementation proposed Project would not physically divide a community, conflict with an applicable land use plan, policy, or regulation, adopted for the purpose of avoiding or mitigating an environmental effect, or conflict with any applicable habitat conservation plan or natural community conservation plan. No significant

impacts would occur. Similarly no significant cumulative impacts would occur. No mitigation measures are required.

Facts

The Project would not physically divide the existing community because the Project site is an in-fill development in an area typified by a variety of residential housing types that vary from low- to high-density land uses as well as commercial and industrial land uses. Rather than divide an established community, the Project would continue the recent development of higher density residential and commercial uses that currently border the site and are present or are planned in the nearby Playa Vista project that is situated farther to the south and west, thereby contributing to the coherence of the community by being consistent with contemporary land uses. The existing roadway infrastructure in this portion of the County would provide access to the Project site, so there will be no disruption of existing arterials.

The Project site is not located within a County-designated Significant Ecological Area (SEA) or SEA Buffer and there are currently no habitat or natural community conservation plans in the Project area. As a result, development of the Project and related projects would not conflict with any habitat conservation plan or natural community conservation plan because no such plans are applicable to the Project site or its vicinity.

Section 4.1.4.4 of the DEIR includes an analysis of potential and use impacts relating to consistency with applicable plans and policies, including a policy-by-policy analysis of the consistency with the County General Plan—concluding the proposed Project is consistent with the General Plan and the applicable regulations.

Many public comments addressed to the commission or focusing on the DEIR regarded the Project density. Prior to the density reduction in the Project, a residential density study was prepared and included in **Appendix 4.1 of the Draft EIR for the 216 unit project**. The study conducted a parcel by parcel analysis of the relative density (dwelling units per area in acres) within a 1,000-foot radius from the Project site. Density ranged from a low density figure of 3.63 dwelling units per acre to the highest density of 119.93 dwelling units per acre. The aggregate density within the unincorporated area of Los Angeles County is 19.16 dwelling units per acre, averaged for 312 units. The overall average density for all (3,512) parcels included in the study is 41.66 dwelling units per acre.

Figure 4.1-2, Surrounding Residential Density included in the Draft EIR shows that three multi-family residential buildings to the south of the Project site (the Club Marina Apartments) have a combined total of 154 units on 1.55 acres, which is a density of approximately 99 units per acre. The revised Project (196 units) would have two ranks of density as indicated in modified Figure 4.1-2, Surrounding Residential Density of the Final EIR: 177 units on 3.0 acres on the southern portion of the Project site, or 59.0 units per acre, and 19 units on 1.3 acres on the northern portion of the Project site, or 14.6 units per acre. The blended site-wide density of the proposed Project design is 46.6 units per acre, which is almost half of the density of the existing multi-family residential uses located directly south of the Project site boundaries in the City of Los Angeles. The residential density study shows that the Project is compatible with the general density of the surrounding area and **Section 4.1 Land Use and Planning** of the Draft EIR concludes that the proposed Project is compatible with the density of the site and surrounding properties.

Moreover, the revised Project reduces the overall density by 20 units which lower the density per acreage on the Project site.

The current land use designation of Low-Density is inconsistent with the current multi-family R-3 zoning and is out-of-date with the existing prevalence of higher-density residential development adjacent to and nearby the Project site. Thus, the consequence of the Project's inconsistency with the existing General Plan Land Use Designation of Low-Density 1 must be evaluated in light of the existing land uses to determine if the Project, as proposed, would itself be incompatible with adjacent and surrounding uses in the neighborhood.

(2) Geology

Potential Effect

The Project's potential Geology impacts regard exposing persons to the adverse effects of earthquake and landslides, soil erosion, soil expansion. The technical reports supporting the DEIR found no impact to potential loss of topsoil or soil erosion. This is due to the lack of water bodies and other sources of soil erosion in the vicinity. Approximately 31,700 cubic yards of earth material would be removed as part of the excavation process, and the export of this material would be required. It is estimated that 15,000 cubic yards of excavation material would be removed and taken to a landfill as capping material or used on other construction sites. The specific criteria for suitable soil reuse are discussed below. Finally, the use of septic tanks is not proposed as part of this Project as the site already has access to municipal sewer lines, therefore, the site's potential to support septic tanks is not discussed further.

Finding

The Project will not result in significant impacts relative to Geology. Substantial evidence shows that Mitigation Measures 4.2-1 through 4.2-27 will reduce potentially significant geologic impacts to less than significant levels. These Mitigation Measures have been incorporated into the Project. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. Substantial evidence shows that cumulative impacts will not be significant.

Facts

The facts supporting this finding and the conclusions of the DEIR are found primarily in the following expert technical reports: *Geotechnical Report, Proposed Residential Development, Lots 1 and 2 of Tract 33003, 5550 Grosvenor Boulevard, Los Angeles, CA 90066*, dated May 3, 2007, and *Report Update, Change in Parking Structure Finished Elevation*, dated April 7, 2008, prepared by Group Delta Consultants, (included in **Appendix 4.2** of the DEIR; referred to herein as "Geotechnical Report").

The Project site is not located within an Alquist-Priolo Earthquake Fault Zone, but is located in a seismically active region, and is in relative proximity to active faults. Based on regional data for the area in the Geotechnical Report, relatively large peak ground accelerations (pga) are possible with strong earthquakes on the Project site. A seismic hazard analysis indicated the potential ground shaking on site is 0.45 pga with an associated magnitude of 6.6 with a 10 percent probability of being exceeded in 50 years. Development of the proposed Project would expose future residents to strong seismic ground shaking associated with large magnitude earthquakes. The site would not be significantly affected by smaller seismic events due to the distance of the nearest active fault. Strong seismic ground shaking could damage buildings, roadways, and other structures associated with the proposed project. The Project characteristics would

not cause a greater risk of seismic shaking to residents or structures beyond what is currently experienced in the region. To minimize impacts associated with seismic shaking, design parameters set forth in DEIR Table 4.2-1 are required by law for the Project based on provisions defined in the California Building Code.

The Project would construct a building and foundation in accordance with the seismic safety standards of the Uniform Building Code (UBC). The UBC specifies that the proposed structure on the Project site should be able to (1) resist minor earthquakes without damage; (2) resist moderate earthquakes without structural damage but with some non-structural damage; and (3) resist major earthquakes without collapse but with some structural as well as non-structural damage. Implementing UBC standards for new construction is a procedure that is commonly applied in Southern California to mitigate earthquake-shaking hazards to an acceptable level.

Landslide issues do not apply to the Project because, although there exists a mound on the Project site, this mound is man-made and will be removed as part of Project grading, leaving the topography of the site flat with no natural or artificial slopes to potentially cause landslide danger. The surrounding area is also flat with no natural or artificial slopes to potentially cause landslide danger to the Project site.

For these reasons, Project impacts related to seismic ground shaking would be less than significant.

Approval of the proposed Project would permit the construction and operation of a four-level apartment building and associated 4.5-story-deck parking structure. According to the Geotechnical Report, the Project site would be subject to ground shaking during a strong seismic event. During a strong seismic event, the Project site could be subject to liquefaction if the sandy soils on the Project site become saturated.

The new structure would be designed by law to conform to UBC standards. These standards include mitigation of liquefiable deposits beneath the structure or designing the structure for the anticipated settlement resulting from liquefaction. Additionally, the County of Los Angeles project engineer would review grading plans and project specifications prior to construction to determine whether the recommendations in the geotechnical evaluation and UBC standards are effectively implemented. Without mitigation defined as part of the UBC, the capability of the proposed structure to withstand seismic events cannot be evaluated, and is considered a potentially significant impact.

Although Group Delta indicates that no oil or gas wells occurred on the site historically, the proposed project is located proximal to potential sources of methane gas that are present in the vicinity of abandoned oil wells. As a result, methane concentrations beneath the Project site could be high enough to concentrate within the proposed buildings. Required construction compliance with the County Building Code as defined below, which includes specifications for sites with the potential to contain methane gas, would result in a less than significant impact.

Mitigation measures 4.2-1 through 4.2-27 were identified to reduce potentially significant geologic impacts to less than significant levels.

Potential geologic or seismic impacts discussed above affect the Project site and its inhabitants. Implementing the Project would not significantly increase the risk of geologic or seismic impacts to the surrounding communities of Los Angeles County and nearby incorporated cities. While the general geologic and seismic issues discussed above may be applicable to other areas within the region, impacts, if left unmitigated, typically are felt within specific sites (i.e., on a site-by-site basis). In addition, since this and other projects in the region must conform to and comply with the UBC and general

engineering standards of care, the potential for geologic and seismic impacts of and to the various adjacent and adjoining sites would be less than significant since these impacts would be mitigated prior to commencement of construction. Therefore, the cumulative impact of implementing the Project with respect to geology would not be significant.

(3) Operational Noise—Construction Vibration

Potential Effect

Construction activities, in particular pile driving, have the potential to cause significant vibration impacts. Vehicle traffic and parking structure traffic has the potential to cause operational noise impacts.

Finding

The Project will not result in significant impacts relative to Operational Noise or Construction Vibration. Substantial evidence shows that Mitigation Measure 4.3-1 will reduce potentially significant construction vibration impacts to less than significant levels. This Mitigation Measure has been incorporated into the Project along with project design features. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. Substantial evidence shows that operation of the Project after buildout will not result in significant noise impacts. Substantial evidence shows that cumulative operational noise and construction vibration impacts will not be significant.

Facts

Noise impacts are evaluated in DEIR Section 4.3. Information used to complete this the analysis includes noise measurements taken on the Project site by Impact Sciences, Inc., the Project traffic study, prepared by Raju Associates, Inc., future noise

calculations performed by Impact Sciences based on a model created by the Federal Highway Administration, and state and local regulations and standards that apply to acceptable noise levels. Supplemental noise measurements and modeling worksheets are set forth in DEIR Appendix 4.3.

The proposed project site is situated in an urban area. The primary existing source of noise in the Project area is generated by the motor vehicles on Grosvenor Boulevard (Grosvenor), West Jefferson Boulevard (Jefferson), and South Centinela Avenue (Centinela). As shown in DEIR Table 4.3-4, the current noise levels exceed the County standard for noise-sensitive uses.

The primary source of noise issuing from the operation of the Project after buildout is vehicle noise. The traffic study conducted by Raju Associates, Inc. was used as model input to calculate the noise impacts of the existing traffic noise plus Project traffic noise. The results of these calculations and model runs are presented in DEIR Table 4.3-7 and shows that the Project would contribute traffic volumes that would increase noise levels from 0.0 dB(A) to 0.7 dB(A) along studied roadways segments. This increase is not generally perceptible to most individuals and the operational noise levels are close to the applied standard. Therefore, impacts are not considered significant given County noise assessment methodologies and current assessment standards. Sensitive receptors are located proximal to the Project site and the nearby Playa Del Rey Elementary School would not be significantly affected by noise generated by project traffic.

Noise generated by vehicles traveling on the alleyways along the northern and southern boundaries of the Project site could result in a substantial permanent increase in ambient noise levels at the adjacent single- and multi-family residences, respectively. Access to the proposed leasing office and associated surface parking lot would be

provided by a 28-foot alley along the northern boundary of the Project site. A 8-foot block wall is proposed along the property line to the north of the access alley. Immediately north of the proposed block wall are single-family residences. Vehicles traveling along the alleyway are generally not expected to exceed a speed of 15 miles per hour (mph) based on the length and width of the alley and because vehicles would slow to access the small surface parking lot near the leasing office. The proposed project would result in 1,078 daily vehicle trips. The number of vehicles traveling along the northern project site boundary would represent a fraction of the overall project-generated trips because the alley would generally be used to access to the leasing office and primary access to the Project site would be provided via the access alleyway proposed along the southern boundary of the Project site. Therefore, vehicles traveling along the northern alley are not expected to result in a substantial permanent noise source.

The existing alley that runs along the southern boundary of the Project site would be widened from 25 to 28 feet and provide access to the proposed parking structure within the southern portion of the Project site. Immediately south of the alley are multi-family residences. The residential units within the adjacent multi-family residential buildings are elevated approximately 10 feet above on-site parking garages. Vehicles traveling along the alleyway are generally not expected to exceed a speed of 15 miles per hour (mph) based on the length and width of the alley and because vehicles would slow to access the parking structure. As discussed in **Section 4.5, Traffic and Access**, of this Draft EIR, the proposed project would result in 1,078 daily vehicle trips. As described above, the noise associated with all project-generated trips along a 28-foot roadway at a distance of 8 feet would be 57.4 dB(A) CNEL. As shown in DEIR Table 4.3-4, the existing noise levels within the southern portion of the Project site currently exceed 57.4 dB(A) CNEL and the County of Los Angeles standard. Noise levels at the

existing multi-family residences would be very similar to those on the Project site because stationary and mobile noise sources are the same for both. Therefore, based on the above analysis, the proposed project would not result in a substantial permanent increase in ambient noise at the adjacent multi-family residences. Impacts would be less than significant.

Multi-family residences located adjacent to the south of the Project site would be approximately 37 feet south of the parking structure after project construction. While the enclosed structure would act as a barrier, most noise generated by vehicles traveling within the parking structure such as tires squealing, car alarms sounding, car stereos and horns honking would be attenuated by the enclosed structure. These sources of noise may be audible at the northernmost residential units within the adjacent multi-family complexes and may result in temporary annoyances. However, this noise would be temporary and periodic and occur most intensely during the AM and PM peak periods when project residents are leaving or returning from work. Further, the proposed parking structure is not anticipated to introduce a substantial permanent noise source that would exceed defined County Standards in the ambient noise level. Therefore, impacts would be less than significant.

The primary cumulative noise source in the Project area is roadway noise from vehicle traffic. With regional growth in traffic volumes and increased traffic due to other nearby development projects, it is likely that there will be cumulative roadway noise impacts along other roadways in the Project area. The proposed project would contribute traffic volumes in the future that would increase noise levels from 0.0 dB(A) to 0.7 dB(A) along studied roadway segments. This increase is not generally perceptible to most individuals and would not exceed defined County standards. For purposes of calculating cumulative contribution to noise impacts, an imperceptible

noise contribution is functionally equal to a contribution of 0. Although it is likely that there will be regional traffic noise impacts along arterial roadways due to regional traffic growth, the proposed project would not contribute perceptible noise to these cumulative impacts.

The primary vibration source associated with development involves the use of pile drivers during foundation construction. Pile drivers create a high intensity, repetitious noise that is disturbing and can result in substantial ground vibrations. Usually, peak ground vibrations occur during the initial blows of the pile driving through the compacted soil zone. Once the compacted soil layer at the surface is penetrated, the pile typically slides more easily through the ground water saturated zone. Because the use of pile driving equipment is required for foundation construction, vibration impacts would occur and to sensitive receptors are located adjacent to the Project site. Without mitigation, this represents a potentially significant impact. However, Mitigation Measure 4.3-1 would be implemented and incorporated into the design and construction of the structure to reduce potential vibration impacts to a less than significant level.

(4) Air Quality

Potential Effect

Project construction and operation has the potential to emit pollutants and constituents that degrade air quality or contribute to global warming.

Finding

Substantial evidence shows that operation of the Project will not result in significant air quality impacts. Substantial evidence shows that Project construction will not result in significant air quality impacts relative to PM₁₀, PM_{2.5}, NO_x, SO_x, CO, or

grading-related VOC emissions. Substantial evidence shows that the Project will not result in significant global warming impacts. Substantial evidence shows the Project will not result in significant cumulative air quality impacts with regard to the above-referenced contaminants or resulting from Project operation.

Facts

Air Quality impacts are discussed and evaluated in DEIR Chapter 4.4.

Impacts related to construction emissions associated with the proposed project would be considered significant when the Project emissions exceed the limits specified by SCAQMD as Daily Construction Emission Thresholds. DEIR Table 4.4-3 shows that Project construction will not exceed any of the SCAQMD thresholds for PM₁₀, PM_{2.5}, NO_x, SO_x, CO, or grading-related VOC emissions. This data is supported by substantial evidence contained DEIR Appendix 4.4.

DEIR Chapters 1.0 and 6.0 mistakenly referenced significant impacts relative to PM₁₀, PM_{2.5}. This mistaken reference is corrected in the Final EIR.

The SCAQMD recommends the evaluation of localized NO_x, CO, PM₁₀, and PM_{2.5} impacts as a result of on-site construction and operational activities to sensitive receptors in the immediate vicinity of the Project site. The nearest sensitive receptors are located less than 25 meters north and south of the construction site boundary; therefore, the distance used to determine the mass-rate emissions from the screening tables is 25 meters. DEIR Table 4.4-14 shows that the Project will not exceed any SCAQMD's localized significance thresholds.

In addition, the existing buildings on-site were built before 1978 and are considered to have a higher probability of containing asbestos fibers; however, under

SCAQMD Rule 1403, all buildings must be properly inspected for the presence of asbestos. Demolition of all existing structures on site must comply with the precautionary requirements specified in Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). This rule is intended to limit asbestos emissions from demolition or renovation of structures and the associated disturbance of asbestos-containing waste material generated or handled during these activities. As part of Project implementation, the Project applicant must comply with the requirements of SCAQMD Rule 1403. Project compliance with Rule 1403 would ensure that asbestos-containing materials would be removed and disposed of appropriately. With adherence to this applicable regulation, the potential for significant adverse health impacts would be reduced to less than significant level.

Operational emissions would be generated by both stationary and mobile sources as a result of normal day-to-day activity on the site after occupation. Stationary emissions would be generated by the consumption of natural gas for space and water heating devices, the operation of landscape maintenance equipment, and from the use of consumer products. Mobile emissions would be generated by motor vehicles traveling to and from the Project site. Trip generation rates were obtained from the traffic report for the proposed project. DEIR Table 4.4-15 shows that the net emission increase associated with the proposed project at build out and in full operation would not generate emissions that would exceed SCAQMD thresholds during the summer or the winter. Therefore, daily operational emissions generated by the proposed project would not constitute a significant impact.

The Project was evaluated to determine if it would cause a CO hotspot. Maximum future cumulative plus project CO concentrations were calculated for peak hour morning and evening traffic volumes using the highest traffic volumes in the

traffic report associated with the Project.¹ Background CO concentrations were included in the analysis. Under worst-case conditions, future CO concentrations at each intersection would not exceed the state 1-hour and 8-hour standards with the development of the proposed project. No significant CO hotspot impacts would occur to sensitive receptors in the vicinity of these intersections. As a result, no significant project-related impacts would occur relative to future carbon monoxide concentrations.

The proposed project is located in an area with an approximate carcinogenic risk of 1,013 in 1,000,000. The carcinogenic risk for nearby surrounding grids ranges from 755 to 1,063 in 1,000,000. The proposed project is not in close proximity to any major roadways and freeways. Accordingly, based on the MATES III data and the substantial reduction of health effects from freeways beyond 300 feet, the impacts would not be any higher than those experienced by the general population in the Project area. Therefore, it is not anticipated that the Project would expose sensitive receptors to substantial increases in health risks and pollutant concentrations relative to the general population. No significant impacts with respect to this criterion are expected to occur.

The proposed project studied in the DEIR could house up to 480 residents. Population data for Los Angeles County were based on SCAG projections. These figures, along with the Project ADT volume included in the traffic study prepared for the Project and traffic data for Los Angeles County obtained from the EMFAC2007 on-road motor vehicle emissions model developed by CARB, were used to calculate and compare the ratio of project residential ADT to anticipated ADT and the ratio of the Project residential population to the anticipated population in the area. DEIR Table 4.4-17 shows that the ADT ratio is less than the population ratio at project buildout in 2012. As such, cumulative impacts would be less than significant based on this criterion.

¹ Raju Associates, Inc., *Traffic Study for the Millennium-Playa Del Mar Residential Project*, (2009). Provided in Appendix 4.5.

DEIR Section 4.4.5.2 discussed and evaluated potential impacts associated with Project Greenhouse Gas (“GHG”) emissions. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective.

The Project proposes the following project design features to reduce GHG emissions:

- Use energy-efficient lighting.
- Use energy-efficient cooling and heating systems.
- Plant shade trees
- Install low-flow showerheads
- Install water efficient toilets.
- Use drought tolerant and native species for landscaping
- Provide residents with bus route information to reduce vehicle miles traveled
- Divert at least 50 percent of all construction and demolition waste.

At full buildout, the Project would result in direct annual emissions of GHGs during project operation. These emissions, primarily CO₂, CH₄, and N₂O, are the result of fuel combustion from building heating systems and motor vehicles. Building and motor vehicle air conditioning systems may use HFCs (and HCFCs and CFCs to the extent that they have not been completely phased out at later dates); however, these emissions are not quantified since they would only occur through accidental leaks. It is not possible to estimate the frequency of accidental leaks without some level of speculation. Direct emissions of CO₂, the primary greenhouse gas generated from

operation of the proposed project, are primarily due to natural gas consumption and mobile source emissions. The proposed project would also result in indirect GHG emissions due to the electricity demands.

While the proposed project would result in increased emissions of GHGs, it would result in a very small fraction of the state's GHG emissions. DEIR Table 4.4-20 shows that the Project would contribute approximately 0.000006 percent to the annual state GHG inventory. Because the Project incorporates GHG reduction measures and design features, and would contribute such a small fraction of GHGs, the Project's GHG emissions, by itself, would have a less than significant impact on the environment.

The Project is consistent with the implementing plans and regulations to reduce GHG emissions, including: 2006 Climate Action Team Report and 2007 Update; Consistency with Attorney General Mitigation Measures (Project Level); OPR Technical Advisory; and AB 32 Scoping Plan Measures. As such, the Project would have a less than significant impact on global climate change.

(5) Traffic/Access

Potential Effect

Traffic trip generation from the Project has the potential to impact existing traffic flows. Access to the Project could also impact vehicular circulation around the Project site.

Finding

Substantial evidence shows that the Project will not result in significant traffic or access impacts. Substantial evidence shows that Mitigation Measure 4.5-1 will reduce potentially significant cumulative traffic impact at the intersection of Grosvenor

Boulevard and Jefferson Boulevard during the morning peak hour to less than significant levels. This Mitigation Measure has been incorporated into the Project along with project design features. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. As such, cumulative impacts would be less than significant based on this criterion.

Facts

The Project's potential traffic and circulation impacts were assessed in a traffic study prepared by Raju Associates, Inc. in December 2009. This traffic study is included as DEIR Appendix 4.5 Traffic Impact Analysis. This traffic study was prepared in consultation with the City of Los Angeles Department of Transportation (LADOT) and was approved by the County of Los Angeles Department of Public Works Traffic and Lighting Division (LACDPW). Traffic and circulation impacts were assessed discussed and analyzed in DEIR Section 4.5 Traffic and Access of the March 2010 Draft EIR. Additional analysis of the revised project was prepared for the July 2010 RDEIR.

The traffic study indicates that the proposed project would produce a net additional 1,078 daily trips, of which 88 trips are estimated to occur during the AM peak hour and 115 trips are estimated to occur in the PM peak hour. The traffic analysis indicates that of the analyzed intersections studied only the intersection of Grosvenor Boulevard and Jefferson Boulevard during the morning peak hour would be significantly impacted by the proposed project. Therefore, the Project would result in a significant cumulative impact prior to mitigation. This impact would be as a result of regional traffic growth and other related projects, and the Millennium-Playa del Mar

Apartments Project, however, this impact would not considerably contribute to these cumulative traffic impacts with implementation of Mitigation Measure 4.5-1, which requires a traffic signal at the intersection of Grosvenor Boulevard and Jefferson Boulevard.

A traffic signal at the intersection of Grosvenor Boulevard and Jefferson Boulevard would fully mitigate the Project-related impact at this location. With provision of a traffic signal at the intersection of Grosvenor Boulevard and Jefferson Boulevard, traffic in the Project vicinity would be better regulated and would flow better. Additionally, a traffic signal at this location would allow for safe left turns in and out of Grosvenor Boulevard and provide a safer pedestrian connection to destinations within Playa Vista located south of the Project site

Several commenters raised concerns with the legitimacy of using trip credits in the analysis from the existing church use on the Project site and the overall trip generation numbers from the proposed project, concerns related to use of the alley adjacent to the Project site, and as well as the general traffic circulation concerns. Several commenters assert that the traffic impact analysis is flawed and requires revision and recirculation of the Draft EIR. Thorough written comments were prepared in response to these comments.

The estimated trip credit for the church is 355 daily trips of which 22 trips occurred in AM peak hour and 21 trips occurred in the PM peak hour. These trip credit estimates were based on trip generation rates for a church use per ITE Trip Generation, 8th Edition, Informational Report. The trip credits and methodology used for implementation in the study were also approved by the City of Los Angeles Department of Transportation (LADOT) and the County of Los Angeles Department of Public Works, Traffic and Lighting Division staff members.

The proper environmental baseline for evaluating environmental impacts under CEQA is the existing condition on the Project site at the time CEQA analysis is commenced. When the Notice of Preparation was published, the Church leased parking spaces to Chiat Day and others on the Project site. The trips generated by Chiat Day and others using the Project site for daily parking was greater than the trip generation of the previous church use. Although the number of trips generated by Chiat Day and others was greater, the traffic consultant, LADOT and LACDPW, agreed to conservatively only account for the trip credit from a church use using the ITE trip generation data as discussed above.

Several commenters expressed concern that the proposed project would increase the number of vehicles utilizing the existing alley to the south of the Project site and would create a significant impact. The traffic study prepared by Raju Associates, Inc determined that the east-west alley between the Project site and the apartment buildings on Jefferson Boulevard currently carries approximately 1,060 daily trips of which 930 trips (87.5%) travel in the eastbound direction. The Responses to Comments provide a detailed analysis of the nature of the existing vehicular traffic in the alleyway.

There would be one cumulative LOS impact at the intersection of Grosvenor and Jefferson Boulevards but the majority of the intersections studied during AM and PM peak hours would be below the threshold of significance. This impact would be as a result of regional traffic growth and other related projects, and the Millennium-Playa del Mar Apartments Project, however, this impact would not considerably contribute to these cumulative traffic impacts with implementation of **Mitigation Measure 4.5-1**.

(6) Visual Resources

Potential Effect

The Project will add new buildings to the site that are larger than the existing structures on-site, and will add new sources of shade, shadow, light and glare. These changes have the potential to impact visual resources.

Finding

The Project will not result in significant impacts relative to Visual Resources. Substantial evidence shows that Mitigation Measures 4.6-1 thorough 4.6-3 will reduce potentially significant light and glare impacts to less than significant levels. These Mitigation Measures have been incorporated into the Project along with project design features. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. Substantial evidence shows that cumulative impacts will not be significant.

Facts

DEIR Chapter 4.6 and discussed and evaluated the originally-proposed project's potential visual resource impacts. RDEIR Chapter 4.6 discussed and evaluated the Project's potential impacts to visual resources.

The visual character of the region is dominated by urban uses associated with the County and City of Los Angeles. The architecture of the buildings surrounding the Project site lacks a cohesive theme and there is a minimal amount of landscaping in the area. The area features mostly older single-family houses, multi-family apartment buildings, offices, and light industrial commercial uses. Recent development in the Project area is primarily high density residential, particularly to the south and southeast of the Project site, where the Playa Vista development is being constructed in the City of Los Angeles. There are also new neighborhood retail and service businesses in the area. There are no defined scenic roadways, scenic resources, or scenic features near the

Project site. Scenic resources are defined as large area landscape features such as undeveloped natural open space, vegetation or a combination of these features that provide for a pleasing or unique scenic vista. Scenic features generally are defined as specific places with unusual or rare visual features.

In general, the visual character of the site is one of low aesthetic quality. The existing church building elements are poorly integrated with each other and have few architectural features. The single-family house on the property does not contain any unique architectural elements or other distinguishing features. The surface parking lot covers the remainder of the site.

The Project would not affect a scenic vista because the Project site is not located near any defined scenic vistas or in the vicinity of a scenic highway. The Project site is situated in an urban area and is developed with a church, single-family house, parking lots, landscaping, and associated facilities, and is in a built-out urban area. Project development would not damage any scenic resources such as trees, rock outcroppings, or historic buildings within a state scenic highway. Therefore, implementation of the proposed project would not cause any significant impacts.

During construction phases, the existing structures and facilities on the Project site, including the surface parking lots, would be removed along with most or all of the existing ornamental landscaping. Site preparation would include excavation of the mounded material in the center of the site. During these periods, the visual character of the site would consist of soil and excavation trenches. After excavation and grading, construction on the building would commence and proceed. In total, the site would be visually impacted during the majority of the 16-month development period. These changes in visual character would occur with any development of the site, and would be temporary in nature. Because the character of the site is not presently of high visual

quality, and because the site does not contain any visual resources, these impacts would be considered less than significant and no mitigation is required.

The visual character of the Project site would be intensified to high-density residential within an urban area. The proposed project would result in the development of a high-density residential project, which is similar to the medium/high-density residential projects to the south of the Project site. The design would be substantially taller than the adjacent single-family housing. The proposed buildings with the apartments will reach a maximum height of 49 feet (51 feet including the stairwell towers) while the 329-space parking structure will reach a maximum height of approximately 35 feet. The Project site would be developed from a church facility with minimal architectural features to a modern, residential project. In addition, the proposed landscaping and buffers (also used for Fire Department access) would minimize visual quality impacts.

The Project analyzed in the Draft EIR was designed in consideration of the sensitive single-family residential uses to the north to ensure the Project's physical compatibility with these residences. The proposed building height is limited to one and two stories along the northerly edge of the structure in proximity to the single-family residences located northerly of the site), and increases to three stories at the northwest corner, and to a maximum of four stories as the building transitions from north to south across the site toward the existing apartment complex that is sited adjacent to the subject property to the southeast. This design provides a height transition from the one-story single-family homes and private back yards along the northern perimeter to the mid-rise multi-family apartments on the southern boundary. In order to further ensure the Project's physical compatibility with the single-family residences to the north, the Project is designed with an open space buffer along the northerly side of the building.

Along the northern boundary, the building would be set back a minimum of approximately 35 feet and a maximum of about 43 feet from the northern site boundary; two-story perimeter structures would not exceed 31 feet in exterior height (excluding chimney heights) along the northern project margin. At the northwest corner of the Project site, a three-story portion of the building would reach a height of 40 feet. At approximately 80 feet from the northern property line, the building would transition to a height of four stories, or about 53.5 feet, exclusive of architectural projections at the roof line. The height of the parking structure would be 56 feet.

Moreover, the revised project further ensures the Project's visual compatibility with surrounding uses. The revised project is designed with open space and two-story carriage units along the northerly side of the Project site and provides a similar height transition from the single-story single-family homes located just northerly of the subject property. Along the northern boundary, the primary residential building would be set back a minimum of approximately 35 feet and a maximum of about 43 feet from the northern site boundary. The two-story perimeter structures would not exceed 28 feet in exterior height (excluding chimney heights) along the northern project margin, compared to 31 feet for the Draft EIR project. At the northwest corner of the Project site, a three-story portion of the building would reach a height of 39.5 feet. At approximately 80 feet from the northern property line, the building would transition to a height of four stories, or about 49 feet, exclusive of architectural projections. The height of the parking structure has been reduced from 56 feet to approximately 35 feet.

Additional project design features include new trees, shrubs, and turf that would be added to the Project site as a part of the development. Two gardens would be located on the northeast portion of the property and both would include formal planting, pathways, benches, natural stone fountain, and bamboo plantings. Next, a palm court

would be located toward the southeastern section of the property and would include mixed palm tree species, a fountain, and seating areas, while a recreation area would be located toward the northwestern portion of the property and would include a pool, spa, and a mixture of date palm and broadleaf evergreen tree species. Finally, landscaping would occur around the perimeter of the Project site and within the common areas and would include more vegetation than is currently found on the site. To further screen the proposed project from existing residents situated to the north, extensive landscaping that, when mature, would provide a visual buffer along the northern site perimeter of the Project site (RDEIR Figure 4.6-8). In addition, the five carriage units in three buildings above private garages will be sited in the northwesterly portion of the site as a mechanism to provide additional visual and noise screening for the single-family residences located northerly of the Project site.

Project design features are not mitigation measures because these features are part of the proposed project. The Project design features described above would be subject to review by the staff of the Department of Regional Planning, followed by review and approval by both the Los Angeles County Regional Planning Commission and the County Board of Supervisors; these project design features would be made enforceable by the County by imposing them as conditions of approval for the Project. The Project applicant will be required to incorporate revisions on project design imposed by these entities.

Current views to the north from the existing apartments along Jefferson Boulevard may provide vistas of the Santa Monica and San Gabriel Mountains in the distance. This would be most probable for those apartment buildings not currently in the line-of-sight of the existing church. The proposed building height of the Millennium-Playa del Mar Apartments will be comparable to the existing height of the

four-story apartments to the south along Jefferson Boulevard and the existing church peak, after the central mound is removed during construction. While a change in viewshed for the apartment units along the alley will occur, this is not considered a significant impact as no specifically identified scenic resource is designated in this community. In addition, there is no legal protection in state law that preserves private views. The existing character of the site is not one of high visual quality and the Project would not degrade this existing visual character of the site. The Project is located in an urban area that does not contain sensitive visual resources, utilizes an architectural design that would provide a height transition between adjacent properties, and would have professionally designed architectural features and landscaping that are aesthetically pleasing. Furthermore, the architect has incorporated many design revisions recommended by Los Angeles County. Therefore, permanent changes to the visual character of the site would not substantially degrade the visual character of the site and its surroundings, but, on the contrary, would be beneficial and, therefore, would be considered to be less than significant. No mitigation is proposed or necessary.

The Project would introduce new light to the area. There would be an increase in vehicular headlights because of the increase in the number of vehicles generated by the new residents and visitors to the site. The landscaping proposed along the southern boundary of the Project site would grow to an approximate height of 30 to 45 feet and would serve to screen against light emitted from vehicular headlights in the parking structure. Also, a vegetated screen would be constructed on the southern façade of the parking structure to further limit headlamp illumination as well as interior lighting of the parking structure. The combination of Mitigation measures 4.6-1 and 4.6-2 with project landscape design features would reduce or eliminate light and glare associated with parking structure operation on the existing apartment structures situated to the south. In the interim, an increase in vehicular headlights would be visible from the

multi-family residential units adjacent to the Project site to the south as vehicles travel along the alley and out of the parking garage. The alley that runs along the southern boundary of the Project site is part of the existing condition and adjacent residents are currently exposed to a high volume of vehicular headlights. Therefore, the increase in light generated by vehicles accessing the Project site after buildout would not represent a substantial source of light during the period when project landscaping is growing to mature heights. Impacts would be less than significant.

Due to the proximity of the City of Los Angeles to the Project site, it is appropriate to use the more quantitative City thresholds. As defined in RDEIR Figure 4.6-9, structures north and south of the Project site would not be shaded for more than three hours between 9:00 AM and 5:00 PM during both the Summer Solstice (June 21) and the Winter Solstice (December 21). As can be seen in RDEIR Figure 4.6-9, the proposed project would cast shadows on the residential units between 9:00 AM to 11:00 AM during the Winter Solstice. Therefore, using these more quantitative standards established in the City of Los Angeles, shade impacts associated with the proposed project are not considered significant.

Several comments to the DEIR and RDEIR asserted that the Project will degrade existing access to views and light. The County finds that these comments do not present substantial evidence that the conclusions of the DEIR and RDEIR are incorrect because they are based on speculation, incorrect facts, or opinions. For example, comments were received asserting that the height of the proposed project will be over 20 feet higher than the Club Marina apartment complex and take away the entire view and light. This comment is incorrect. The existing Club Marina apartment complex located directly across the southern alley to the south of the Project site is approximately 49 feet tall from grade on Jefferson Boulevard and approximately 37 feet

tall from grade directly adjacent to the alley. The revised project would increase the width of the existing alley from 25 feet to 28 feet to create more distance between the proposed parking garage and existing Club Marina apartment complex. The 35-foot-tall proposed parking garage would be 2 feet lower than the height of the existing Club Marina apartment complex that is across the existing alley adjacent to the Project site on the southern boundary. Adequate responses to these comments have been prepared.

(7) Hydrology & Water Quality

Potential Effect

The proposed Project could result in on- or off-site flooding, increased erosion, and/or increased sedimentation and debris production. Pre- and post-project runoff volumes for a 50-year storm event were calculated by Development Resource Consultants, Inc., in conformance with the Los Angeles County Department of Public Works (LACDPW) *Hydrology Manual*, as amended. References used to evaluate potential impacts include:

- *Water Quality Control Plan (Basin Plan) [for the] Los Angeles Region (4)* prepared by the California Regional Water Quality Control Board (RWQCB), Los Angeles Region (dated June 13, 1994, and approved February 23, 1995);
- *Conceptual Hydrology & SUSMP Study, Millennium-Playa Del Mar Apartments, 5550 Grosvenor Boulevard, Los Angeles County, California, prepared by Development Resource Consultants, Inc., (dated February 23, 2010).*

LACDPW *Sedimentation Manual* (June 1993).

Finding

The Project will not result in significant impacts relative to hydrology or water quality. Substantial evidence shows that Mitigation Measure 4.7-1 will reduce potentially significant geologic impacts to less than significant levels. These Mitigation Measures have been incorporated into the Project. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. Substantial evidence shows that cumulative impacts will not be significant.

Facts

Hydrology and water quality is discussed in DEIR Chapter 4.7.2. The Project site is currently developed with impervious surfaces covering approximately 91 percent of the site. Therefore, the majority of the storm water that encounters the Project site is collected as runoff in the local storm drain system rather than percolating through the ground surface. Based on calculations consistent with the LACDPW *Hydrology Manual*, existing conditions generate a 50-year peak flow rate of 10.5 cubic feet per second (cfs) and generates a total runoff volume of 1.7 acre-feet.

Based on calculations consistent with the LACDPW *Hydrology Manual*, the volume of runoff from the Project site during a 50-year storm event would decrease after buildout of the Millennium-Playa del Mar Apartments Project. As defined above, existing runoff from the Project site is approximately 10.5 cfs. The runoff volume from the Project site would decrease after project buildout because the impervious area on the site would decrease. Currently, the Project site is 91 percent impermeable surfaces. The proposed project includes landscaped setbacks and increase landscaped garden areas as project design features that would increase permeable surfaces (surfaces capable of natural percolation of storm water) from 9 percent on the existing site to approximately 19 percent under the proposed project. After project buildout, therefore,

runoff from the Project site would be 8.3 cfs during a 50-year storm event—2.2 cfs less than the existing conditions on site. As runoff volumes during the 50-year storm event would be less than the existing condition and the Project would be required to comply with County flood protection standards, and impacts would be less than significant.

Upon completion of the proposed project, the Project site would be covered with non-erosive surfaces, including roofs, pavement, and/or permanent vegetation, which would reduce sediment in site runoff (as described above). As a result, the potential for post-development sedimentation would be reduced or eliminated and impacts associated with project operation are not significant.

The Geotechnical Report shows that the soil on this Project is mainly clay and that groundwater was encountered at elevation +10 feet. The proposed development will have site elevations between +17.5 feet and +19.6 feet. Due to the groundwater elevation and the soil type infiltration is not feasible as described in the County of Los Angeles Low Impact Development Standards Manual dated January 2009. The site proposes that the storm water runoff from the site will be treated by an on-line centralized SUSMP devices and Best Management Practices (“BMP”) filters, or approved equivalent, in the on-site storm drain system prior to release into public facilities. Other BMP features to be used by the Project are included in Mitigation Measure 4.7-1.

Because on-site drainage facilities would have adequate capacity to capture and convey off-site flows from the site and from developed upstream areas during a 50-year frequency storm, and because any new or upgraded storm drainage improvements in the remainder of the watershed would be required to convey design year storm flows, no significant increases in velocity and related scouring, and no significant cumulative project flooding impacts are expected to occur downstream of the site.

Furthermore, the development and redevelopment of the remainder of the watershed would result in water quality impacts similar to those of the proposed project and would be subject to the same types of water quality requirements as the Project. Therefore, no cumulative water quality impacts are anticipated.

Implementation of the identified mitigation measures in accordance with LACDPW and RWQCB requirements would reduce erosion, sedimentation, and water quality impacts to less than significant levels. Therefore, no unavoidable significant project-specific impacts are anticipated.

As all development within the tributary watershed are expected to comply with jurisdictional requirements to ensure that upstream or downstream flooding does not occur and to ensure that downstream erosion and sedimentation do not occur, no unavoidable significant cumulative flooding, erosion or sedimentation impacts would be created. These developments must also comply with the water quality requirements of the RWQCB. Therefore, no unavoidable significant cumulative water quality impacts would occur.

(8) Sewer/Wastewater Service

Potential Effect

The Project will increase wastewater generation over existing on-site uses, which could be considered a significant impact unless sufficient capacity exists both in the local sewer line network.

Findings

Substantial evidence shows that the Millennium-Playa del Mar Apartments Project (combined, separately, and cumulative with other related projects) would not

significantly impact the sewer service environment during project construction or operation.

Facts

Construction contractor activities on site during construction would not contribute any quantifiable amount of wastewater to the sewer because contractors provide portable on-site sanitation facilities for use during demolition and construction that would be serviced by approved and licensed operators that maintain agreements with local treatment plants to dispose of their domestic sewage. Therefore, wastewater that would be generated during construction would not have a significant impact on local wastewater treatment facilities.

Based on information obtained from Development Resource Consultants, the sewage collection and conveyance system designed to serve the proposed Millennium-Playa del Mar Apartments Project would connect to the existing 8-inch sewer main located in Grosvenor Boulevard. The City and County of Los Angeles have evaluated the increase in sewer flows due to the Project and has found there to be sufficient capacity in the receiving mains. The LACDPW requires that any developer constructing a new sewer line must coordinate the construction and dedication of the sewer with the department's Water Works and Sewer Maintenance Division for future operation and maintenance. All local collector sewer lines within the Project boundaries would be constructed to the standards set forth by LACDPW, and would be sized to accommodate sewage flows generated at project buildout. Impacts to the wastewater collection system would be less than significant.

Sewage generated on the Project site would be conveyed via the mains identified to the HTP for treatment. With the HTP currently operating 130 mgd below capacity,

the addition of approximately 28,425 net gpd generated by the proposed Millennium-Playa del Mar Apartments Project would not exceed current plant exceeding capacity. This fact has been confirmed by the City of Los Angeles Bureau of Engineering that has issued a report indicating sewage treatment capacity was available and approved the request for the Project. This approval is contained in **Appendix 4.8**. Therefore, adequate capacity exists to treat sewage generated by the Project, and the impact of the proposed project on the sewage treatment system is less than significant.

The Millennium-Playa del Mar Apartments Project applicant must pay connection fees to the City of Los Angeles in order to fund incremental expansion of treatment capacity. The Project applicant has obtained a will serve letter prior to issuance of building permits demonstrating the ability of the treatment plant and collection system to accommodate project generated effluent (reference **Appendix 4.8**). Within the County, all sewer improvement will be required to be annexed to the Consolidated Sewer Maintenance District. Based on the above, no significant impacts to wastewater treatment facilities will occur as a result of the proposed project.

As will serve letters have been received (reference **Appendix 4.8**), the Millennium-Playa del Mar Apartments Project would not impact local receiving mains or treatment plant capacity. As such, no mitigation measures are proposed or are required.

As shown in DEIR Table 4.8-3, buildout of the Millennium-Playa del Mar Apartments Project and related projects occurring within the CSMD and MSMD would generate an estimated 2,064,516 gpd of domestic wastewater, which does not exceed the 130 mgd currently available at the HTP. Therefore, capacity is available at the HTP under current contracts. In addition, each future project is required to provide adequate capacity to convey sewage to a safe point of discharge and pay fees to connect to the

sewage system. In this manner, the existing sewage collection and conveyance system would be upgraded to accommodate sewage created by the development of future projects.

(9) Solid Waste--Construction

Potential Effect

Construction of the proposed Project would generate a net increase of solid waste, which will increase demand on limited landfill capacity.

Findings

Substantial evidence shows that construction of the Project will not result in significant solid waste impacts.

Facts

Potential solid waste impacts are discussed in DEIR Chapter 4.9.

Although it is anticipated that the soil exported from the Project site would be used as cover material rather than treated as solid waste, if all of the 15,000 cy of soil were disposed in the landfill as solid waste, then the impact of disposal of 18,150 tons of earth material would be to use approximately 0.28 percent of the remaining Puente Hills capacity. As such, the disposal of excess earth material at the Puente Hills landfill in 2009 is not considered significant.

On January 4, 2005, Los Angeles County adopted an amendment to Title 20, Utilities, of the Los Angeles County Code, to add Chapter 20.87, Construction and Demolition Debris Recycling, to provide for the recycling and reuse of construction and demolition debris in the unincorporated areas of the County of Los Angeles. The

Millennium-Playa del Mar Apartments Project would comply with this amendment. The Project proponent is required to prepare a Waste Management Plan to recycle, at a minimum, 50 percent of the construction and demolition debris. Reports would be submitted to the Los Angeles County Environmental Programs Division for review and approval.

To comply with County code requirements for construction debris recycling, waste generated during demolition and construction, demolition debris will be trucked from the site to one of several locations. It can be assumed that a portion of the trash and wood generated during demolition would be delivered to the Downtown Diversion facility located in Los Angeles, while a portion of the asphalt and stucco would be delivered to the Lovco crushing facility in Wilmington. The Downtown Diversion facility has a 1,500-ton capacity per day.² Other non-hazardous construction debris would be collected by local solid waste disposal companies and disposed of at local landfills. Given the sufficiency of available capacity at the Downtown Diversion facility, the Lovco Crushing facility, and local Class III landfills, the disposal of demolition and construction debris would not result in impacts that are considered significant. No mitigation is proposed or is required.

Site grading would require the export of 15,000 cy of earth material. The Project applicant indicates that excess earth material would be disposed of at the Puente Hills landfill that currently accepts earth material at no charge (as earth material is used for daily capping operations). Although it is anticipated that the soil exported from the Project site would be used as cover material rather than treated as solid waste, if all of the 15,000 cy of soil were disposed in the landfill as solid waste, then the impact of disposal of 18,150 tons of earth material would be to use approximately 0.28 percent of

² California Integrated Waste Management Board, <http://www.ciwmb.ca.gov/SWIS/19-AR-1224/Detail/>.

the remaining Puente Hills capacity (reference **Table 4.9-3**). As such, the disposal of excess earth material at the Puente Hills landfill in 2011 is not considered significant.

(10) Recreation

Potential Effect

Implementation of the proposed project will result in an estimated population increase of 480 new residents to the area, which would incrementally increase the use of parks in the area.

Findings

Substantial evidence shows that the Project will not cause a significant impact to park and recreation resources, nor will the Project result in a cumulatively significant impact.

Facts

The DEIR incorrectly stated that the Project could adversely impact park resources and would pay fees to mitigate potential park impacts. This statement was corrected in the FEIR. Los Angeles County is not authorized to collect Quimby Act fees from apartment projects. Furthermore, the Project will not result in a significant impact to Park Resources.

The County of Los Angeles Department of Parks and Recreation has recommended that no park fees be required for this Project. In addition, future publicly accessible parks will be built for Playa Vista, which will appropriately serve the new residents of the Millennium-Playa del Mar Apartments project.

The Los Angeles County Department of Parks and Recreation is responsible for maintaining and planning park space in the County of Los Angeles. The Project site is situated in County of Los Angeles Park and Recreation Planning Area No. 18B. Park Planning Area No. 18B maintains one park, Del Aire Park, which totals 7 acres. Del Aire Park contains four tennis courts, baseball/softball field, children's playground, gymnasium, multipurpose room, outdoor lighted basketball court, picnic areas, and restrooms.

Park Planning Area No. 18B is currently deficient in parks and recreational facilities by 26.4 acres. Implementation of the proposed Project will result in an estimated population increase of 196 new residents to the area, which may incrementally increase the use of parks in the area. But this potential increase in use will adversely affect existing parks in the area because the Project provides a significant amount of open space and passive as well as active recreational facilities on-site: five separate open space courts, swimming pool, clubhouse, and fitness center.

SECTION 2

SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL EFFECTS WHICH CANNOT BE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL

The County has determined that, although FEIR mitigation measures, design features included as part of the Project, and conditions of approval imposed on the Project will reduce the following effects, these effects cannot be feasibly or effectively mitigated to less than significant levels. Consequently, in accordance with Section 15093 of the *State CEQA Guidelines*, a Statement of Overriding Considerations has been prepared (see Section 6).

(1) Construction Noise

Potential Effects

Implementation of the Project would generate construction-related noise that is temporary in nature, but nonetheless could cause temporary significant noise impacts.

Finding

The construction-related noise impacts identified in the FEIR cannot be mitigated to a less than significant level. However, all feasible mitigation has been incorporated into the Project to substantially reduce the severity of the impact. Mitigation Measures 4.3-2 through 4.3-4, in addition to conditions of approval such as restrictions on grading and construction hours and construction equipment would substantially reduce, to the extent feasible, but not avoid the significant environmental impacts of construction-related noise.

Facts

Significant construction noise impacts are discussed in DEIR Section 4.2.6.6. The construction phase is planned for a period of 16 months, and will be broken into sub-phases that will overlap for short periods. Not all phases will result in significant noise impacts.

Noise levels were calculated to be highest during the phases of site development that included building demolition and removal, site grading, and excavation for the proposed building foundation. During these phases multiple pieces of heavy mobile equipment (backhoes, haul trucks, etc.) would be used on the site. The noise level for building demolition equipment, at a distance of 50 feet is calculated to be 87.7 dB(A). The noise levels calculated for the foundation and pavement demolition, and fence

removal equipment is 93.5 dB(A) at 50 feet. Noise levels for demolition, grading, and excavation would be audible and substantially above the permitted daytime standards of 75 and 80 dB(A) for single- and multi-family residential land uses and schools, as established in the County Noise Ordinance and shown DEIR Table 4.3-2. Construction activities, therefore, are expected to result in intermittent daytime exceedances of the County noise guidelines for short periods. As sensitive receptors are located adjacent to and in the vicinity of the Project site, this intermittent increase in noise would result in a significant impact and would most substantially impact those homes located north of the Project site.

Project construction will require the use of heavy trucks to haul equipment and materials to the site, as well as transport debris and earth excavated during demolition of existing structures and grading of the site. Wood and trash debris from demolition would be hauled to the Downtown Diversion Facility in the City of Wilmington, while asphalt and concrete would be hauled to the Lovco crushing facility in Wilmington. To limit noise impacts associated with construction traffic on nearby land uses, truck haul routes have been established which route vehicles away from sensitive uses to the maximum extent feasible.

Noise impacts from construction traffic would be greatest during the demolition and grading phases of project development, when (excepting construction employees trips) heavy trucks are expected to make up to 38 (round) trips on average per working day to haul debris and excess cut material from the site. This construction traffic would only be traveling to and from the site during working hours. The Los Angeles County Department of Public Works (LACDPW), Construction Division, limits construction activities to between the hours of 7:00 AM and 7:00 PM daily and prohibits work on Sundays and legal holidays. This reduces the impact on local residents by restricting

most construction-based noise generation to hours when most residents are at work and not generally home. Based on the U.S. Department of Transportation Highway Noise Prediction Model land uses within 50 feet of the haul route could experience temporary noise events ranging from 83 to 88 dB(A), which exceeds County standards outlined above. Therefore, a temporary significant impact would result from trucks traveling to and from the Project site along the haul route during the demolition and grading phases of the Project

(2) Air Quality--Construction

Potential Effects

Project construction will result in VOC emissions in 2012 that exceed SCAQMD's threshold of significance for VOC.

Finding

The construction-related air quality impacts of VOC emissions cannot be mitigated to a less than significant level. However, Mitigation Measures 4.4-1 through 4.4-4 as well as conditions of approval and design features such as development and implementation of a construction management plan incorporated into the Project would reduce the severity, to the extent feasible, the significant environmental effects.

Facts

Construction VOC emissions would exceed Southern California Air Quality Management District ("SCAQMD") regional significance thresholds. DEIR Table 4.4-13 shows that during the architectural coating phase of construction, VOC emissions will exceed the SCQAMD threshold by approximately 78.75 pounds per day. This impact will be temporary, but nonetheless significant.

Individual projects that exceed the SCAQMD-recommended daily thresholds for project-specific impacts would be considered to cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment. The Project's construction emissions would exceed the Project-level significance threshold for VOC in the year 2012. Therefore, construction of the proposed project would have a significant cumulative impact on air quality. However, since construction emissions exceed SCAQMD's VOC threshold, the Project would result in regional cumulative

emissions that are cumulatively considerable and would result in significant cumulative impacts during construction with respect to this criterion.

(3) Solid Waste

Potential Effects

Implementation of the proposed Project, together with the related projects, would generate a net increase of solid waste, which will increase demand on limited landfill capacity.

Finding

The Project-specific operational and cumulative solid waste impacts identified in the FEIR cannot be mitigated to a less than significant level and the Project's contribution to these impacts will be cumulatively considerable. However, mitigation measures 4.9-1 and 4.9-2, as well as conditions of approval such as a solid waste management plan incorporated into the Project would reduce, to the extent feasible, but not avoid the significant environmental effects.

Facts

Implementation of the proposed Millennium-Playa del Mar Apartments Project would result in the development of 196 apartment units (the only uses on associated with the Project that would generate quantifiable amounts of solid waste). However, the DEIR analyzed impacts that would result from the originally-proposed 216 apartment units. Thus, the solid waste impact analysis in the DEIR analyzes a greater potential impact than would result from the Project. Currently, there is an approximately 39,000-square-foot church and one residential unit on site.

DEIR Table 4.9-2 shows the solid waste generation of the originally-proposed project without any reduction for recycling. The County of Los Angeles identifies landfill capacity in 15-year planning periods, which currently ends in 2021. As shown in DEIR Table 4.9-3, Existing Landfill Capacity and Regional Needs Analysis for Los Angeles County, excess capacity would occur from 2010 through 2013. A shortfall in capacity would occur in 2014 and beyond 2021. However, it is not reasonably foreseeable that all existing landfill space will reach capacity and that no new landfill space or disposal options will be made available. Because untreated solid waste is a public health risk (e.g., from disease), it will be necessary for either local agencies or the state to intervene to assist with implementing new landfills and/or other disposal options. Nonetheless, because of the current County landfill deficit under a worst-case scenario, project-generated solid waste impacts related to the Project would be significant unless additional landfill space or other disposal alternatives are approved. Mitigation to reduce the amount of project-generated solid waste disposed of at landfills would reduce impacts to solid waste, but not to levels of insignificance.

As shown in DEIR Table 4.9-4, the Millennium-Playa del Mar Apartments Project and other related projects would generate an estimated 148,121 pounds per day, or 27,033.2 tons per year, of solid waste and are assumed operational by 2012. These quantities represent a worst-case scenario, with no recycling activities in place. However, future projects would be required to provide adequate areas for collecting and loading recyclable materials in accordance with the County's Model Ordinance to reduce the volume of solid waste entering landfills. This recycling, implemented in concert with the Countywide efforts and programs, would reduce the volume of solid waste generated by the Project and entering landfills. Assuming that cumulative projects will divert at least 50 percent of the waste stream annually, cumulative projects would generate approximately 13,516.6 tons of solid waste per year.

It is reasonable to assume the market forces that drive the waste disposal industry will place pressure on the industry and governmental agencies to continually identify new economically feasible means of waste disposal in the future to accommodate this growth. However, because an adequate supply of landfill capacity for this waste does not occur, waste management facilities in the County are deemed inadequate. Therefore, the cumulative increase in solid and hazardous waste generation would cause a significant impact unless additional landfill space or other disposal alternatives are approved.

The above finding is made in conjunction with a Statement of Overriding Considerations, which is simultaneously being adopted for the Project (see Section 6).

SECTION 3

GROWTH INDUCING IMPACTS OF THE PROJECT

Potential Effect

Development of the Project has the potential to induce growth by fostering economic or population growth or construction of additional housing either directly or indirectly.

Finding

The proposed Project does not meet a growth-inducing criterion specified under CEQA, and, therefore, the proposed Project is not considered to be growth inducing.

Facts

Growth inducing impacts are discussed at DEIR Chapter 9.0. The following facts support the above finding:

(1) Removal of an Impediment to Growth

The Project site is located in the unincorporated southwest portion of the County of Los Angeles, and is situated in an existing urban area. Currently, there are two church buildings and one single-family residence on the Project site. A full range of infrastructure and municipal services exist and are available to the Project site, including: vehicular and pedestrian access routes and public transit options; water, wastewater and stormwater infrastructure; police, fire and educational services; and recreational facilities. As such, the Project requires no improvements to infrastructure or services that have not been pre-planned. Therefore, under this criterion, the Project would not be growth inducing.

(2) Urbanization of Land in Remote Locations

Development can be considered growth-inducing when it is not contiguous to existing urban development and “leaps” over open space areas. The Project site is situated within an existing community that is contiguous to other developed uses located in the City of Los Angeles, and surrounding areas such as Culver City and Santa Monica. Further, the Project entails development of previously developed land. As a result, the proposed project will not “leap frog” over any undeveloped areas or induce development into an area not previously developed.

(3) Economic Growth

Project development would increase the population and housing opportunities within Los Angeles County at buildout. A temporary increase in construction-related job opportunities would also occur during site development. However, the short-term construction employment opportunities are likely to be filled by the existing labor force in the Los Angeles metropolitan area so no substantial influx of workers seeking to fill these temporary positions are anticipated.

With regard to operational impacts, the analysis contained in DEIR Section 4.0, Existing Conditions, Project Impacts, Mitigation Measures and Cumulative Impact Analysis, indicates that the growth in population and housing for the Project are within the Projections for the Westside Cities Subregion, as established by the Southern California Association of Governments (SCAG). The Project's population and employment generation would, therefore, not result in an increase in population and employment over expected levels, or that which has been officially planned for as part of the General Plan Housing Element. Based on the above, the Project is considered "growth accommodating" rather than "growth inducing" under this criterion.

(4) Precedent Setting Action

The proposed project studied in the DEIR is a request for a Conditional Use Permit to allow 216 apartments in one building with a maximum height of 4 stories (60 feet) along with a 433-space parking structure with a maximum height of 4.5 stories (50 feet); a zone change from R-3-DP and R-1 to R-4-DP; and a General Plan amendment to change the land use designation from Low Density Residential 1 to High Density Residential 4. These discretionary actions are common requirements for development within Los Angeles County, which is subject to a number of regulatory and planning policies.

The Project would also require a General Plan Amendment and Zone Change to increase density on the Project site. This change from lower to higher density would allow for the development of housing on the site and associated additional population. While this would allow additional growth over what is presently allowed under the General Plan and zoning ordinance, the Project would not induce additional population growth beyond what is projected for the area by SCAG. Therefore, the Project would not be considered as growth inducing under this criterion.

SECTION 4

FINDINGS REGARDING ALTERNATIVES

Alternatives to the proposed Project described in the Draft EIR were analyzed and considered.

The *State CEQA Guidelines* place some restrictions on the range of alternatives an EIR must address. First, the range of alternatives is limited by the rule of reason. An EIR need not evaluate every imaginable alternative or multiple variations of a single alternative. Second, an EIR need only examine those alternatives that meet most project objectives and which may substantially reduce or avoid the significant impacts of the proposed project. Third, the guidelines stipulate that alternatives addressed in an EIR should be feasible and should not be considered remote or speculative. When addressing feasibility, the guidelines state that "among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, jurisdictional boundaries, and whether the applicant can reasonably acquire, control or otherwise have access to the alternative site." Lastly, alternatives need not be presented in the same level of detail as the assessment of the proposed project.

The County finds that the alternatives discussed in the FEIR constitute a reasonable range of alternatives necessary to permit a reasoned choice. The FEIR concluded that the "No Project" Alternative was the environmentally superior alternative. However, as specified in the *State CEQA Guidelines* (Section 15126.d.2) if the No Project Alternative is the environmentally superior alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

Alternative 1 - The "No Project" Alternative

Description of Alternative

Under this alternative, the Project site would remain in its present condition with improvements as they exist.

Comparison of Effects

None of the potential Project-related impacts identified in the FEIR would occur under the "No Project" alternative. The selection of the "No Project" alternative, however, is not consistent with the objectives of the Project. Furthermore, no traffic signal would be placed at the intersection of Grosvenor Boulevard/Jefferson Boulevard. The benefits of improving existing traffic congestion as a result of this traffic signal would not occur.

Finding

The "No Project" alternative is rejected as infeasible because it fails to meet any of the objectives identified in the DEIR, would not provide any of the Project benefits as set forth herein.

Facts

The No Project alternative would leave the existing structures on the site. The church, surface parking, and single-family residence could remain and operate as they have in the past. Demolition, grading, and excavation are not anticipated as part of Alternative 1. No discretionary approval would be needed for Alternative 1 and the existing church uses permitted under conditional use permit (CUP) 85-019, which allows a maximum building occupancy of 1,600 people, would continue. A minimum of 320 parking spaces are required under the CUP and about 375 currently exist. The "No

Project” Alternative would not provide housing or reconcile the inconsistency between the zoning the General Plan.

Alternative 2 – Residential Buildout as Allowed Under General Plan

Description of Alternative

The existing General Plan land use designation for the site is Low Density (1 to 6 dwelling units per acre). Under this alternative, a maximum of six residential units could be built for each developable acre of the larger parcel on the property. In total, approximately 26 single-family detached homes could be built on the site, and the existing single-family home on the smaller parcel would remain (6 units × 4.36 acres = 28 units).

Comparison of Effects

Construction noise and air quality impacts associated with this alternative are similar to the proposed project. The majority of noise impacts would occur during the initial demolition, excavation, and grading phases of site development. Because both the proposed project and Alternative 2 would involve demolition of the church, demolition of the surface parking lot pavement, excavation, and removal of the earthen mound, and leveling of the site for building, the noise associated with these activities would be virtually identical between the proposed project and Alternative 2. Under this alternative, similar machinery would be required to complete these phases. Therefore, the maximum noise levels experienced by nearby residents would be similar to the proposed project and are expected to exceed County standards.

It is presumed that given residential setbacks (a 20-foot rear yard setback) and building heights (a 24-foot-high residential structure height) as defined in the County of

Los Angeles Zoning Ordinance, it is presumed that the mass of the residential structures proposed as part of Alternative 2 would result in incrementally reduced impacts to the visual resources environment. However, project impacts associated with the visual resources environment were not considered adverse and not significant.

This alternative would result in reductions in project impact potential but would not substantially reduce the significant, construction-related noise and air quality impacts that are associated with the proposed project.

This alternative would involve the demolition of all existing structures on the site, except the existing single-family home, as well as excavation and removal of the mounded center area of the site to create a more level parcel for development. Excavation similar to the proposed project would be required for this leveling, and to create foundations for the new homes. This alternative would roughly require, and assumes, the same amount soil export (16,584 cubic yards), and therefore about the same amount of total truck trips to haul excavated soils off site. However, the foundations for the single-family detached homes are not as deep as for the proposed apartment building(s) and excavation associated with the parking structure is not required. Thus, this alternative may require incrementally less soil excavation. For the purposes of this alternative, construction of the streets drives and homes is expected to be similar in duration to the proposed project (i.e., 17 months).

Alternative 2 would not require an amendment to the County of Los Angeles General Plan but would still require a discretionary approval of a conditional use permit.

Finding

Alternative 2 is found infeasible on the basis that it would fail to meet the basic project objectives and would not substantially reduce or avoid the Project's significant environmental impacts.

Alternative 3 – Three-Story Residential Development over One Level of Ground-Level Parking

Description of Alternative

Under this alternative, multiple three-story buildings would be constructed above one story of at-grade parking on the Project site. This alternative would be assumed to contain approximately 190 residential units.

Comparison of Effects

Due to the provision of at grade parking, the height of the structure would be approximately the same height as the proposed Millennium-Playa del Mar Apartments Project. Exterior balconies are proposed on all sides, but the structure would contain fewer units because the ground floor would be used for parking instead of residential uses. This alternative would require excavation and grading to level the site, and a similar amount of demolition and removal of existing materials. Therefore, development of the site under this alternative would involve the same amount of overall excavation and material hauling as the proposed project.

The slightly smaller size of the Project being developed, and the reduced building scale would reduce the proposed project's 22-month construction period by 10 percent to approximately 20 months. Approximately one to two weeks of this reduction would occur during site preparation (excavation and grading operations). Environmental impacts associated with site grading would be similar to the proposed project. However, significant adverse impacts associated with construction noise that

would occur as a result of site excavation and construction would be incrementally reduced as the duration of construction activity (and thus the impact) would be reduced by 10 percent (approximately 2.2 months) when compared to the proposed project. Because the same equipment would be used for demolition and grading, noise levels during demolition and site grading of Alternative 3 would be identical to those of the proposed project and County noise standards would also be equally exceeded. The reduced construction schedule would result in a reduction in noise associated with structure construction. Noise generated during building construction would also exceed County standards and this significant impact would be reduced but not avoided by Alternative 3. Therefore, Alternative 3 would incrementally but not substantially reduce construction-related noise impacts, which would remain significant.

Primarily due to a reduction in vehicle trips and a reduction in the intensity of land uses proposed as part of Alternative 3, impacts associated with project operation on the air quality environment would be incrementally reduced. However, impacts on the air quality environment during project operation were not considered significant and no mitigation was required. Significant construction Air Quality impacts would be reduced but not avoided.

Traffic associated with Alternative 3 would generate a net increase of 835 trips, while proposed project would generate a net increase of 1,078 trips. As proposed, the Project would mitigate an already significant traffic impact that occurs at the intersection of Grosvenor Boulevard and Jefferson through signalization. Given the net decrease in trips associated with Alternative 3, it is presumed that this significant impact may still occur and may not be mitigated as a result of the implementation of Alternative 3.

Building heights associated with Alternative 3 would be similar to the proposed project. Given the distance of the structures proposed as part of Alternative 3 and the existing single-family homes to the north and apartments to the south it is presumed that the mass of the residential structures proposed as part of Alternative 3 may be reduced to a small degree. However, project impacts associated with the visual resources environment were not considered adverse and not significant.

Alternative 3 would also require an amendment to the County of Los Angeles General Plan. (i.e., a change in the General Plan land use designation from Low-Density 1 (1 to 6 dwelling unit per [du/acre]) to High Density 4 (22 or more du/acre; and a zone change from R-3-DP (4.22 acres) and R-1 (0.14 acre) to R-4-DP), in addition to development program conditional use permit.

Finding

Alternative 3 would meet most of the basic objectives of the Project but would not result in the public benefit resulting from the traffic signal at the intersection of Grosvenor Boulevard/Jefferson Boulevard. Alternative 3 is rejected as infeasible because it would not substantially reduce or avoid the significant impacts of the Project and would not result in the public benefits of the Project.

Alternative 4 – Park/Taller Building over Underground Parking

Description of Alternative

Under this alternative, a six-story apartment building approximately 100 feet tall would be constructed over underground parking on the eastern portion of the Project site and 2 acres of private open space for project residents would be constructed on the

western portion of the site. The proposed apartment building would have 216 units and 433 parking spaces, the same as the proposed project.

This alternative was developed in response to requests for using the property as public open space while leaving a portion of the Project available to the property owner and applicant for private use—otherwise using the property entirely for public use would constitute a taking of the property for public use.

Comparison of Effects

This alternative would involve removing all existing structures on the site and thus would require a similar amount of demolition and removal of existing materials. However, construction of the proposed underground parking structure would require a significant amount of excavation and grading. Therefore, development of the site under this alternative would result in a greater amount of soil that would need to be exported off site, and thus a greater amount of total truck trips.

In addition, due to the size of the proposed structure, it is expected that the proposed 22-month construction period would be increased to 27 months. This schedule is based on one month of demolition, five months of excavation and grading, and 21 months of building/park construction.

Construction noise impacts would be greater than the proposed project. Demolition, excavation, and grading cause the most severe noise impacts of construction. Because Alternative 4 requires increased grading volumes, construction noise to adjacent residents would be increased. The increased construction schedule for Alternative 4 is the result of excavating a subterranean parking structure and building a taller building than the proposed project. Additional hauling and a longer construction

period would cause the construction noise impacts of Alternative 4 to be more severe than the proposed project and remain significant.

Building heights associated with Alternative 4 would be substantially higher. However, setbacks between structures proposed as part of Alternative 4 would be increased and a 2-acre park area is proposed in the western portion of the Project site. It can be assumed that the height and mass of the structure proposed as part of Alternative 4 would be substantially taller than other structures occurring in the Project area and would stand out in sharp contrast to the existing landscape. Further, this structure would differ substantially from existing code requirements pertaining to structure height in this portion of the County.

Finding

Alternative 4 is rejected as infeasible because would increase the significant environmental impacts of the Project and would cause significant impacts that the proposed project does not cause.

Environmentally Superior Alternative

The No Project alternative is environmentally superior as it would not result in significant construction-related noise and air quality impacts or other impacts on the visual resource, water quality, solid waste, or sewer environments. However, the No Project alternative is not consistent with project objectives. The proposed project would improve traffic conditions at the intersections of Grosvenor Boulevard/Jefferson Boulevard and Westlawn Avenue/Jefferson Boulevard. By contrast, the No Project Alternative would not result in similar benefits at these intersections.

As specified in the *State CEQA Guidelines* Section 15126(d)(2), if the No Project alternative is the environmentally superior alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. Of the alternatives considered, Alternative 2: Residential Buildout as Allowed Under the General Plan, would be the superior alternative. This alternative would result in the greatest reduction of the severity of unavoidable significant air quality impacts associated with the Millennium-Playa del Mar Apartments Project due to a reduced number of truck trips. However, this alternative would not result in reductions in construction noise and air quality impacts to levels that are not considered significant. However, this alternative does not fulfill the following basic objectives of the Project:

- Contribute toward an adequate supply of housing preserved and maintained in sound condition, located within safe and decent neighborhoods, as stated in the 2008 Housing Element; and
- Provide new housing to meet current and future needs in an area with significant unmet demand for housing

Alternative 2 does not meet this Project objective because the expected demand for housing requires increases in density to meet current and future need for housing in the area. As shown in Table 4.1-1, the population of the unincorporated Westside Cities Subregion is expected to grow by 41.3 percent by 2030. By contrast, housing opportunities in the same region are expected to grow only 29.3 percent. Therefore, additional residential density is needed to close the gap between population growth and housing opportunities. Alternative 2 fails to meet this Project objective of closing that gap because Alternative 2 maintains existing levels of residential density that have already been shown as insufficient to accommodate expected unmet demand.

- Construct high-quality multi-family housing at a density, physical scale, and architectural style compatible with and complimentary to adjacent uses and the surrounding neighborhood.

Adjacent uses on the site include three-story multi-family houses along the southern border of the Project site. Alternative 2 would fail to provide multi-family housing compatible and complimentary to this adjacent use.

- Adjacent uses on the site include three-story multi-family houses along the southern border of the Project site. Alternative 2 would fail to provide multi-family housing compatible and complimentary to this adjacent use

This area of the county will experience a 41.3 percent growth in population and a 29.3 percent growth in housing that cannot meet demand unless density is increased in residential developments. DEIR Table 4.1-1 also shows an expected 34.5 percent growth in employment in the area. Thus, the area has strong population and employment growth, but housing growth lags behind. Because Alternative 2 does not contribute to closing the jobs-housing gap that will occur in this area, it does not meet this Project objective.

- Avoid unnecessary environmental impacts associated with grading and excavation by building structures above a level grade to the extent feasible

Alternative 2 merely reduces the severity of air quality impacts, but does not avoid them.

Finding

Although Alternative 2 is the Environmentally Superior Alternative, the Commission hereby finds that this alternative is infeasible because it fails to meet the

basic objectives of the Project and does not substantially reduce or avoid the significant impacts of the Project.

SECTION 5

FINDINGS REGARDING MITIGATION MONITORING PROGRAM

Section 21081.6 of the Public Resources Code requires that when a public agency is making the findings required by *State CEQA Guidelines* Section 15091(a)(1), codified as Section 21081(a) of the Public Resources Code, the public agency shall adopt a reporting or monitoring program for the changes to the Project which it has adopted or made a condition of approval, in order to mitigate or avoid significant effects on the environment.

The Commission hereby finds that the Mitigation Monitoring Program, which is attached as Exhibit A to these Findings and incorporated in the Project's Coastal Development Permit, meets the requirements of Section 21081.6 of the Public Resources Code by providing for the implementation and monitoring of Project conditions intended to mitigate potential environmental effects.

SECTION 6

STATEMENT OF OVERRIDING CONSIDERATIONS

The FEIR identified and discussed significant effects that will occur as a result of the Project. With the implementation of the mitigation measures discussed in the FEIR, these effects can be mitigated to levels of insignificance except for unavoidable significant Project impacts regarding construction noise, construction air quality and unavoidable significant cumulative impacts on solid waste disposal, as identified in Section 2 of these findings.

Having reduced the significant adverse environmental effects of the proposed Project by approving the Project and adopting the conditions of approval and the mitigation measures identified in the FEIR, and having balanced the benefits of the Project against the Project's potential unavoidable significant adverse impacts, the Commission hereby determines that the benefits of the Project outweigh the potential unavoidable significant adverse impacts, and that the unavoidable significant adverse impacts are nonetheless acceptable, based on the following overriding considerations: Alternative 2 merely reduces the severity of air quality impacts, but does not avoid them.

- The Project provides a new traffic signal at the intersection of Grosvenor Boulevard/Jefferson Boulevard which would more than mitigate the Project's impacts—it would improve traffic circulation in this area for the benefit of the public.
- The Project provides additional rental housing in an area characterized by a significant unmet housing need.
- The subject property is currently developed with a church, appurtenant surface parking and an adjoining single-family residence owned by the church. In contrast to the existing church building and single-family residence sited on the property, which are devoid of architectural interest and lack quality design, the architecture and landscape design of the Project will be of the utmost quality; the approved apartments' high-quality architecture and design will contribute positively to residential property values in the neighborhood, which is beneficial to the welfare of the residential property owners in the vicinity. The Project will also generate additional property tax revenues for the County, which, in turn,

will contribute positively to the general welfare as those taxes are apportioned by the County to help fund its social programs.

- Proceeds from the sale of the subject property will help fund a charitable educational non-profit foundation operated by the church.
- In response to neighbor concerns the applicant has incorporated additional design features for the benefit of the public, including:
 - A 10-foot-wide landscape set-back area to the south of the North Property Line between Grosvenor Blvd and the fire access gate located on the Property.
 - At the fire access gate, the landscape set-back area will transition easterly to 6 feet wide between the fire access gate along the North Property Line to the eastern Project boundary, at the alley west of Centinela Street.
 - An 8-foot-tall concrete block wall along the entire North Property Line of the north side of the Property.

SECTION 7

SECTION 15091 AND 15092 FINDINGS

Based on the foregoing findings and the information contained in the record, the Commission has made one or more of the following findings with respect to each of the significant adverse effects of the Project:

- a. Changes or alterations have been required in, or incorporated into, the Project that mitigate or avoid many of the significant environmental effects identified in the FEIR.
- b. Some changes or alterations are within the responsibility and jurisdiction of another public agency and such changes have been adopted by such other agency, or can and should be adopted by such other agency.
- c. Specific economic, legal, social, technological or other considerations make infeasible the mitigation measures or alternatives identified in the FEIR.

Based on the foregoing findings and the information contained in the record, and as conditioned by the foregoing:

- a. All significant effects on the environment due to the Project have been eliminated or substantially lessened where feasible.
- b. Any remaining significant effects on the environment found to be unavoidable are acceptable due to the overriding considerations set forth in the foregoing Statement of Overriding Considerations.

SECTION 8

SECTION 21082.1(c)(3) FINDINGS

Pursuant to Public Resource Code § 21082.1(c)(3), the Commission hereby finds that the FEIR reflects the independent judgment of the lead agency.

SECTION 9

CUSTODIAN OF RECORDS

The custodian of the documents or other material which constitute the record of proceedings upon which the Regional Planning Commission's decision is based is the Department of Regional Planning located at 320 West Temple Street, Los Angeles, California 90012.

SECTION 11

RELATIONSHIP OF FINDINGS TO EIR

These findings are based on the most current information available. Accordingly, to the extent there are any apparent conflicts or inconsistencies between the DEIR, RDEIR and the FEIR, on the one hand, and these findings, on the other, these findings shall control and the DEIR, RDEIR, FEIR, or all three, as the case may be, are hereby amended as set forth in these findings.

Regional Planning Commission Hearing

October 6, 2010



Los Angeles County
Department of Regional Planning

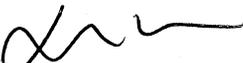


Planning for the Challenges Ahead

Richard J. Bruckner
Director

September 30, 2010

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

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

SUBJECT: **OCTOBER 6, 2010 RPC PUBLIC HEARING
AGENDA ITEM NO. 6
PROJECT NO. R2009-02015-(2)
(GENERAL PLAN AMENDMENT NO. 200900013/ ZONE
CHANGE NO. 200900013/ CONDITIONAL USE PERMIT NO.
200900150/ PARKING DEVIATION NO. 201000005/
ENVIRONMENTAL ASSESSMENT NO. 200600147)
MILLENNIUM-PLAYA DEL MAR 196-UNIT APARTMENT**

Attached are two additional letters in support of the project from area business owners and stakeholders.

If you have any questions, please do not hesitate to contact me via email at mkim@planning.lacounty.gov or at (213) 974-6443.

MM:MKK

09/29/10

VOSS, SILVERMAN & BRAYBROOKE LLP

VSS & B

September 24, 2010

Los Angeles County Regional Planning Commission
Attention: Mr. Wayne Rew, Chairman
320 W. Temple Street, Room 1340
Los Angeles, CA 90012

Re: Millennium Playa del Mar Apartments: County Project No. R2009-02015; 5550
Grosvenor Boulevard, Los Angeles

Dear Mr. Rew:

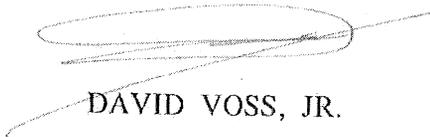
As a Playa del Rey resident and a former member of the West Los Angeles Planning Commission, I have seen many developers and the way they have worked with the community. I am writing today to tell you how impressed I am with The Dinerstein Companies and its Millennium Playa del Mar project.

The developer has truly listened to its neighbors and gone out of its way to make modifications to the project to make it fit more seamlessly into the neighborhood. Not only has the project been reduced by 10% (from 216 units to 196 units), the developer has also made significant height reductions to both the garage and the residential building, agreed to mechanically ventilate the garage and improve its façade, added more and better buffers to reduce noise and light from impacting neighbors, increased the landscaped setback and much, much more.

In addition, The Dinerstein Companies is proposing a project that truly addresses environmental concerns and promotes sustainability. The project will be LEED-certified and will include electric vehicle charging stations, interior bicycle lockers and other amenities that will encourage residents to "go green."

Quite simply, this is exactly the kind of project the county (and every jurisdiction in Southern California) should look to support. I encourage you to grant The Dinerstein Companies the approvals it is seeking. The message you will send to other developers is that the county appreciates developers who are responsive to the community and who deliver high-quality, sustainable projects. Thank you.

Sincerely,


DAVID VOSS, JR.

MARINA TOWERS
4640 ADMIRALTY WAY, SUITE 800
MARINA DEL REY, CA 90292
T 310.306.0515 F 310.306.5368



September 29, 2010

Los Angeles County Regional Planning Commission
Attention: Mr. Wayne Rew, Chairman
320 W. Temple Street, Room 1340
Los Angeles, CA 90012

Re: Millennium Playa del Mar Apartments: County Project No. R2009-02015; 5550
Grosvenor Boulevard, Los Angeles

Dear Mr. Rew,

As a business located very close to the proposed Millennium Playa del Mar Apartments, Mercury Air Group is pleased to offer its support for this project.

Locating homes near jobs makes a great deal of sense. It reduces commutes, saves gas, lowers emissions and results in a happier workforce. As a global leader in the aviation services industry, Mercury's headquarters on Jefferson Boulevard and our operations at LAX attract employees from throughout the Los Angeles Basin. Adding additional housing nearby would be a significant benefit to our employees and others.

Furthermore, the project developer has been excellent in terms of reaching out to the neighbors and working with them to craft a project that fits within the fabric of the neighborhood. By lowering heights, reducing density and adding buffers, the developer has created a project that fits more seamlessly into the neighborhood while still providing 196 new units for those who want to live closer to where they work.

Millennium Playa del Mar is good planning being built by a good developer. This is a project that deserves the county's support. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "David Herbst", is written over a large, stylized, dark-colored graphic that resembles a signature or a logo element.

David A. Herbst
Executive Vice President



Los Angeles County
Department of Regional Planning



Planning for the Challenges Ahead

Director
Richard J. Bruckner

September 23, 2010

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

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

SUBJECT: **October 6, 2010 RPC PUBLIC HEARING**
AGENDA ITEM NO. 6
PROJECT NO. R2009-02015-(2)
GENERAL PLAN AMENDMENT NO. 200900013
ZONE CHANGE NO. 200900013
CONDITIONAL USE PERMIT NO. 200900150
ENVIRONMENTAL ASSESSMENT NO. 200600147
MILLENNIUM-PLAYA DEL MAR APARTMENTS

This item is continued from May 12, 2010, June 16, 2010, and July 14, 2010 public hearings.

SUMMARY OF PROCEEDINGS

May 12, 2010

This item was continued to allow the applicant and residents to meet to discuss concerns raised by the community. Commissioners Valadez, Bellamy, and Helsley were present at the hearing. There was no staff presentation and no testimony other than the request for the continuance.

June 16, 2010

The project was continued to allow the applicant and residents to continue to meet to reach an agreement on the proposed development. Commissioners Rew, Valadez,

Bellamy, and Helsley were present at the hearing. There was no staff presentation and no testimony other than the request for the continuance.

July 14, 2010

A revised project proposal resulting from the community meetings was presented to the Commission. The project was revised from a 216-unit apartment with 433 parking spaces to 196-unit apartment with 353 parking spaces and reduction in height.

Commissioners Rew, Valadez, Bellamy, and Modugno were present at the hearing. The Commission took testimony from the applicant and the public. Many speakers testified that they were not opposed to the development of the property, but were opposed to the density, scale, access, and potential impacts of the project.

Portions of the Draft Environmental Impact Report had to be re-circulated as a result of the revised project description and request for a parking deviation permit. The Commission continued the public hearing to October 6, 2010 and instructed staff and applicant to respond to issues raised at the hearing.

ISSUES RAISED AT THE PUBLIC HEARING

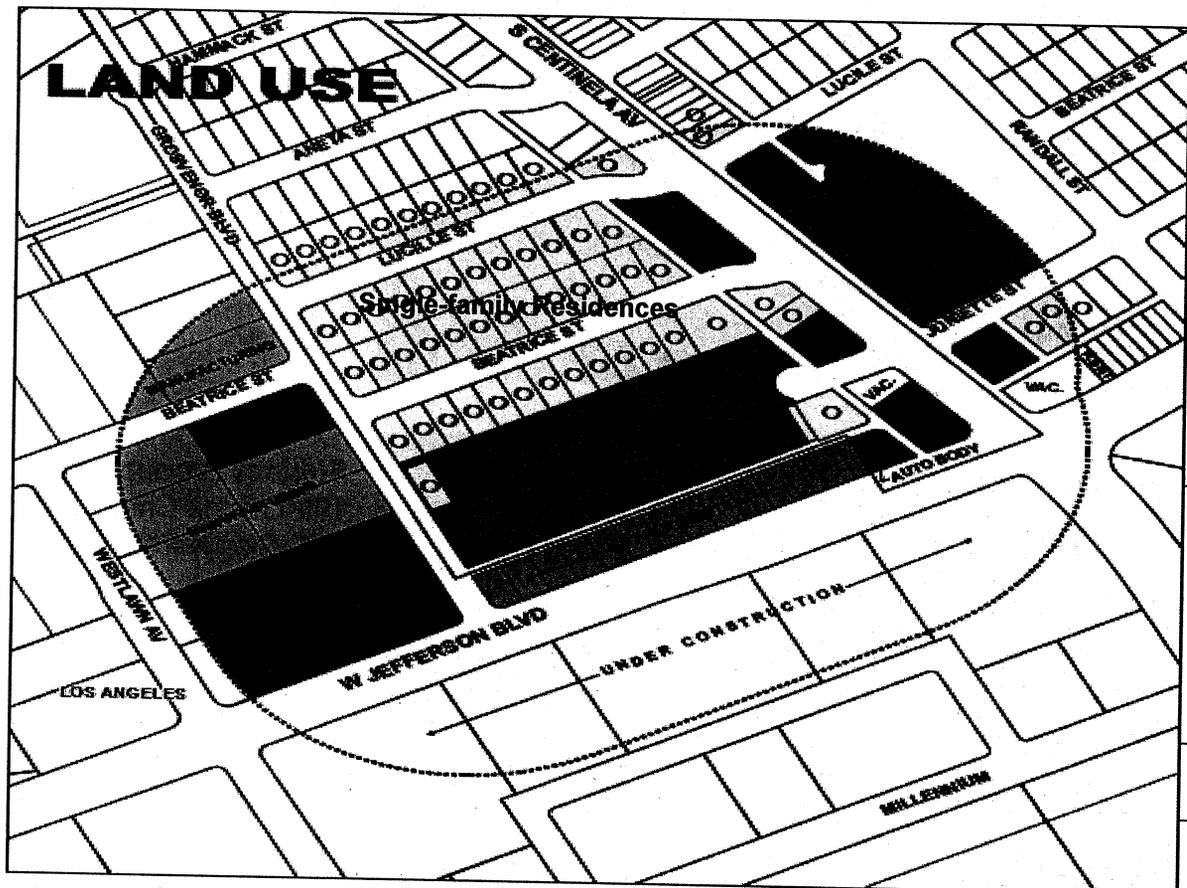
Issues raised by the testifiers are paraphrased by topic and highlighted in bold. Staff and applicant responses and analysis follow each topic.

Density

The project density is too high. Density acceptable to the community is 150 to 165 units, not 196.

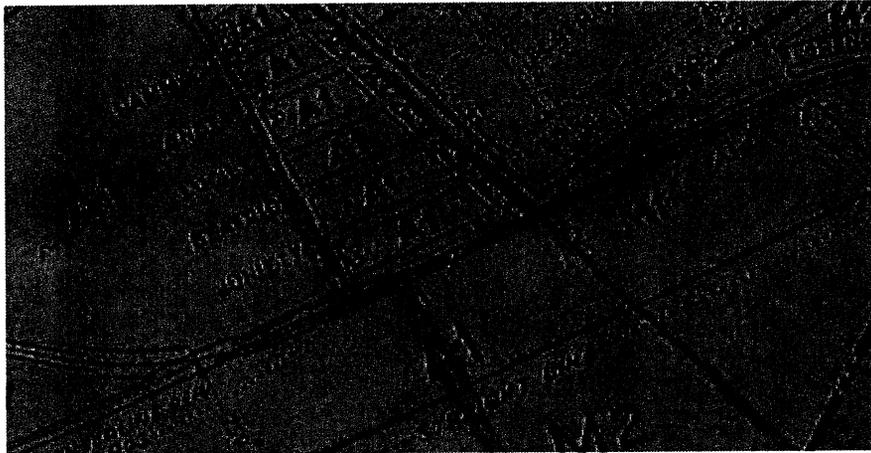
The project is compatible with surrounding land uses and density within 500 feet radius of the project site as shown by the map below. Surrounding land uses consist of single-family residences on the north; apartment buildings on the south; businesses and an elementary school on the east; light industry and manufacturing on the west.

Surrounding Land Use Map

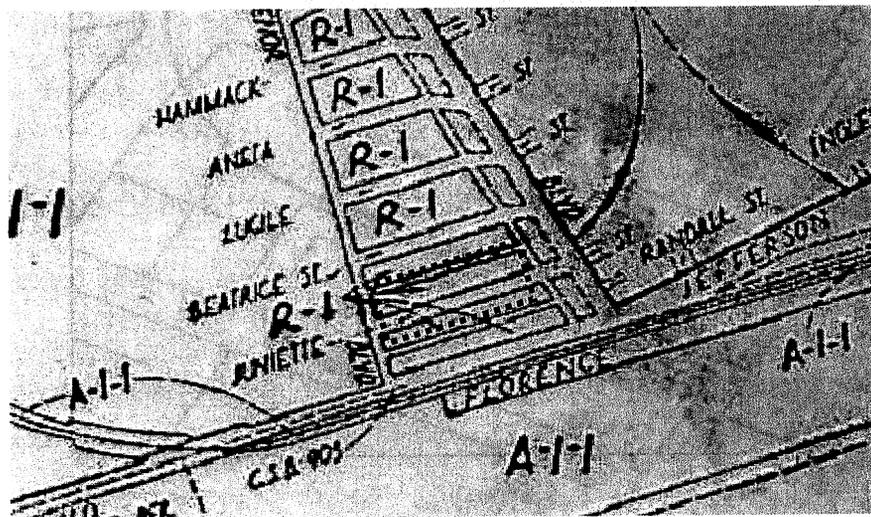


Density within 500-foot radius of the subject property is approximately 60 units per acre. Density of the proposed project is 45 dwelling units per acre. The project is bounded by low-density single-family residential development to the north and high-density multi-family residential development to the south. The density on the north is six dwelling units per acre; on the south, 99 dwelling units per acre.

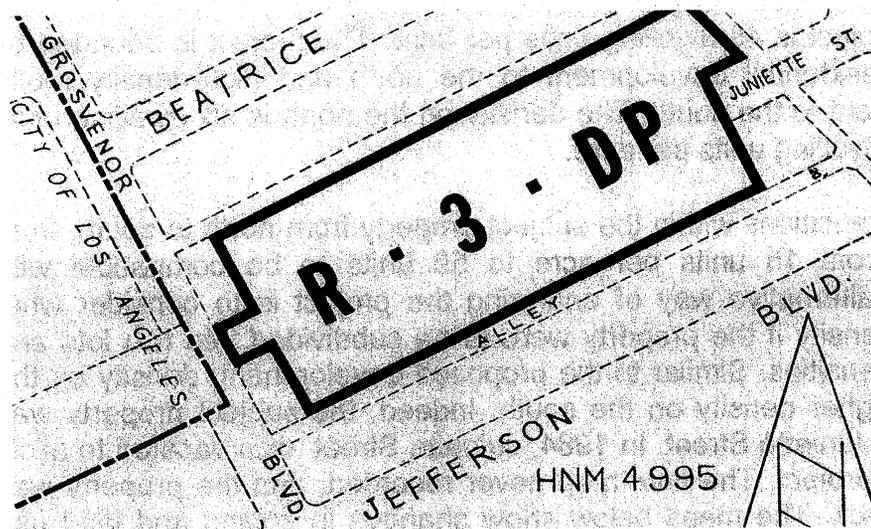
The density of the project transitions within the subject property from north to south, from lower to higher density, from 15 units per acre to 59 units to be compatible with surrounding densities. An alternative way of analyzing the project is to consider what could be the appropriate density if the property were to be subdivided into two lots and developed at appropriate densities. Similar to the proposed development, density on the north would transition to higher density on the south. Indeed, the subject property was once two lots separated by Juniette Street. In 1984, Juniette Street was vacated to allow for a 88-unit condominium project. The final map never recorded, and the property was later developed with a church. The maps below show changes in zoning and land use over the last 60 years.



Subject Property In 1950: Juniette Street bisected the property from Grosvenor Blvd to Centinela Ave.



Subject Property in 1960: Zone Change to R-1 (Single-Family Residential) Zone.



Subject Property In 1984: Zone change allowed Juniette Street to be vacated and lots to be assembled into one parcel for a condominium project.

Existing apartments have higher density because they front Jefferson Blvd, whereas the project site is an interior lot adjacent to single-family residences.

The subject property is an interior lot and does not have frontage on Jefferson Blvd; accordingly, the proposed density is half the density of the lots fronting Jefferson Blvd that are developed at 99 dwelling units per acre.

Access

The entrance and private driveway are located directly behind single-family residences next to backyards.

Single-family residences are buffered from the driveway by an eight-foot tall block wall and a 10-foot wide setback. The setback will be landscaped with trees and foliage screening the homes from the development. Along the portion of the driveway leading into the parking structure, two-story carriage units provide further buffer between the driveway and single-family residences and help attenuate noise and visual impacts. The easterly driveway is a dedicated fire lane reserved for emergencies.

The project will increase traffic on the alley.

Access to the alley, from the garage, will be a right-turn only exit directing traffic to travel a short distance to Grosvenor Blvd, where the intersection of Grosvenor Blvd and Jefferson Blvd will be signalized.

Existing entrance and exit on Grosvenor Blvd and Juniette Street should be used.

Juniette Street will remain as an access point for the dedicated fire lane. It is staff's opinion that primary access via Juniette Street will have more of an impact on the residential neighborhood and traffic pattern than directing traffic onto Grosvenor Blvd and providing a traffic signal at the intersection of Grosvenor Blvd and Jefferson Blvd. Juniette Street is located midblock and too close to the intersection of Centinela Ave and Jefferson Blvd to serve as a primary artery for the proposed development.

Traffic

Residents are concerned with traffic on the driveway near single-family residences, alley, and neighborhood.

The project is expected to generate 956 average daily trips, 104 of which would occur during the evening peak hour. Currently, the church's parking lot generates an evening peak hour trip of 102. The proposed development would add only 2 additional trips to the existing evening peak hour traffic.

To improve traffic flow in the area, the applicant is installing a traffic signal with Automated Surveillance and Control (ATSAC) and Adaptive Traffic Control System (ATCS) features at the intersection of Grosvenor Blvd and Jefferson Blvd.

Traffic on the driveway near single-family residences is mitigated by an eight feet high block wall, 10 feet of landscaping, and 22 feet deep carriage units. Additionally, the single-family neighborhood is not accessible from Grosvenor Blvd. The residential streets are accessed via Centinela Ave and end in a cul-de-sac with no through passage to or from Grosvenor Blvd. Please see the map below.

Cul-De-Sac



Alley

The project will turn the alley into a wind tunnel.

The mass of the building is broken up by architectural articulations, additional setbacks, and landscaping. The applicant is improving the alley by widening the alley by an additional three feet, providing setbacks ranging from 7 to 19 feet, and landscaping the setbacks. These improvements will interrupt the wind-flow on the alley.

Increased traffic on the alley will turn it into a street.

According to the Draft Environmental Impact Report, 87.5 percent of the existing traffic on the alley is eastbound, traveling from Grosvenor Blvd to Centinela Blvd via the alley. A traffic signal at Grosvenor Blvd and Jefferson Blvd will divert eastbound traffic from the alley to Jefferson Blvd.

Trash and moving trucks will be using the alley.

The applicant will arrange for trash pick-up on Grosvenor Blvd by moving the trash bins out onto Grosvenor Blvd on trash pick-up days.

Subterranean Parking

The project should be redesigned to provide subterranean parking with the driveway relocated away from single-family residences.

The applicant conducted a survey of multi-family developments in the area. The survey shows that the market does not support subterranean parking at the density proposed by the project. Developments with subterranean parking have an average density of 86 dwelling units per acre. Developments with wrap garages have an average density of 55 dwelling units per acre compared to 45 dwelling units per acre proposed by the applicant. The project density is lower than existing developments with wrap garages. (Please see attached survey.)

Noise

Increased traffic will increase noise for residents who don't have air conditioning and therefore cannot keep windows closed.

According to the noise analysis in the Draft Environmental Impact Report (DEIR), the 196-unit apartment is expected to generate an Average Daily Trip (ADT) of 956 vehicular trips on the northern driveway and 478 vehicular trips on the alley (egress only). Noise modeling results for ADT on the northerly driveway indicates an expected noise level of 45.5 dB(A) CNEL¹ ("decibel"). This noise level is expected to be attenuated by the eight-foot high block wall, 10-foot wide landscape setback, height of the foliage (12 to 16 feet tall), and the two-story carriage units (22 feet deep and 250 feet long). With the attenuation, the noise level is expected to be 34.1 dB(A) CNEL. This level corresponds to

¹ A-weighted decibel (dBA) is the community noise levels that correlate to the sound pressure levels detected by the human ear. CNEL is the community noise equivalent level representing time-weighted 24-hour average noise level. Source: Sacramento County Noise Scales and Measurement Definitions, path <http://www.msa2.saccounty.net/dwr/Zone%2040/Z40%20Appdx%20D%20-%20Noise.pdf>, accessed September 20, 2010.

“Quiet urban nighttime” noise level as provided in The Noise Guidebook² of the U.S. Department of Housing and Urban Development, Office of Community Planning and Development. This level is below the allowable noise levels standardized by the County of Los Angeles. (Please see attached noise chart.)

Air Quality

Residents are concerned about air quality arising from traffic on the alley and private driveway. Apartments and some single-family homes do not have air conditioning and need to keep windows open.

The project would not exceed the air quality threshold established by Southern California Air Quality Management District (SCAQMD). The Draft Environmental Impact Report used state standards to calculate the vehicle carbon emissions rate. Using the peak hour trip generation of 136, and assuming that all of these cars were queued for 5 minutes with the engine on, the carbon emission level per hour would be 4.1 carbon parts per million. The acceptable standard set by SCAQMD is 20 carbon parts per million. Nevertheless, the project will provide an enclosed, mechanically ventilated parking garage to reduce potential noise and air quality impacts.

Quality Of Life During Construction

Construction activities will create noise, air pollution, and traffic problems.

The project conditions of approval will require compliance with the County’s noise ordinance, reduction in construction traffic by storing equipment onsite, and inhibition of dust by using soil binders, watering, and other dust suppression methods.

In addition, noise, air quality, and traffic mitigation measures are part of the project’s Mitigation Monitoring Program.

Plan Amendment and Zone Change Burden of Proof

The project does not meet the Plan Amendment and Zone Change Burden of Proof.

The Plan Amendment and Zone Change Burden of Proof require substantiation of the following: 1) modified conditions warrant changes, 2) there is a need for zone change and/or plan amendment, 3) location is suitable, 4) changes are in the interest of public health, safety and general welfare, and in conformity with good zoning practice.

It is staff’s opinion that the applicant has met the burden of proof. In the last 60 years, land uses have changed. The development pattern in the area has changed from agricultural use to low density residential development to high-density urban infill. In 1950, the subject property and surrounding neighborhood were zoned A-1 for light agriculture.

² Ibid.

In 1960, the area was rezoned for single-family residences (R-1 Zone). Between 1987 and 1989, lots south of the subject property in the City of Los Angeles were developed with apartments. Recently, lots south of Jefferson Blvd were entitled by the City of Los Angeles for high-density residential/commercial mixed-use development.

Reflecting this trend, in 1984, before the development of high-density apartments to the south, the Regional Planning Commission approved a tentative tract map for a 88-unit condominium project on the subject property finding that the site was suitable for the “type of development and density.”

The Commission’s finding at the time is consistent with the development goals and policies of the County’s General Plan. The General Plan’s Land Use And Urban Development Pattern, Urban Form, and Housing And Community Development policy statements promote efficient use of land and encourage development in urban areas near existing infrastructure, transportation, jobs, housing, and businesses. Below are General Plan’s general policy statements that are applicable to this project.

- Policy No. 17: Promote the efficient use of land through a more concentrated pattern of urban development, including the focusing of new urban growth into areas of suitable land.
- Policy No. 24: Focus intensive urban uses in an interdependent system of activity centers located to effectively provide services throughout the urban area and supported by adequate public transportation facilities.
- Policy No. 31: Encourage the location of medium and high density housing in close proximity to regional multipurpose centers.
- Policy No. 33: Emphasize the location of low and moderate income housing within easy commuting range of multipurpose and single purpose centers with high concentrations of employment.
- Policy No. 39: Emphasize the preservation, conservation, and maintenance of stable residential areas.
- Policy No. 41: Encourage the provision of adequate rental housing.
- Policy No. 45: Increase the availability of low and moderate income housing and encourage its distribution throughout the urban area.
- Policy No. 47: Promote the provision of an adequate supply of housing by location, type and price.

The proposed development is in conformance with zoning practices and General Plan policies. It is a residential rental project in an urban area near existing housing, jobs, businesses, goods and services, and transportation.

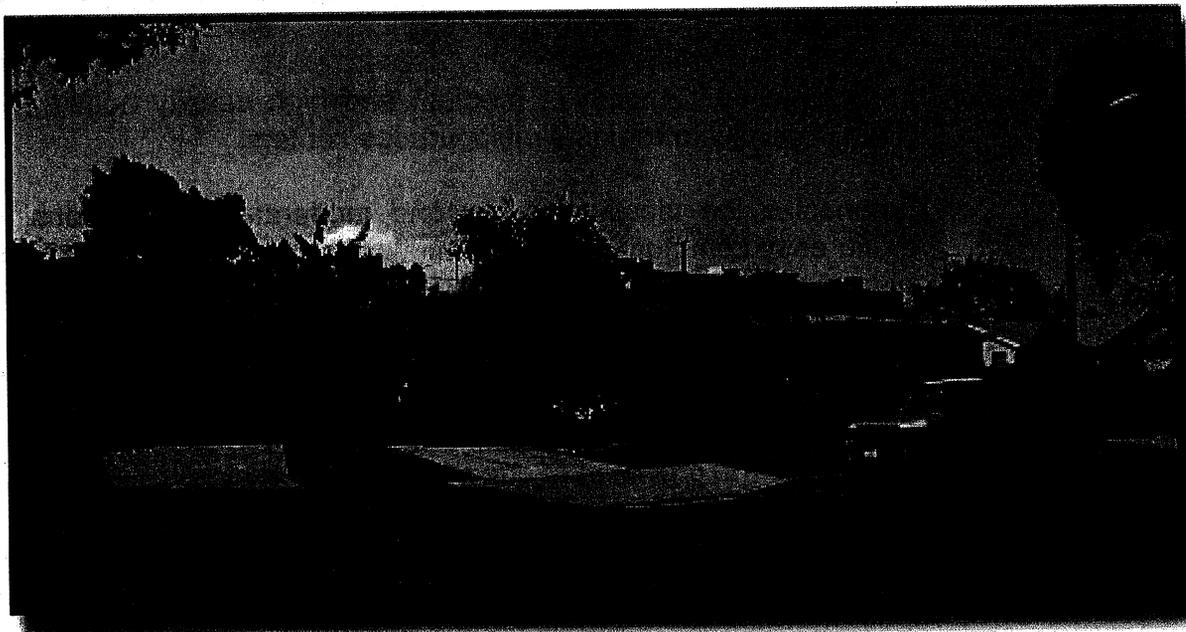
Single-Family Neighborhood

The proposed development about single-family residences, no other multifamily development in the area about single-family residences.

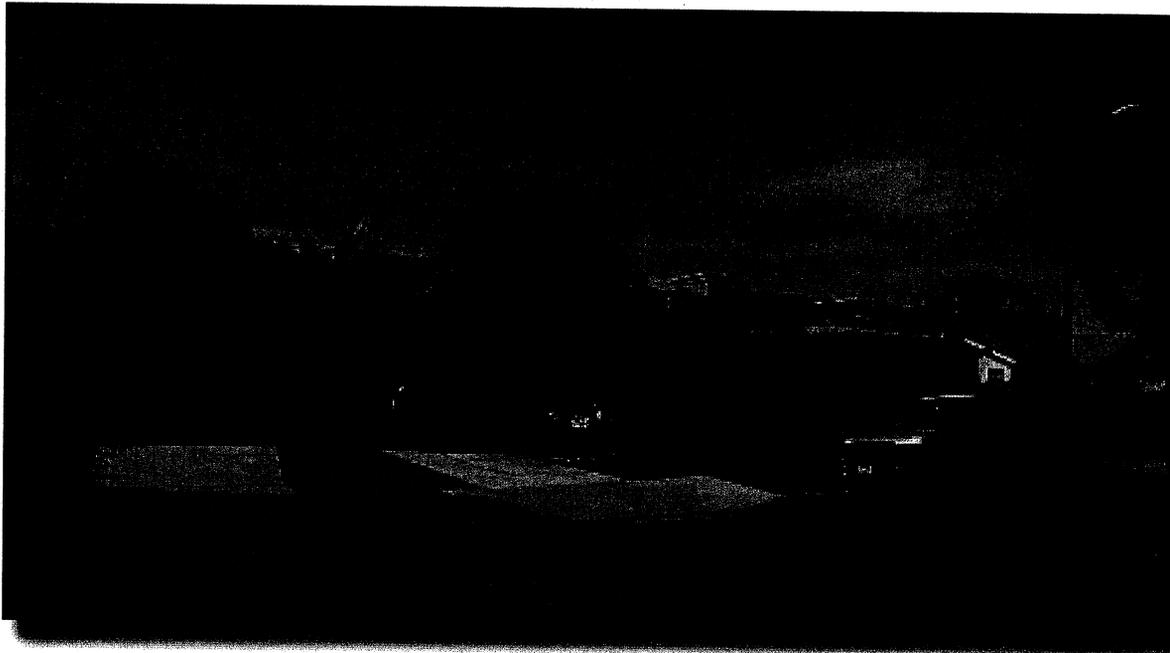
The subject property is in between two residential lots and will be developed as a residential lot enhancing the residential character of the area. This is consistent with General Plan Policy No. 39 noted above. The project does about single-family residences to the north; however, along this edge, there will be a 10-foot wide setback landscaped with 12 feet to 16 feet high foliage, and 22 feet deep carriage units. The buffer distance between single-family residences and the project will be 32 feet. This is more than the setback required for a by-right development in the existing zone. In addition, the height of the project along this edge is limited to two-stories.

The project will change the single-family neighborhood character.

Visual simulations below show that the height and scale of the project is similar to existing conditions. Moreover, the single-family neighborhood is not accessible from Grosvenor Blvd and will remain a single-family residential island.



Existing



With Project

Height, Bulk, Scale

The project is too tall, too big, and out of scale.

Minimum development standards for the existing R-3 Zone require 15 feet of front yard setback, 15 feet of rear yard setback, five feet of side yard setback, and 35 feet maximum height. The project meets the rear yard and front yard setback requirements, but exceeds the side yard setback requirement by providing 10 feet instead of five feet. The height exceeds existing R-3 Zone standard but complies with the requested R-4 Zone standards and consistent with height of existing apartments on the south. On the north, the project starts at two-stories and steps up to three and four stories towards the middle of the development. On the south, the height of the parking structure is restrained to 35 feet, then graduates to four stories.

Minor Parking Deviation

Reducing parking requirements will create parking problems.

The project will provide 1.8 parking spaces instead of the code required 2.0 spaces per unit. The reduction in parking allowed the applicant to reduce the height of the parking garage in response to the neighbors' concern about height. The reduction in parking is substantiated by a parking study conducted by Raju Associates. The parking study shows that parking demand in the vicinity varied from 0.91 spaces per occupied dwelling unit in Marina Del Rey to 1.22 spaces per dwelling unit in Santa Monica, with peak

parking demand of 1.52 spaces per dwelling unit. The project will be providing 1.8 spaces per dwelling unit.

Public Comment

Staff has not received any new comments in opposition since the previous public hearing. Staff received a petition in favor of the project signed by 472 supporters; letters of support from 10 businesses, including the U.S. Green Building Council and the LAX Coastal Area Chamber of Commerce; and additional 12 form letters in support of the project.

Suggested Motion

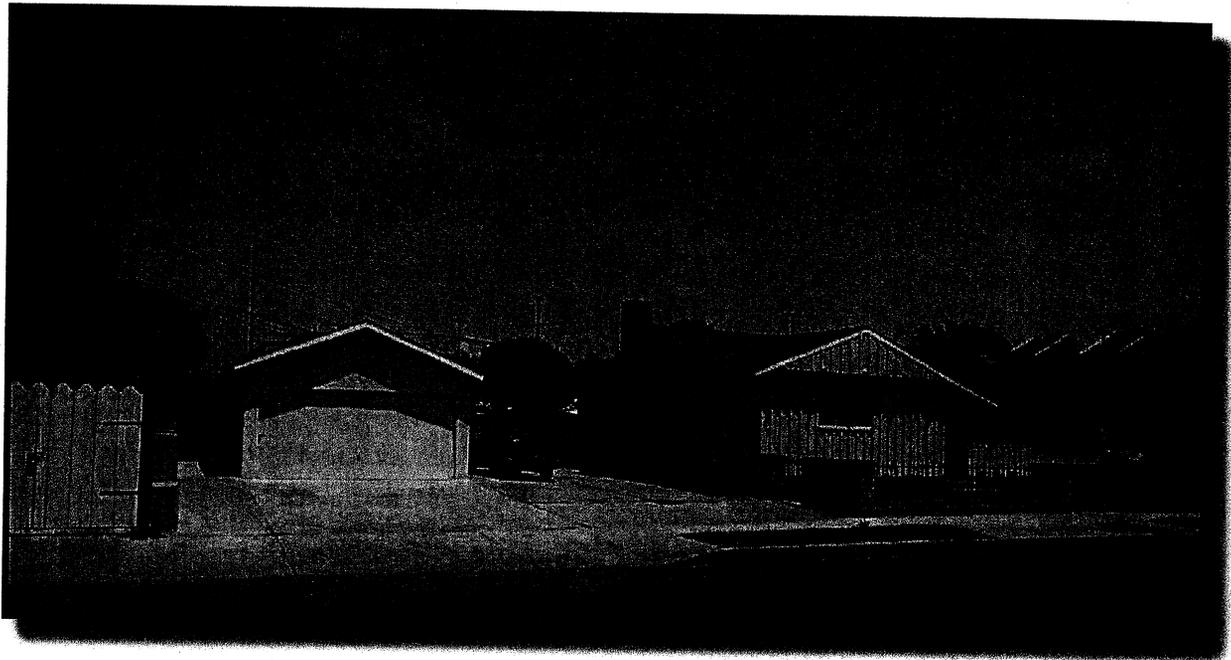
I MOVE THAT THE REGIONAL PLANNING COMMISSION CONTINUE THE PUBLIC HEARING TO _____ AND INSTRUCT STAFF TO PREPARE THE FINAL ENVIRONMENTAL IMPACT REPORT, FINDINGS, AND CONDITIONS.

Prepared by Mi Kim, Principal Regional Planning Assistant
Reviewed by Maria Masis, AICP, Supervising Regional Planner

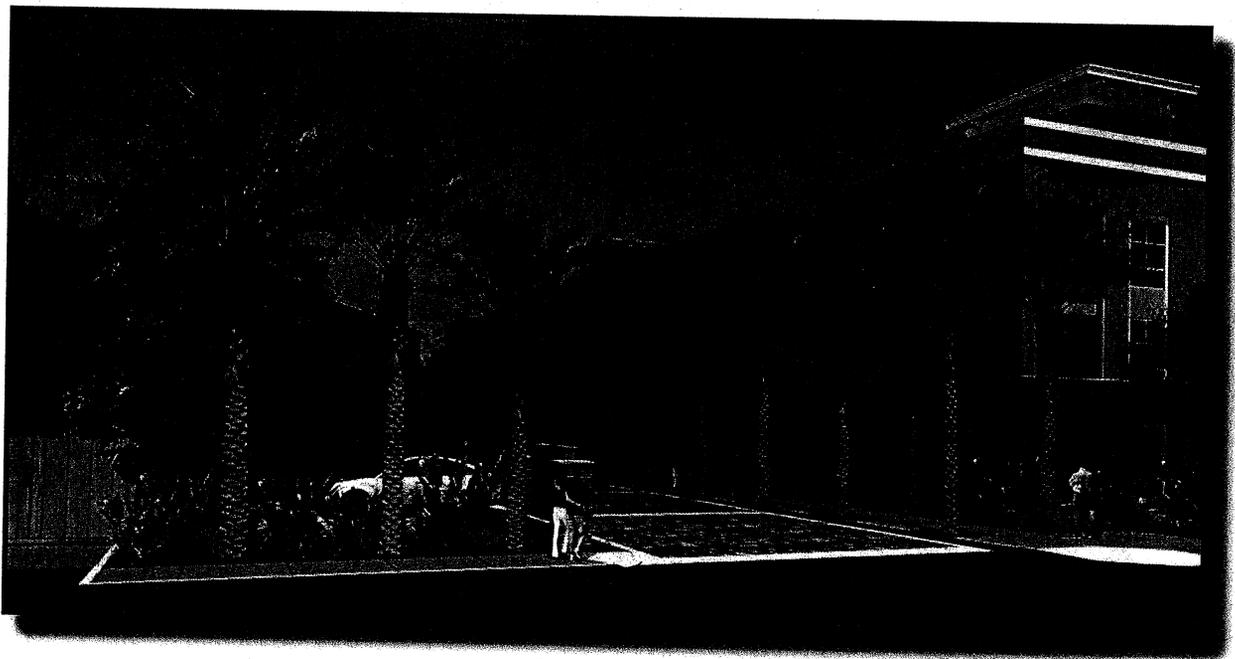
Attachments:
Density Analysis – Subterranean Parking
Photosimulations
Support Letters and Petitions

MM:MKK 9/22/10

PHOTO SIMULATIONS



Existing



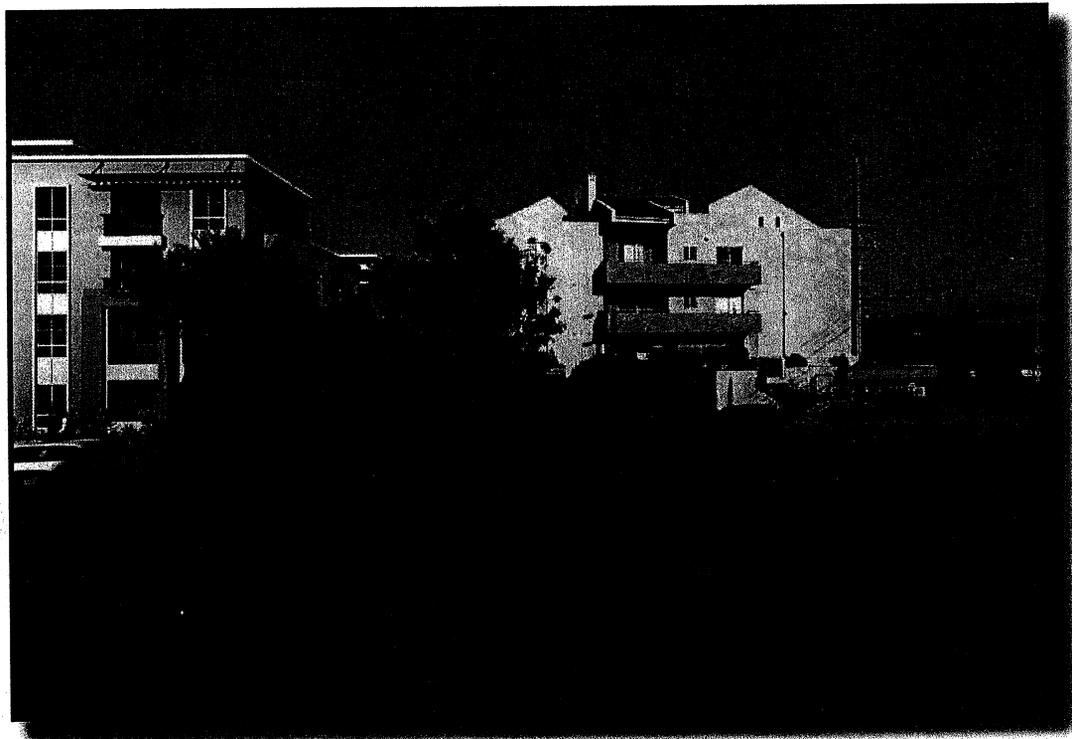
With Project

FIGURE 4.6-5a

Existing View and Visual Simulation of the Proposed Project Looking East from Grosvenor Blvd.



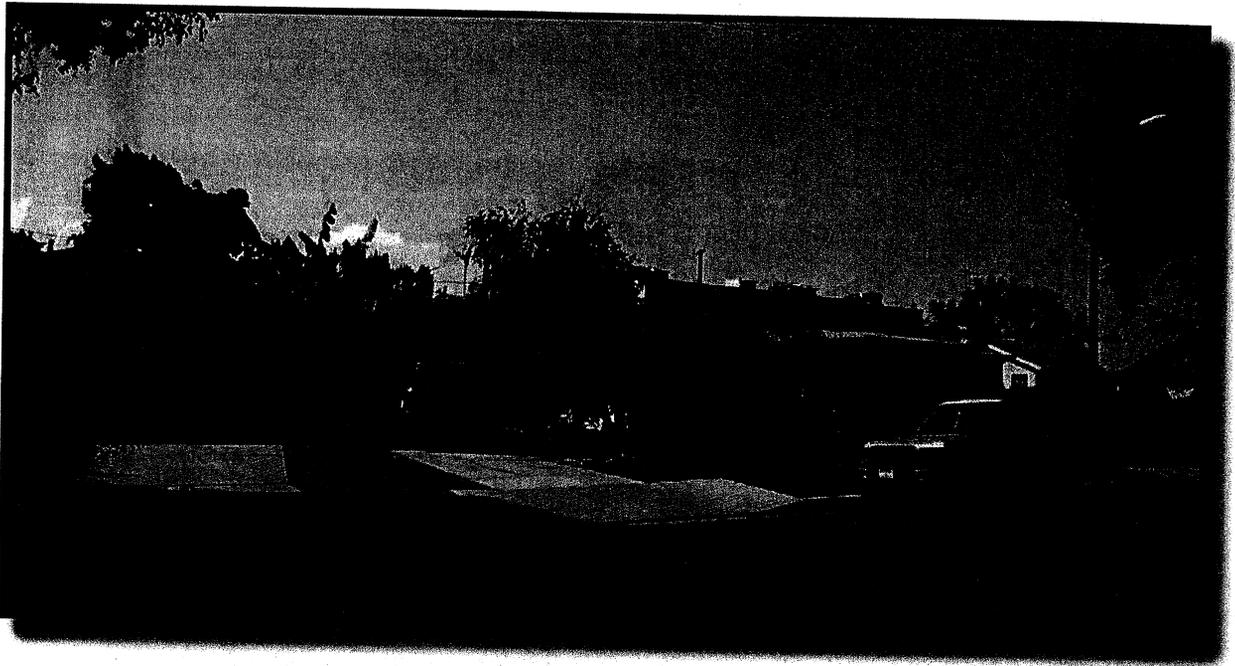
Existing



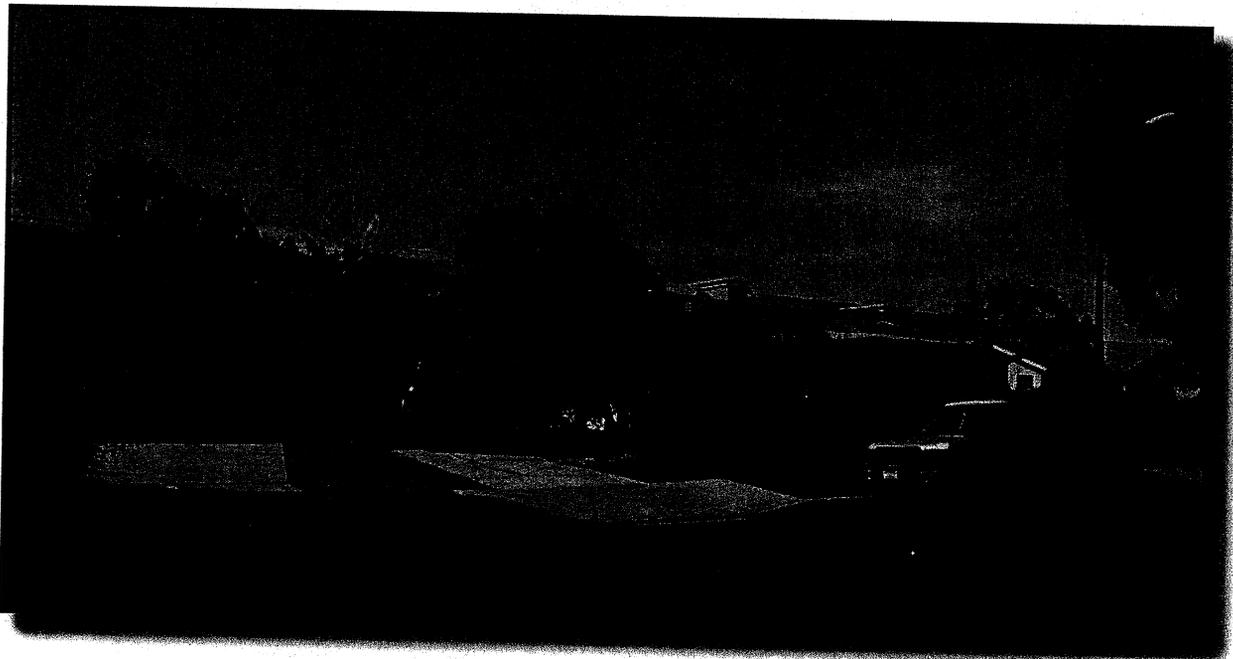
With Project

FIGURE 4.6-5b

Existing View and Visual Simulation of the Proposed Project Looking East from Grosvenor Blvd. (cont'd)



Existing



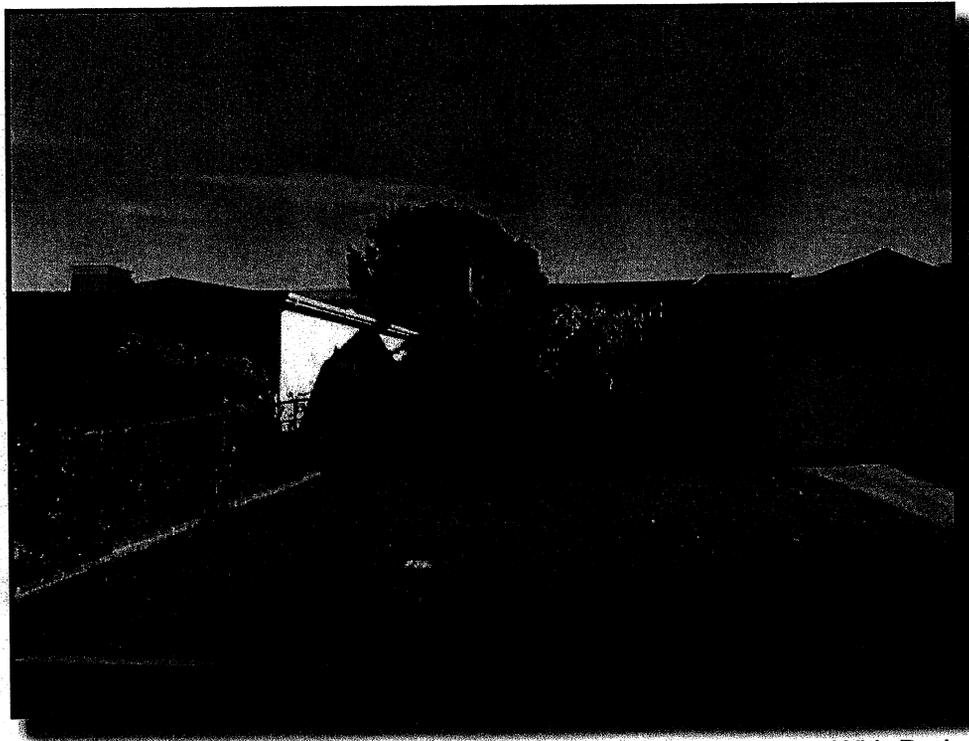
With Project

FIGURE 4.6-6a

Existing View and Visual Simulation of the Proposed Project Looking South from Beatrice Street



Existing



With Project

FIGURE 4.6-6b

Existing View and Visual Simulation of the Proposed Project Looking South from Beatrice Street (cont'd)



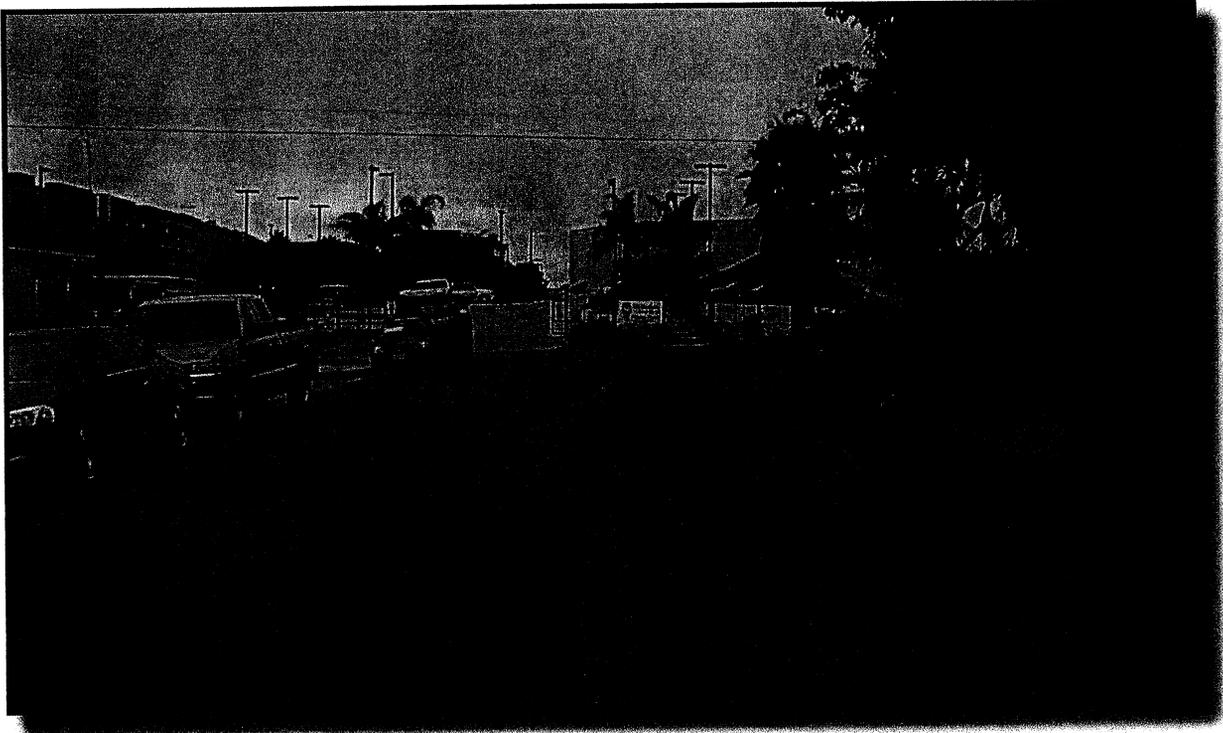
Existing



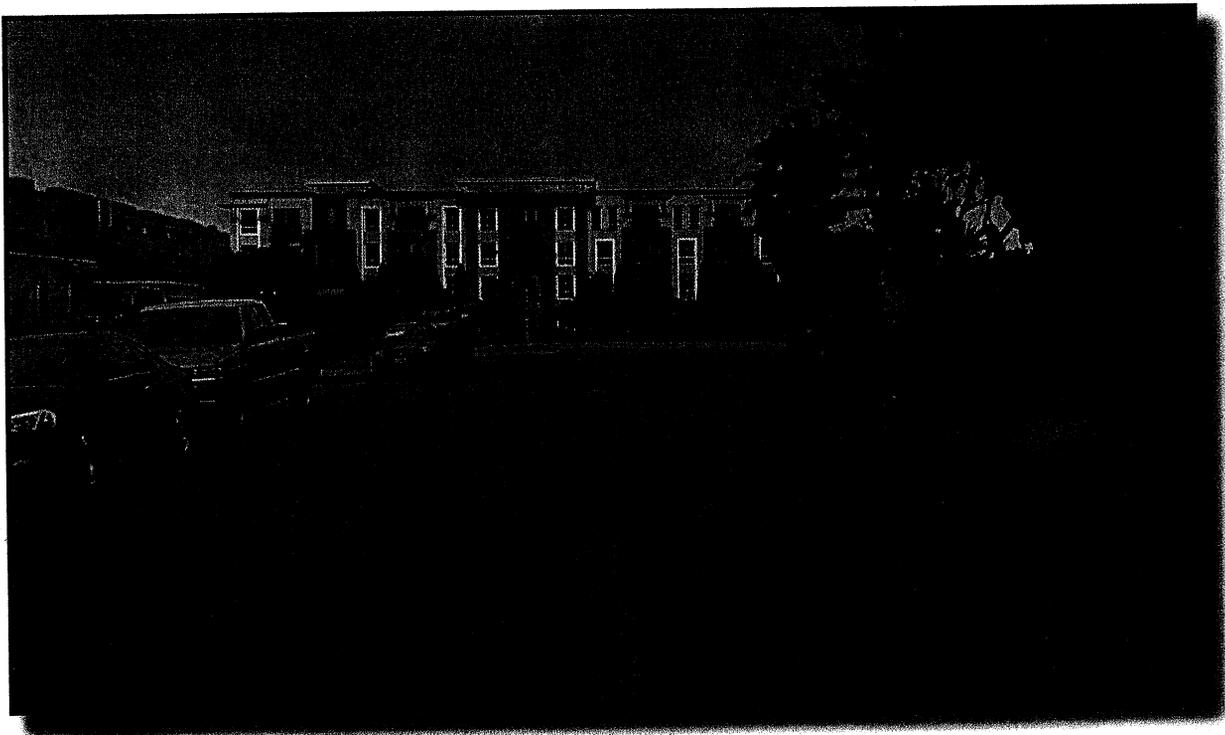
With Project

FIGURE 4.6-6c

Existing View and Visual Simulation of the Proposed Project Looking South from Beatrice Street (cont'd)



Existing



With Project

FIGURE 4.6-7

Existing View and Visual Simulation of the Proposed Project Looking West from Juniette Street

SUBTERRANEAN PARKING DENSITY ANALYSIS

Millennium Playa del Rey- subject property
196 units
4.35 acres
45du/ac
Wrap garage (35-feet max. in height)

Playa Jefferson Apartments (across alley
fronting Jefferson Blvd)
54 units
.572 acres
94du/ac
Subterranean Garage

Club Marina Apartments (across alley fronting
Jefferson Blvd)
62 units
.517 acres
119du/ac
Subterranean Garage

Playa Marina Apartment (across alley fronting
Jefferson Blvd)
38 units
.46 acres
82du/ac
Subterranean Garage

Avalon del Rey (located off Westlawn, 1 block
west of subject property)
309 units
4.50 acres
68du/ac
Wrap Garage

Crescent Park at Playa Vista (part of Playa Vista
phase I)
214 units
2.67 acres
80du/ac
Subterranean Garage

Pacific Place Apartments (completed in 2009
near LAX)
430 units
4.45 acres
96du/ac
Subterranean Garage

Playa Vista Phase II
Varies
Varies
80du/ac (for rent product)
Subterranean Garage

Marina Point (Marina del Rey)
583 units
5.57 acres
105du/ac
Subterranean Garage

Tierra Del Rey (Marina del Rey)
170 units
3.11 acres
55du/ac
Wrap Garage

Bella Fontaine (Marina del Rey)
102 units
1.9 acres
54du/ac
Wrap Garage

4060-64 Glencoe Ave (Marina del Rey)
97 units
1.42 acres
68du/ac
Subterranean Garage

Fountain Park at Playa Vista (part of Playa Vista
phase I)
705 units
10 acres
71du/ac
Subterranean Garage

The Ventana (part of Playa Vista phase I)
405 units
5.51 acres
73du/ac
Subterranean Garage

R2 (located on Redwood Avenue)
140 units
1.74 acres
80du/ac
Subterranean Garage

The Wrap garages average **55du/acre**

The Subterranean garages average
86du/acre

Beatrice St

13 HOMES 2.34 ACRES
± 5.5 UNITS / ACRE

19 UNITS 1.3 ACRES
~~± 17.4 UNITS / ACRE~~
± 14.6 UNITS / ACRE

177 UNITS 3.0 ACRES
~~± 64.7 UNITS / ACRE~~
± 59.0 UNITS / ACRE

154 UNITS 1.55 ACRES
± 99 UNITS / ACRE

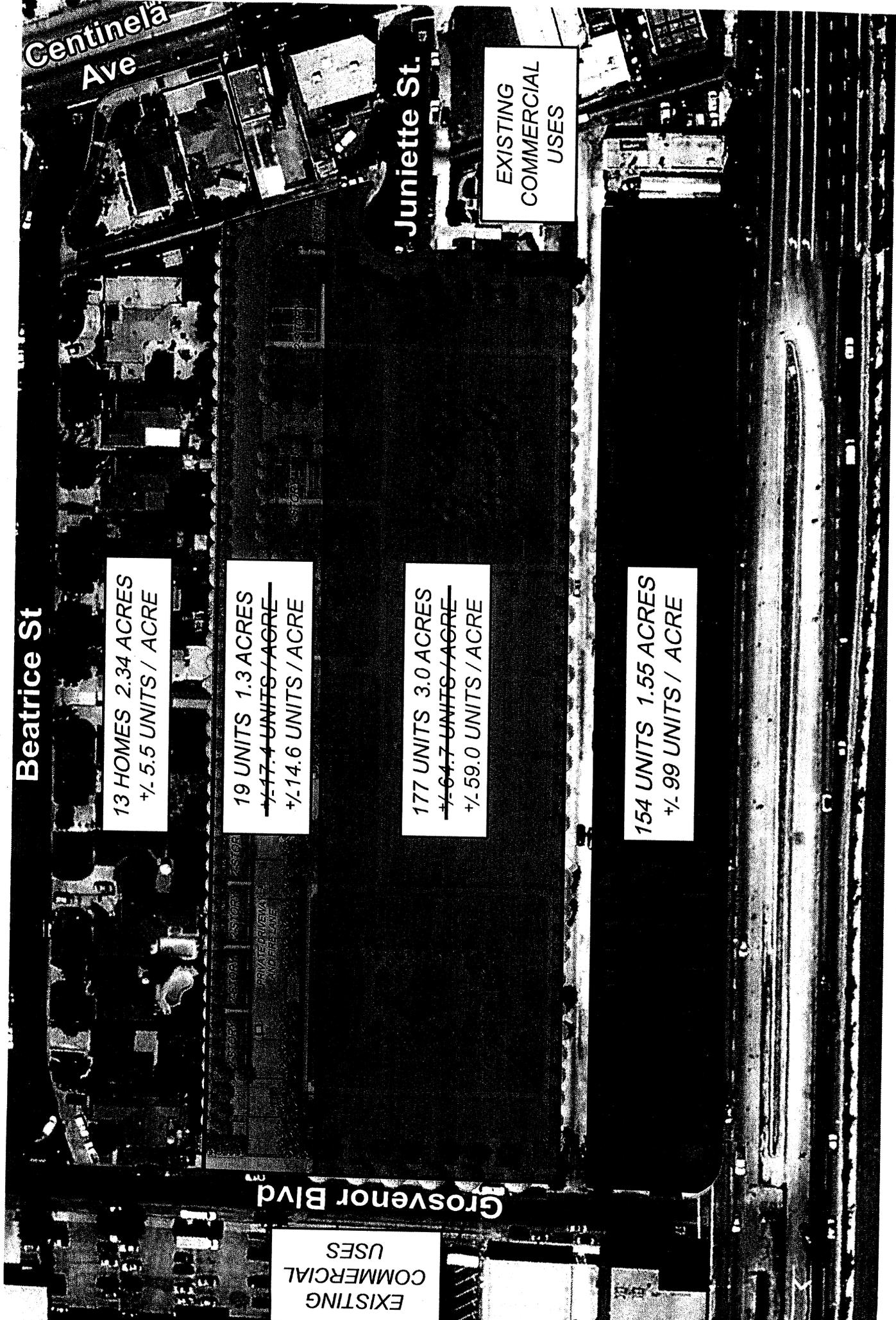
Juniette St.

EXISTING
COMMERCIAL
USES

Grosvenor Blvd

EXISTING
COMMERCIAL
USES

Centinela Ave

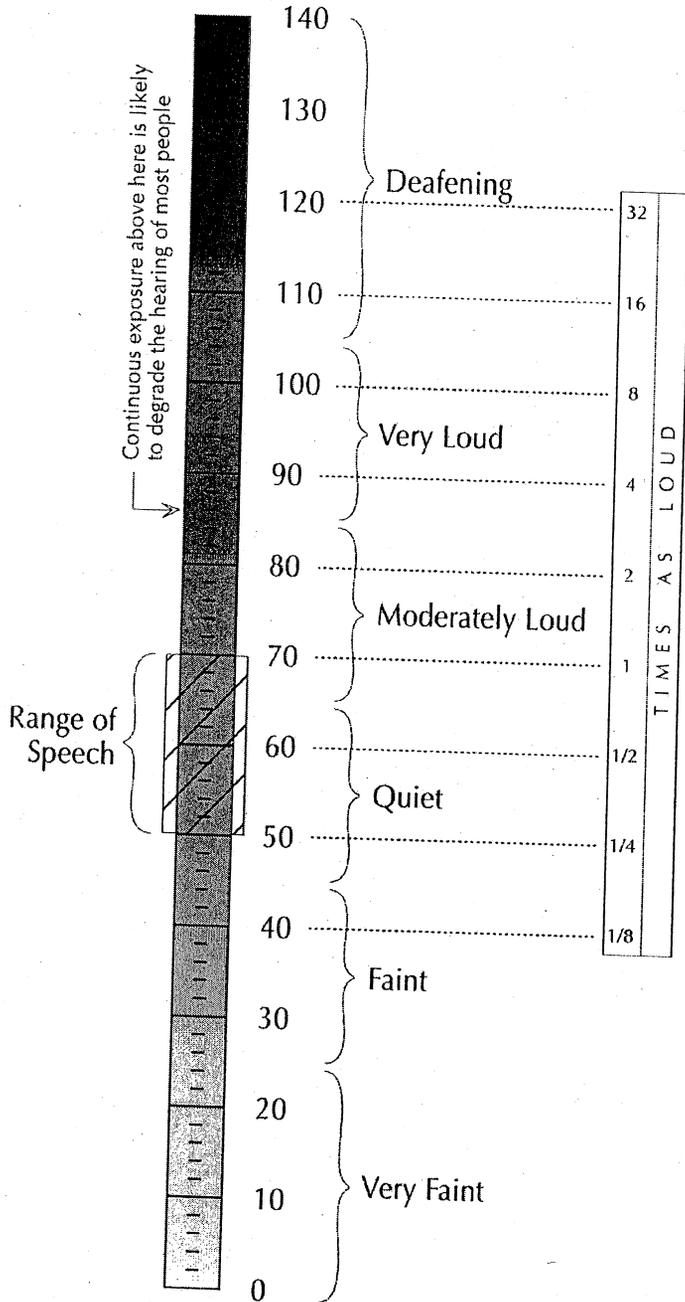


EXAMPLES

DECIBELS (dB)*

SUBJECTIVE EVALUATIONS

- Near jet engine
- Threshold of pain
- Rock Band
- Accelerating motorcycle a few feet away
- Noisy urban street/heavy city traffic
- Gas Lawn Mower at 3 feet
- Garbage disposal at 3 feet
- Vacuum cleaner at 3 feet
- Busy restaurant
- Near freeway auto traffic
- Window air conditioner at three feet
- Business office
- Soft whisper at 5 feet
- Quiet urban nighttime
- Quiet rural nighttime
- Human breathing
- Threshold of audibility



* dB are average values as measured on the A-scale of a sound-level meter.
 From Concepts in Architectural Acoustics: M. David Egan, McGraw Hill, 1972 and U.S. Department of Housing and Urban Development, Office of Community Planning and Development (The Noise Guidebook).

Source: EDAW 2003

Typical Noise Levels

PETITIONS
AND
SUPPORT LETTERS

PETITION IN FAVOR OF
MILLENNIUM PLAYA DEL REY APARTMENTS

We, the undersigned are in favor of the Millennium Playa Del Rey Apartments. The property located at 5550 Grosvenor Boulevard is underutilized and the site needs to be redeveloped. The new project of 196 apartments will be a GREEN project that provides desirable housing in a smart, sensible design that keeps with the neighborhood character.

PLEASE PRINT ALL INFORMATION:

1. Name Devin Tandrum Date 8/30/10

Address 1269 S Citrus Ave Apt 4 Los Angeles, CA 90062

Telephone 310 8279 2822 email _____

2. Name Wendy Lopez Date 8/30/10

Address 1707 W 80th LA, CA 90062

Telephone 323 2920924 email _____

3. Name Anne Serapiglia Date 8-30-10

Address 1149 Van Buren Ave, Venice CA 90291

Telephone 310 305-3092 email _____

4. Name Holly Huff Date 8-30-10

Address Box 52263 LA CA 90050

Telephone 323 228-4355 email _____

5. Name Monica A Fenton Date 8/30/10

Address 4025 W 62 St L.A Ca 90043

Telephone (323) 293-1429 email _____

472 Signatures.



USGBC
2101 L STREET, NW
SUITE 500
WASHINGTON DC 20037
202 828-7422
WWW.USGBC.ORG

PRESENTING
FOUNDING CHAIRMAN

S. Richard Fedrizzi

OFFICERS

CHAIR
Gail Yellori
Center for Maximum Potential
Building Systems

CHAIR-ELECT
Tim Cole
Forbo Linoleum, Inc.

TREASURER
Anthony Beruheim
HDR Architecture

SECRETARY
Richard Genova
Perkins+Wel

FOUNDERS

David Gottfried
Michael Halloran
S. Richard Fedrizzi

August 24, 2010

City of Los Angeles Planning Commission
Attention: Mr. Wayne Rew, Chairman
320 W. Temple Street, room 1340
Los Angeles, CA 90012

Dear Mr. Chairman,

I am writing today to elucidate to the Planning Commission some of the myriad benefits of the LEED for Homes Rating System. USGBC encourages developments like Millennium Playa del Mar to pursue LEED for these very reasons.

LEED for Homes is a consensus-developed, third party-verified rating system that promotes the design and construction of high-performance green homes. LEED for Homes measures a home's performance based on eight categories: site selection, water efficiency, materials & resources, energy & atmosphere, indoor environmental quality, location & linkages, awareness & education, and innovation. Within each of these areas, projects earn points toward certification. Each LEED-certified home undergoes onsite inspections and thorough performance testing to ensure proper performance. LEED certification recognizes and celebrates leadership in green homebuilding.

The benefits of LEED-certified residential construction have been realized throughout the U.S. in over 7,000 certified units to date in 49 states, with over 1,100 of those in California. In 2008 in San Jose, CA, First Community Housing's Gish Apartments became one of California's first multifamily housing development to earn certification under the LEED for Homes rating system. The benefits of LEED certification realized by First Community Housing extend well beyond the borders of the Gish Apartments parcel, and into the San Jose community at large. Diverting waste from landfills, reducing demand on local energy and water supplies, and reducing traffic congestion and pollution will help deliver a greener future for all residents of San Jose. We are encouraged to hear about proposed projects like Millennium Playa del Mar, as we believe these projects can have the same positive impact.

Though Millennium Playa del Mar is only one project, we believe it can be emblematic of the successes possible for projects that achieve certification under the LEED for Homes Rating System, and for communities that encourage green development strategies. The USGBC applauds builders and developers such as Dinerstein that are taking these steps: green homes are better homes, and the goal of LEED for Homes is to drive the market to take steps to build homes that are significantly better than code, and to pass on the benefits of green residential construction to communities throughout the U.S.

Best Regards,

Nate Kredich
VP, Residential Market Development



9100 S. Sepulveda Blvd.
Suite. 210
Westchester, CA 90045
Phone: 310/645-5151
FAX: 310/645-0130
www.laxcoastal.com

September 17, 2010

Los Angeles County Regional Planning Commission
Attention: Mr. Wayne Rew, Chairman
320 W. Temple Street, Room 1340
Los Angeles, CA 90012

Re: Millennium Playa del Mar Apartments; County Project No. R2009-02015; 5550 Grosvenor

Dear Mr. Rew,

On September 16, 2010, the LAX Coastal Area Chamber of Commerce Board of Directors voted to support the Millennium del Mar project located in unincorporated Los Angeles. This type of project is the exact type of smart growth and planning that is needed in this location.

We applaud the developer for their outreach efforts to the adjacent neighbors and surrounding stakeholders. Furthermore, we appreciate the commitment to a LEED certified "Silver" designation to this development.

As a Chamber of Commerce, we encourage all new projects to consider the employment of at-risk construction workers (similar to those employed through the PVI OBS program) and we ask that consideration be made to utilize *local* contractors and *local* businesses for goods and services. The Chamber is a firm believer in keeping money *local* and supporting our *local* economy.

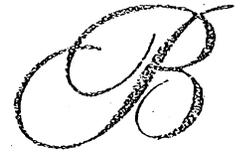
On behalf of our more than 550 member businesses and the more than 25,000 thousand employees we represent, we urge your support of the Millennium del Mar development.

Sincerely,

A handwritten signature in black ink, appearing to read "Christina Davis". The signature is written in a cursive, somewhat stylized font.

Christina Davis
President/CEO

August 25, 2010



Black Equities Group, Ltd.
SB Management Corporation
Owners & Managers of Income Properties

Los Angeles County Regional Planning Commission
Attention: Mr. Wayne Rew, Chairman
320 W. Temple Street, Room 1340
Los Angeles, CA 90012

RE: Millennium Playa del Mar Apartment Project

Dear Mr. Chairman,

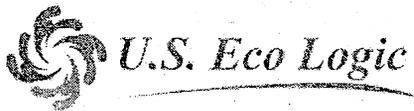
We manage the Albertsons anchored retail center located at 5750 Mesmer Avenue and this letter is to voice our support for the Millennium Playa del Mar Apartment project located at 5550 Grosvenor Blvd.

We have been very impressed with the amount of community outreach by the Dinerstein Companies and how they have responded to comments from the community. Once complete we believe this high quality project will provide housing for working professionals and help neighborhood and community businesses alike.

We urge you to support the Millennium Playa del Mar Apartment project.

Sincerely,

Stanley Black
On behalf of Mesmer, LLC



August 17, 2010

Los Angeles County Regional Planning Commission
Attention: Mr. Wayne Rew, Chairman
320 W. Temple Street, Room 1340
Los Angeles, CA 90012

Dear Mr. Chairman,

I am writing this letter in strong support of the Dinerstein Companies and their development of the Millennium Playa del Mar Apartment project. For many years I have watched Dinerstein show leadership in the sustainable building arena (predominately LEED Projects) and recently we have had the good fortune to participate with them as the Green Rater and LEED Provider on LEED for Homes projects. They are committed to meeting the LEED standards on the Millennium Playa del Mar project and on every other project we have discussed in the last two years. Given the drought and increasing attention to Climate Change issues, we applaud their leadership in the areas of water conservation as well as their energy efficient pedestrian-friendly design. I like the fact that they have calculated their planned water and energy savings in a clear and objective fashion. Specifically that it is anticipated that this project will reduce its landscape water usage by at least 50%, its domestic water use by 30%, energy usage by at least 15% (or better) than Title 24, and construction waste by at least 20%.

Attaining a minimum LEED Certification at the Silver level is an impressive achievement. The LEED standard is a rigorous, well researched third-party evaluation of a building's environmental performance.

U.S. Eco Logic is a LEED Provider, a LEED Green Rating Company, a HERS Provider, a LEED Commissioning Authority (CxA) and Re-Commissioning Authority (rCxA). We hope that you will approve this project and by extension support The Dinerstein Companies sustainability goals.

Sincerely,

A handwritten signature in black ink, appearing to read "S. Saunders", is written over a large, stylized circular graphic element that resembles a signature or a logo.

Steve Saunders, CEO
U.S. Eco Logic

Correspondence

Jamie B. Myer, AIA, LEED AP

310.424.9421

Jamie@MyerArchitect.com



To: Los Angeles County Regional Planning Commission
Attention: Mr. Wayne Rew, Chairman
320 W. Temple Street, Room 1340
Los Angeles, CA 90012

Date: Saturday, September 18, 2010

Project: Millennium Playa del Mar Apartments:
County Project No. R2009-02015; 5550 Grosvenor Boulevard, Los Angeles

Dear Mr. Rew,

I am writing to express my support for the Millennium Playa del Mar project.

As an architect who spends a great deal of his time focusing on green building and sustainability, I have been impressed with the plans for this project from an environmental standpoint.

This project will not only locate people closer to job centers and reduce or eliminate commutes, but it will also be built by a developer who takes seriously its role in implementing strategies that focus on sustainable site development, energy efficiency and other green building standards. The project is seeking LEED Silver certification, which is to be applauded.

From the electric car charging stations in the garage to a design that will make the project more energy and water efficient than conventional buildings, The Dinerstein Companies is proposing a project that truly embraces the concept of green building.

I live in Playa Vista – across Jefferson Boulevard from the proposed project – and I have seen first-hand the benefits of living in a planned, efficient and dense community. I feel this will be an equally beneficial addition to the neighborhood, and appears to be exactly the sort of development that Los Angeles should seek and support.

I encourage you to approve the proposed project. Thank you.

Sincerely,

Jamie B. Myer, AIA, LEED-AP

P.A.C.
CONSTRUCTION SERVICES, INC.

License #787182

4212 E. Los Angeles Ave. # 3299
Simi Valley, Ca. 93063-3308

Phone : (805) 581-3400
Fax: (805) 583-3054

September 15, 2010

Mr. Wayne Rew, Chairman
Los Angeles County Regional Planning Commission
320 W. Temple St. Room 1340
Los Angeles, CA 90012

Dear Mr. Chairman,

We are a concrete contractor based out of the greater Los Angeles area and have been doing business for over 30 years. With the economy being as bad as it is, the Millennium Playa del Mar Project will significantly help our ailing economy. It will provide housing and more importantly bring jobs to the area. Ninety percent of our employees live in Los Angeles County.

We are supporting the Dinerstein Company to be the General Contractor for this project. They have contributed over \$80,000,000.00 to our area by hiring locally and working with businesses such as ours. We are currently working with them in Woodland Hills.

We ask you and the Commission to support this project as well as the Dinerstein Company.

Sincerely,
PAC Construction Services, Inc.



Phil Albert
President
PA/jlc



September 7, 2010

Los Angeles County Regional Planning Commission
Attention: Mr. Wayne Rew, Chairman
320 W. Temple Street, Room 1340
Los Angeles, CA 90012

Dear Mr. Chairman,

As a Southern California based company we have been working in the Los Angeles and Southern California region for many years and can't remember a job market this difficult.

I am writing this letter because, I know approving the Millennium Playa del Mar project will help bring jobs to the area. To date, Dinerstein has contributed over \$80,000,000 to the economy by hiring and working with local business. That's something worth supporting.

This is a well thought out project that provides housing for the area and more importantly jobs. The Dinerstein Company has a history of working with local companies on their past projects and I see that trend continuing. I strongly urge you and the Commission to support this project.

Sincerely,

Jim Montgomery
Montgomery Keith Company

City Of Angels Church of Religious Science

Dr. Robbie Gholson Smith - Co-Founder

5550 Grosvenor Boulevard • Los Angeles, CA 90066

tel 310.577.3366 • fax 310.577.3369

May 28, 2010

Re: Support for redevelopment of 5550 Grosvenor, Los Angeles CA

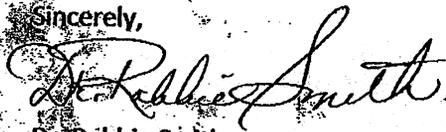
To Whom It May Concern,

As owner of the City of Angels Church of Religious Science of Los Angeles we support the Dinerstein Companies plans for redeveloping the property. The church wants to grow the City of Angels Children's charitable and scholarship foundation and the proceeds from the sale of the property will help us realize those goals.

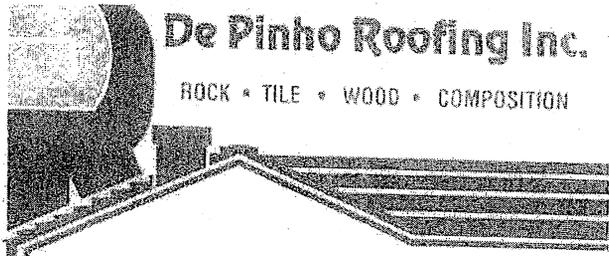
We believe the current design of the proposed Millennium Playa del Mar Apartment project, along with the eventual housing it will provide is the highest and best use for the property.

If you have any questions please don't hesitate to contact me.

Sincerely,



Dr. Robbie Smith
Senior Minister
City of Angels Church
of Religious Science



State License # 063894

2832 N. OLIVE AVENUE
(714) 632-7663

• ORANGE, CALIFORNIA 92865
• FAX (714) 637-9419

August 24, 2010

Los Angeles County Regional Planning Commission
Attention: Mr. Wayne Rew, Chairman
320 W. Temple Street, Room 1340
Los Angeles, CA 90012

Dear Mr. Chairman,

As a locally based company we have been working in the Los Angeles and Southern California region for over 15 years and can't remember a job market this difficult. I am writing this letter because, I know approving the Millennium Playa del Mar project will help bring jobs to the area. To date, Dinerstein has contributed over \$80,000,000 to the economy by hiring and working with local business. That's something worth supporting.

This is a well thought out project that provides housing for the area and more importantly jobs. The Dinerstein Company has a history of working with local companies on their past projects and I see that trend continuing. I strongly urge you and the Commission to support this project.


Sincerely,



August 24, 2010

Los Angeles County Regional Planning Commission

Attention: Mr. Wayne Rew, Chairman

320 W. Temple Street, Room 1340

Los Angeles, CA 90012

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Sincerely,

Rich Jacoby

8001 Canoga Avenue, Canoga Park, CA 91304

Phone 818-456-4121 Fax 818-337-2088

Lic. 916797

August 24, 2010

Form letter X10

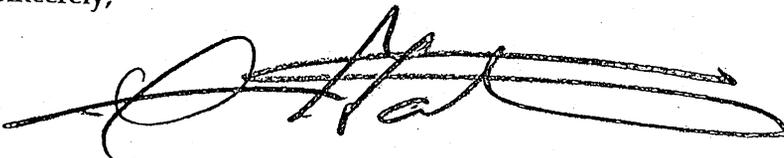
Los Angeles County Regional Planning Commission
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320 W. Temple Street, Room 1340
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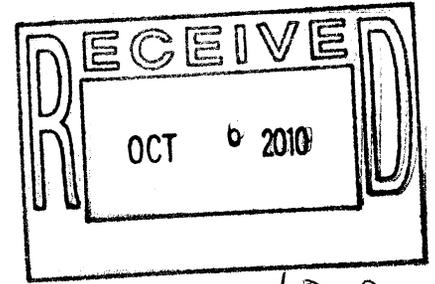
Sincerely,

A handwritten signature in black ink, appearing to read "James Gates". The signature is stylized with a large, sweeping flourish that extends to the right and loops back under the name.

JAMES GATES. PRES.

ELIZABETH A. POLLOCK
11923 Bray Street
Culver City, CA 90230-6009
Tel.: (310) 699-5165 (cell)

October 6, 2010



Mi Kam / R. Ray

Wayne Rew, Chair
Pat Modugno, Vice-Chair
Esther Valadez, Commissioner
Leslie L. Bellamy, Commissioner
Harold V. Helsley, Commission

Re: Agenda Item No. *8*
Millennium-Playa del Mar Apartments Project
State Clearinghouse No. 2006101014
County Project No. R2009-02015-(2)
General Plan Amendment No. 200900013
Zone Change No. 2009000013
Conditional Use Permit No. 200900150
Parking Deviation No. 2010000005
Environmental Case No. 200600147

To the Regional Planning Commission:

I have lived in Del Rey since 1991 and have served on the board of the Del Rey Homeowners' and Neighbors' Association since March 2003. I have participated in deliberations about this project since it was first proposed by a different developer (Archstone) four years ago.

No Upzoning

The current developer, Din/Cal, Inc., is now asking for an upzoning that is slightly less than what Archstone wanted (196 units instead of 218), but there is no reason for them to get an upzoning.

The current R-3 zoning would allow construction of 132 units and be within the county's height limit of 35 feet. (The apartment buildings on the south side are in the City of Los Angeles and are about 37 feet high, and the top floor apartments have a beautiful view of the Santa Monica Mountains.)

Archstone was going to pay \$18 million for the land and had to pull out for other reasons. Now Din/Cal, Inc. is planning to pay about \$12 million for the land and has claimed repeatedly that a

lower density “won’t pencil out.” If R-3 zoning isn’t enough, don’t buy the property! The current owner could sell to one of the backup buyers that do not need a zoning change.

No Solution to the Housing Crunch

The developer’s representative, Josh Vasbinder, has been quite clear that Din/Cal, Inc. does not want to build affordable housing with the restrictions that would impose. The one bedroom units will rent for about \$2000/month; the two bedroom units will rent for about \$2600/month. This project will do nothing to alleviate the shortage of affordable housing in Los Angeles. If this developer had wanted a density increase under SB 1818, the developer would have been required to prove that the project would not be economically feasible without a density bonus. Here, the county is being asked to allow increased density with absolutely no showing that it is necessary.

Parking

In fact, the county was asked whether the developer could provide less parking (1.8 spaces per unit) if fewer than 218 units were built. The county agreed, but that agreement was premised on the final number of units being about 160, not 196! With the high rents, it can be expected that two or more adults will live in each unit, and there is NO street parking anywhere near the proposed complex. There might be enough parking for 163 units if they keep the 329 space parking structure and keep the 24 at-grade spaces.

Compromise

In June, our organization voted that if the project height were kept at the county limit (35’), we would support the project design with 163 units, i.e. more than R-3 density, but not four stories tall. That design (developed by Din/Cal’s architects) would work well with the project’s goal of having a “wrap” garage so that one can park on the same level as one’s housing unit. If it’s a four story project, the people in fourth story units will have to park on the third story of the garage and take stairs or an elevator. (Din/Cal, Inc. promised that the garage height would not exceed 37 feet.)

Payola

Most disturbing to me is that Din/Cal, Inc. seems willing to buy its way through the planning process. I have been told that Din/Cal, Inc. will pay at least \$40,000 per household to six of the families on the north side, and an unknown amount to the apartment owners on the south side. However, the money will not be paid until mid-October, and the neighbors must stop expressing their opposition to the project. Sounds like hush money to me, particularly because the money is

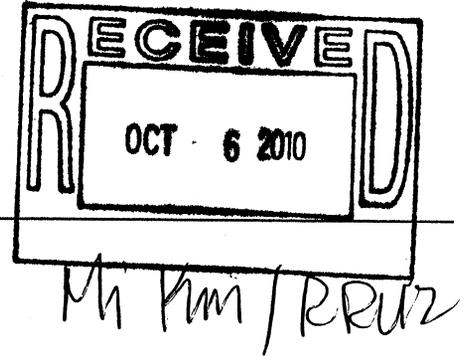
not due until after Din/Cal, Inc. knows the outcome of today's hearing. This does not sound like the kind of company that I want exercising influence in my neighborhood.

Din/Cal, Inc. has hired signature gatherers to collect "signatures of support" at local grocery stores. When our president, Elizabeth Zamora, gathered signatures from the 114 county households in Del Rey, she did not get paid to do that. Just as she has been working for the good of the community, the Regional Planning Commission should be protecting the integrity of our community and its zoning.

Vote no on the proposed upzoning.

Very truly yours,


Elizabeth A. Pollock



September 15, 2010

Los Angeles County Regional Planning Commission
Attention: Mr. Wayne Rew, Chairman
320 W. Temple Street, "Room 1340
Los Angeles, CA 90012

RE: The Millennium Playa del Mar Project

Dear Chairman Rew:

This concerns Din/Cal Inc.'s proposed apartment project, Millennium Playa del Mar, located at 5550 Grosvenor (the Project.)

We are the property manager and agent for Playa Taft Associates, LLC (Playa Taft), the owner of the Playa Marina Apartment at 12427 West Jefferson Boulevard in Los Angeles, CA (Playa Marina), which is adjacent to the Project. Din/Cal Inc. has asked for the support of Playa Taft for the Project.

Playa Taft is pleased to confirm its support for the Project subject to the understandings in this letter. We believe it is a well designed and thoughtful project, and we applaud the efforts made by Din/Cal, Inc. in reaching out to us and others in the community to obtain feedback, much of which has been reflected in the Project. We appreciate Din/Cal Inc.'s sensitivity to community concerns, and believe the Project will be a positive addition for the neighborhood.

Din/Cal, Inc. has confirmed that the proposed Project's residential buildings along the alley, including the building proposed to be built behind Playa Marina, have been reduced to three stories as shown on the site plan dated September 15, 2010. If the Project were to become taller or larger, or the massing or design were changed in any material way from the site plan submitted to the County for the October 6th Regional Planning Commission hearing that could adversely impact Playa Marina, the support in this letter would become inapplicable.

We have expressed concerns to Din/Cal Inc. about two things with the Project, each of which Din/Cal, Inc. has agreed to mitigate as described below.

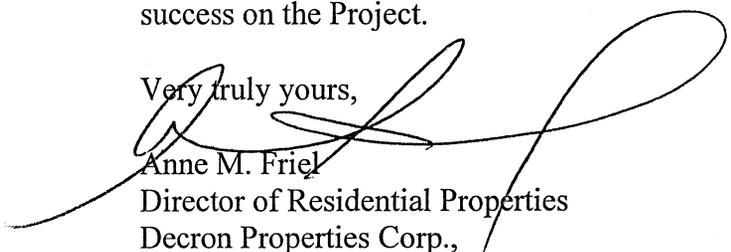
First, we expressed concern about the volume of traffic entering and leaving the Project from the alley that runs between the Project and Playa Marina. Din/Cal, Inc. has agreed

to mitigate this by changing the driveway from the Project to the alley to exit only, and by allowing only right turn movements into the alley from the driveway, as shown on the attached site plan. Din/Cal, Inc. has agreed to install “exit only” and “right turn only” signage and otherwise enforce this.

Second, we were concerned about the attractiveness and fullness of the Project landscaping along the alley, since some of Playa Marina’s apartments have balconies that face the alley. To address this concern, Din/Cal, Inc. has agreed to have the Project landscape architect get together with our landscape architect, Bob Yamashita of the LA Group, to select reasonable trees Din/Cal, Inc. will plant along the alley across from Playa Marina, subject to those trees meeting the landscape and species requirements for the County of Los Angeles.

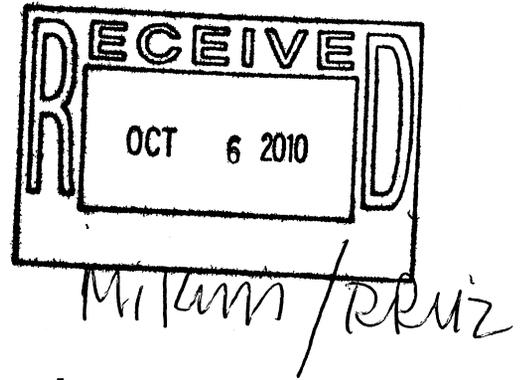
We appreciate Din/Cal, Inc. for working together with us, and we wish them much success on the Project.

Very truly yours,



Anne M. Friel
Director of Residential Properties
Decron Properties Corp.,
agent for Playa Taft Investors, LLC

Tobyann Mandel, CPA
11906 Weir Street
Culver City, CA 90230-6066
Tel: 310-391-1772
Fax: 310-390-5069



e-mail:tmandelcpa@alumni.illinois.edu

October 5, 2010

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

RE: Agenda Item No. 7
Project No. R2009-02015-(2)
General Plan Amendment No. 200900013
Zone Change No. 200900013
Conditional Use Permit No. 200600147
Millennium Playa Del Mar Apartments

Sirs/Ms:

While I am on the Board of the Del Rey Homeowners & Neighbors Association, I am speaking as a private citizen who lives in Los Angeles City near the parcel of land under consideration for "upzoning."

The Del Rey city and county sections appear to be the target of much "redevelopment" without any regard for the existing population or the current strain on the infrastructure. In the City section of Del Rey we have had developers trying to "sell" the upzoning to the residents closest to the target site by telling them that it will be a "lovely upscale building with plantings," without adding how much more strain it will be on the public service, traffic, sewage system, electrical grid, and water pressure. The developers imply to these residents that this is really a courtesy call because they, the current residents, do not have much choice since more housing is needed. The neighbors who do question the project are characterized as not having power, being "kooks," and anti-progress. To demonstrate neighborhood backing for their plans, the developers will go to surrounding areas, areas which are close enough to be in the neighborhood, but not close enough to the target site to be adversely affected, and get these neighbors approval. This way the developer can show that there are "neighbors" who are for the development.

I understand that the city/county officials are eager for new development for jobs, prestige, and increase in tax base, but they really need to consider the existing residents and the sorry state of the current infrastructure and public services before these upzonings are done.

I am not against development, but I am against these patchwork "upzonings" in Del Rey. Until the whole Del Rey Neighborhood including impacting surrounding areas such as Culver City are thoroughly studied and a new land and use plan created, there should not be any more of these "upzonings" including this one for Millennium Play Del Mar Apartments.

Thank you for your attention.

Sincerely yours,

A handwritten signature in cursive script that reads "Tobyann Mandel". The signature is written in black ink and has a long, sweeping horizontal line extending to the right.

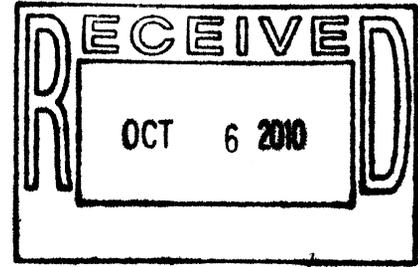
Tobyann Mandel



**DEL REY HOMEOWNERS &
NEIGHBORS ASSOCIATION**
P.O. Box 661450 • Los Angeles, CA 90066

October 6, 2010

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



Kun/RPuz

Re: Agenda Item No. 6
Project No. R2009-02015-(2)
General Plan Amendment No. 200900013
Zone Change No. 200900013
Conditional Use Permit No. 200900150
Environmental Assessment No. 200600147
Millennium Playa Del Mar Apartments

Dear LA County Regional Planning Commission,

The board of the Del Rey Homeowners & Neighbors Association resolved to oppose the proposed Millennium Playa del Mar project. The board also resolved to support a plan with a maximum of 163 units, provided that the project height is no more than three stories. The board made this resolution as a result of the developer's representation (Josh Vasbinder) to make additional accommodations: a right turn only egress from the parking garage alley location, measures to reduce the noise and air emissions from the parking garage, a single story garage at the ingress, a two story limit along the entire northern wall, a sound wall on the north side, and most importantly an actuated signal light at the intersection of Grosvenor Boulevard and Jefferson.

The project you are considering today towers at a height of 4 stories, far surpassing the 35 feet height allowed by its current R-3 zoning. Furthermore, the proposed density of 196 units is much too dense located next to one story single family homes.

We ask you to please consider the impact of this project on the greater Del Rey community and deny the general plan amendment, deny the zone change and deny a conditional use permit for this project. Please approve only an R-3 project that is a maximum of 35 feet high.

I thank you for the opportunity to make this public comment.

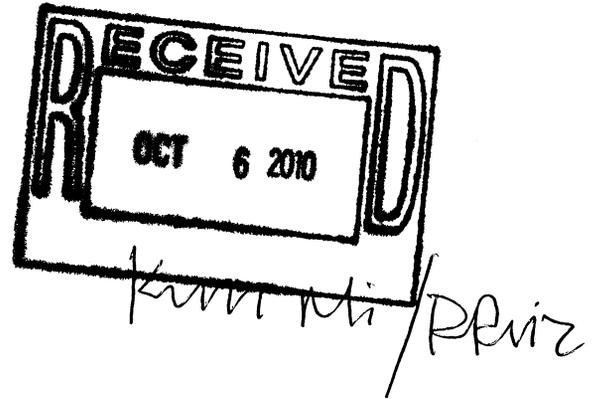
Sincerely,

Elizabeth Zamora
President, Del Rey Homeowners & Neighbors Association
Vice President, Del Rey Neighborhood Council
Chair, Planning and Land Use Committee of the Neighborhood Council



October 6, 2010

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



Re: Agenda Item No. 6
Project No. R2009-02015-(2)
General Plan Amendment No. 200900013
Zone Change No. 200900013
Conditional Use Permit No. 200900150
Environmental Assessment No. 200600147
Millennium Playa Del Mar Apartments

Dear Los Angeles County Regional Planning Commission,

The Del Rey Neighborhood Council (DRNC), a board of 13 elected community leaders chartered by the City of Los Angeles, endorsed the Del Rey community's request to oppose the proposed Millennium Playa del Mar Apartment project.

We do not support the developer's request for a zone change from R-3 to R-4. We have taken our collective position as a result of considering the developer's presentation of the project, public testimony and the hundreds of petitioners who submitted their sentiments in writing in opposition of this project. We reasonably request that you take into consideration the voice of the Del Rey community as you make your recommendation to the Los Angeles County Board of Supervisors.

We emphasize to you the deeply shared conviction of our elected council and other community groups to take the appropriate action on behalf of community.

Sincerely,

Eric De Sobe, President
Del Rey Neighborhood Council
edesobe@gmail.com

cc:
Los Angeles County Supervisor Mark Ridley-Thomas

Regional Planning Commission Hearing

July 14, 2010



Los Angeles County Department of Regional Planning

Planning for the Challenges Ahead



Richard J. Bruckner
Director

July 8, 2010

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

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

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

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

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

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

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

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

ORIGINAL PROJECT DESCRIPTION

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

The project consisted of one apartment building wrapped around a parking structure with 106 one-bedroom units and 110 two-bedroom units ranging in floor area from 724 square feet to 1,361 square feet. The gross floor area of the project was 294,980 square feet with a floor area ratio of 1.55.

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

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

COMMUNITY MEETINGS

May 11, 2010

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

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

May 26, 2010

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

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

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

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

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

June 3, 2010

The six homeowners adjacent to the driveway attended this meeting.

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

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

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

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

REVISED PROJECT DESCRIPTION

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

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

The revised projects consists of 196 apartment units consisting of 95 one-bedroom units and 101 two-bedroom units ranging in size from 724 square feet to 1,137 square feet. The gross floor area of the project is 261.447 square feet with a floor area ratio of 1.38.

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

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

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

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

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

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

ENTITLEMENTS REQUESTED

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

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

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

COUNTYWIDE GENERAL PLAN CONSISTENCY

Land Use Policy Map Designation

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

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

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

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

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

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

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

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

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

General Plan Housing Element Goals and Policies

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

Housing Availability

Goal 1: A wide range of housing types in sufficient supply to meet the needs of current and future residents, particularly persons with special needs, including but not limited to low income households, seniors, persons with disabilities, single-parent households, the homeless and at-risk-homeless, and farmworkers.

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

Housing Affordability

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

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

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

Goal 5: Neighborhoods that protect the health, safety, and welfare of the community, and enhance public and private efforts in maintaining, reinvesting in, and upgrading the existing housing supply.

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

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

COMPLIANCE WITH APPLICABLE ZONING STANDARDS

R-4-DP Zone Development Standards

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

Yard Requirements

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

The project complies with the minimum setback requirements. The site plan depicts front and rear yard setbacks of 15 feet each, side yard setback of ten feet on the north, and seven to nine feet setback on the south.

Dwelling Unit Density

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

The project complies with the density for the requested R-4 Zone. The site has a lot area of 4.36 net acres and the density allowed by zoning for this lot size is 218. The proposed density is 196 units, which is within the allotted density for an R-4 Zone.

Parking

County Code Section 22.52.1180 provides parking standards for residential uses. Each one-bedroom apartment requires one and one-half parking spaces. Each two-bedroom apartment requires two parking spaces. Parking spaces are required to be

standard size. Guest parking at a ratio of one space for every four dwelling units is also required.

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

Parking Deviation

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

Modification of Block Wall Height

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

PUBLIC COMMENTS

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

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

STAFF EVALUATION

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

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

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

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

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

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

The proposed project is located in an urban area already developed with infrastructure and near major highways. The project site is bounded by Culver City on the north; Loyola Marymount University, Playa Del Rey, and LAX to the south; and Marina Del Rey and Venice Beach to the west. Regional access is provided by freeways near the project site, SR-90 (Marina Fwy) to the north and I-405 (San Diego Fwy) to the east.

The project site is also near recreational, entertainment, retail and employment centers. Commerce and light industry extend westward from the project site to Lincoln Blvd. The future commercial and industrial part of the Playa Vista Project is located to the south of the project site, as is the Phase II of the Playa Vista Project, The Village. The Village consists of 99.3 acres with 2,600 residential units, 175,000 square feet of office space, 150,000 square feet of retail space, 40,000 square feet of community serving uses, 11.4 acres of park, 1.0 acres of bicycle path, and 0.4 acres of open space.

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

STAFF RECOMMENDATION

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

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

SUGGESTED MOTION

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

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

Attachments:

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

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

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

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

SYNOPSIS:

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

PROCEEDINGS BEFORE THE COMMISSION

Findings

REGIONAL PLANNING COMMISSION FINDINGS

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

FINDINGS

3. The subject property is located at 5544 and 5550 Grosvenor Blvd within the unincorporated community of West Fox Hills, Playa Del Rey Zoned District, Second Supervisorial District.
4. The subject property is 4.93 gross acres in size including relevant parcels and easements and is rectangular in shape with 2-foot contours. The site is currently developed with a church, paved surface parking lot, and single-family residence.
5. The subject property is currently zoned R-3-DP (Limited Multiple Residence – Development Program). Concurrent with this approval, the Commission considered and indicated its intent to approve the zone change, and after its effective date, the subject 4.93 gross acre property will be zoned R-4-DP (Unlimited Residence – Development Program).
6. Surrounding zoning is as follows:
 - North: R-1
 - East: C-3 (Unlimited Commercial), City of Los Angeles
 - South: City of Los Angeles
 - West: City of Los Angeles
7. Existing land uses as follows:
 - North: Single-family residence
 - East: Unincorporated County: office buildings, single-family residence. City of Los Angeles: elementary school
 - South: City of Los Angeles: apartments
 - West: City of Los Angeles: office buildings, manufacturing, gymnastics center
8. The existing R-3-DP zoning of the subject property was established in 1984 by Ordinance No. 84-012Z. In 1987, Project No. 85028 consisting of Conditional Use Permit 85019, Parking Permit 85004, Revised Tract Map 33003, and Zone Change 85008 was approved. The entitlements permitted the construction of a church not to exceed 61 feet in height, with a maximum occupant load of 1,600 in the largest assembly room, with a minimum of 320 parking spaces.
9. The property is depicted within the Low Density Residential land use classification on the Land Use Policy Map of the Los Angeles County General Plan (“General Plan”). The Low Density Residential land use category allows one to six dwelling units per acre, which would permit a maximum of 29 units on the 4.93-gross-acre property. The proposal to create 196 units is not consistent with the density permitted under the Low Density Residential category but is consistent with the density permitted under the High Density Residential

FINDINGS

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

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

FINDINGS

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

FINDINGS

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

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

WITH RESPECT TO CONDITIONAL USE PERMIT CASE NO. 200900150

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

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

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

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

REGIONAL PLANNING COMMISSION ACTION:

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

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

VOTE:

Concurring:

Dissenting:

Abstaining:

Absent:

Action Date:

MC:MKK
7/8/10

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

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

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

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

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

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

- responsible and shall reimburse the Department of Regional Planning for all additional enforcement efforts necessary to bring the subject property into compliance. Inspections shall be made to ensure compliance with the conditions of this grant as well as adherence to development in accordance with the approved site plan on file. The amount charged for additional inspections shall be \$150.00 per inspection, or the current recovery cost, whichever is greater.
9. Within 3 days of the approval date of this grant, the permittee shall remit processing fees payable to the County of Los Angeles in connection with the filing and posting of a Notice of Determination (NOD) for this project and its entitlements in compliance with Section 21152 of the Public Resources Code. Unless a Certificate of Exemption is issued by the California Department of Fish and Game pursuant to Section 711.4 of the Fish and Game Code, the following applicable fee is required, **\$2,867.25** (\$2,792.25 for an Environmental Impact Report plus \$75.00 processing fee). No land use project subject to this requirement is final, vested or operative until the fee is paid.
 10. Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Regional Planning Commission or a hearing officer may, after conducting a public hearing, revoke or modify this grant, if the Commission or hearing officer finds that these conditions have been violated or that this grant has been exercised so as to be detrimental to the public's health or safety or so as to be a nuisance.
 11. Upon receipt of this letter, the permittee shall contact the Fire Prevention Bureau of the Los Angeles County Fire Department to determine what facilities may be necessary to protect the property from fire hazard. Any necessary facilities shall be provided as may be required by said Department.
 12. All requirements of the Zoning Ordinance and of the specific zoning of the subject property must be complied with unless otherwise set forth in these conditions or shown on the approved plans.
 13. All structures shall conform with the requirements of the Division of Building and Safety of the Department of Public Works.
 14. All structures, walls and fences open to public view shall remain free of extraneous markings, drawings or signage that was not approved by the Department of Regional Planning. These shall include any of the above that do not directly relate to the business being operated on the premises or that do not provide pertinent information about said premises.

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

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

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

DRAFT CONDITIONS
PAGE 6 OF 6

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

Attachment:

Letter from Department of Public Works dated June 28, 2010
Letter from Fire Department dated April 28, 2010
Letter from Department of Public Health dated April 22, 2010

MC:MKK

7/8/10

DRAFT



GAIL FARBER, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

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

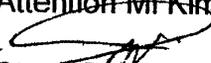
ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

June 29, 2010

IN REPLY PLEASE REFER TO FILE: **LD-1**

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

Attention: ~~Mi Kim~~

FROM:  Steve Burger
Land Development Division
Department of Public Works

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

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

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

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

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

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

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

2. Road Improvements

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

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

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

3. Street Lighting

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

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

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

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

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

4. Traffic Studies

4.1 A traffic signal, including the provision of an Automated Traffic Surveillance and Control System and Adaptive Traffic Control System, shall be installed

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

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

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

5. Drainage

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

Mark Child
June 29, 2010
Page 6

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

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

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

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

RC:ca

P:/LDPUB/SUBMGT/CUP/ Project R2009-02015_CUP 200900150_Millennium Playa del Rey - 5550 Grosvenor Blvd- approval.docx



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

5823 Rickenbacker Road
Commerce, California 90040-3027

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

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

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

Inspector: *Juan C. Padilla*

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



COUNTY OF LOS ANGELES
Public Health

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

JONATHAN E. FREEDMAN
Chief Deputy Director

ANGELO J. BELLOMO, REHS
Director of Environmental Health

ALFONSO MEDINA, REHS
Director of Environmental Protection Bureau

KEN HABARADAS, MS, REHS
Acting Environmental Health Staff Specialist
5050 Commerce Drive
Baldwin Park, California 91706
TEL (626) 430-5200 • FAX (626) 960-2740

April 22, 2010

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

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

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

Dear Ms. Kim:

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

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

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

Sincerely,

Ken Habaradas, MS, REHS
Bureau of Environmental Protection



BOARD OF SUPERVISORS

Gloria Molina
First District

Mark Ridley-Thomas
Second District

Zev Yaroslavsky
Third District

Don Knabe
Fourth District

Michael D. Antonovich
Fifth District

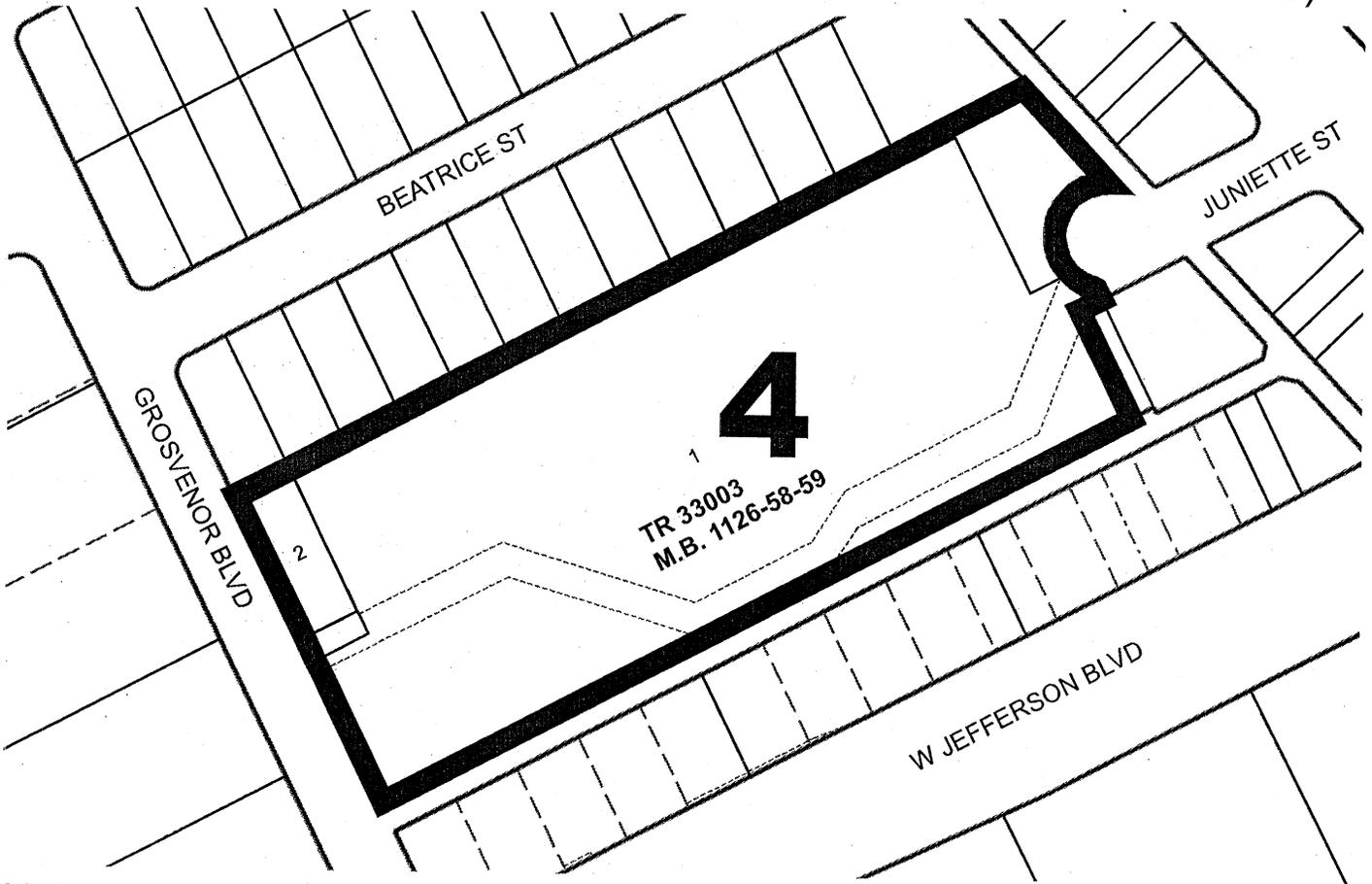
AMENDMENT TO COUNTYWIDE GENERAL PLAN
WEST FOX HILLS COMMUNITY

PLAN AMENDMENT: 200900013

ON: _____

CATEGORY 1 TO CATEGORY 4

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



LEGAL DESCRIPTION:

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

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

LEGEND:

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



0 75 150
FEET

COUNTY ZONING MAP
105H161

DIGITAL DESCRIPTION: \ZCOZD_PLAYA DEL REY

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

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

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

WHEREAS, the Regional Planning Commission finds as follows:

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

accessible to, or within multipurpose urban centers. Densities generally exceed 22 units per gross acre.

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

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

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

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

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

Rosie Ruiz, Secretary
County of Los Angeles
Regional Planning Commission

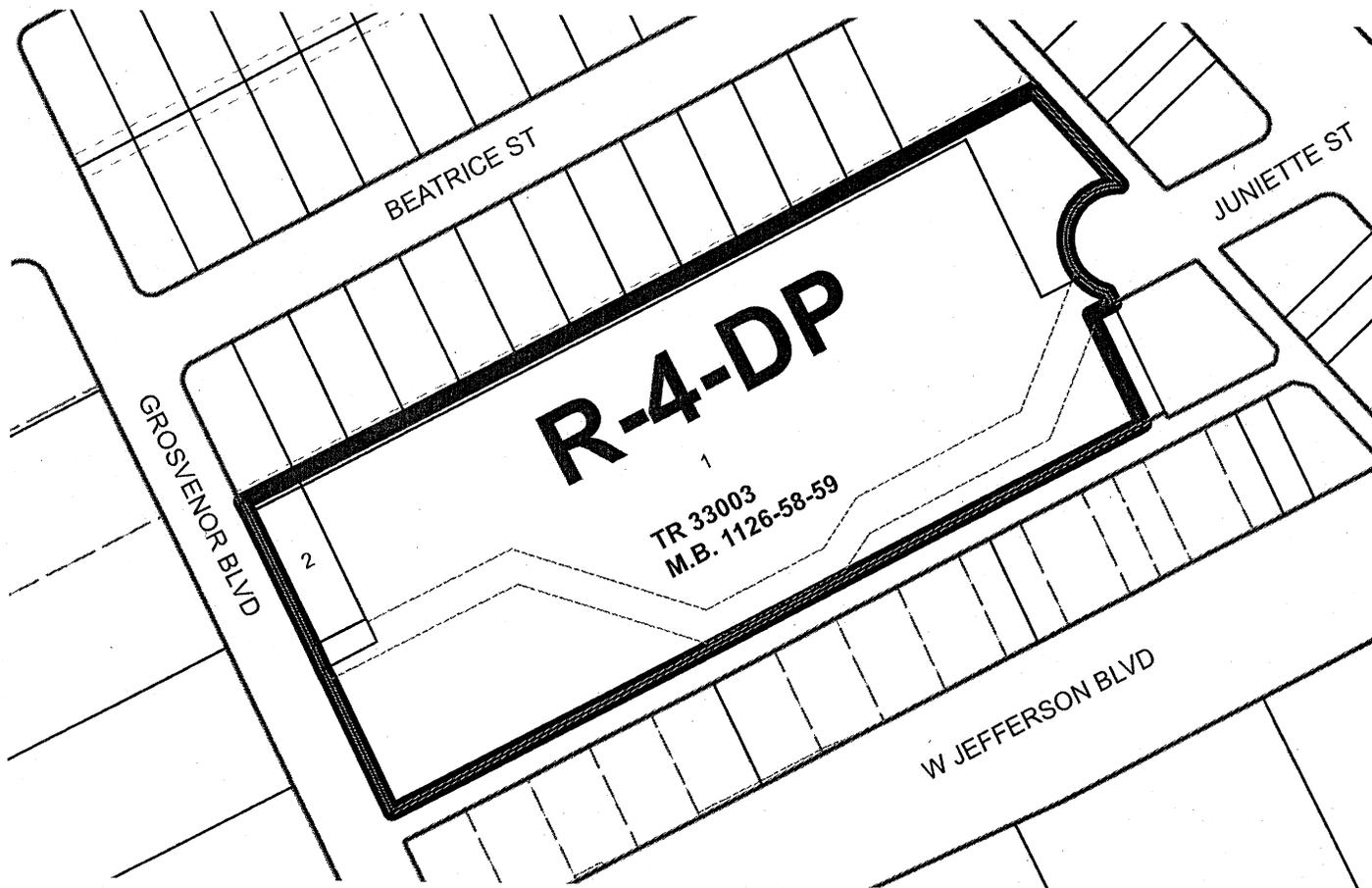
CHANGE OF PRECISE PLAN
PLAYA DEL REY ZONED DISTRICT

ADOPTED BY ORDINANCE: _____

ON: _____

ZONING CASE: ZC 200900013

AMENDING SECTION: 22.16.230 OF THE COUNTY CODE



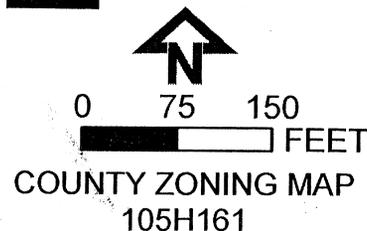
LEGAL DESCRIPTION:

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

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

LEGEND:

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



DIGITAL DESCRIPTION: \ZCO\ZD_PLAYA DEL REY

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

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

Draft

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

WHEREAS, the Regional Planning Commission finds as follows:

1. The applicant is requesting a change of zone from "R-3-DP" (Limited Multiple Residence – Development Program) and "R-1" (Single Family Residence) to "R-4-DP" (Unlimited Residence – Development Program).
2. The subject property consists of approximately 4.93 gross acres located at 5544 and 5550 Grosvenor Blvd within the unincorporated community of West Fox Hills, Playa Del Rey Zoned District of the Second Supervisorial District.
3. The Zone Change request was heard concurrently with Plan Amendment Case No. 200900013 and Conditional Use Permit Case No. 200900150.
4. General Plan Amendment Case No. 200900013 is a related request to authorize a change of land use classification in the Countywide General Plan from Low Density Residential to High Density Residential on the approximately 4.93-gross-acre subject property.
5. Conditional Use Permit Case No. 200900150 is a related request to authorize the development of a multi-family residential project on the subject property. The applicant is proposing to construct 196-unit apartment building with appurtenant structures and facilities, including a pool, fitness center, and parking structure for 353 cars.
6. The site plan for Conditional Use Permit No. 200900150, the Exhibit "A", depicts the subject property with one apartment building wrapped around two courtyards, and a parking structure. Access to the site is via Grosvenor Blvd from Jefferson Blvd to the south.
7. The subject property is currently zoned R-3-DP (Limited Multiple Residence – Development Program) established in 1984 and 1987 by Ordinance No. 84-0121Z and 87-0048Z respectively.
8. The subject property is developed with a church, parking lot, and single-family residence. Existing zoning allows for a density of 22 dwelling units per acre. The property south of the subject property is developed with three apartment

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

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

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

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

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

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

Rosie Ruiz, Secretary
Regional Planning Commission
County of Los Angeles

ATTACHMENT A

REVISED PROJECT DESCRIPTION

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

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

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

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

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

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

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

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

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

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

ATTACHMENT B

PARKING STUDY

MEMORANDUM

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

FROM: Srinath Raju, P.E.

SUBJECT: Millennium-Playa Del Mar Residential Project Parking Study

DATE: July 7, 2010

REF: RA312

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

PURPOSE & GOALS

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

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

PROJECT BACKGROUND

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

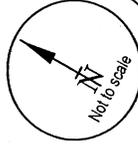
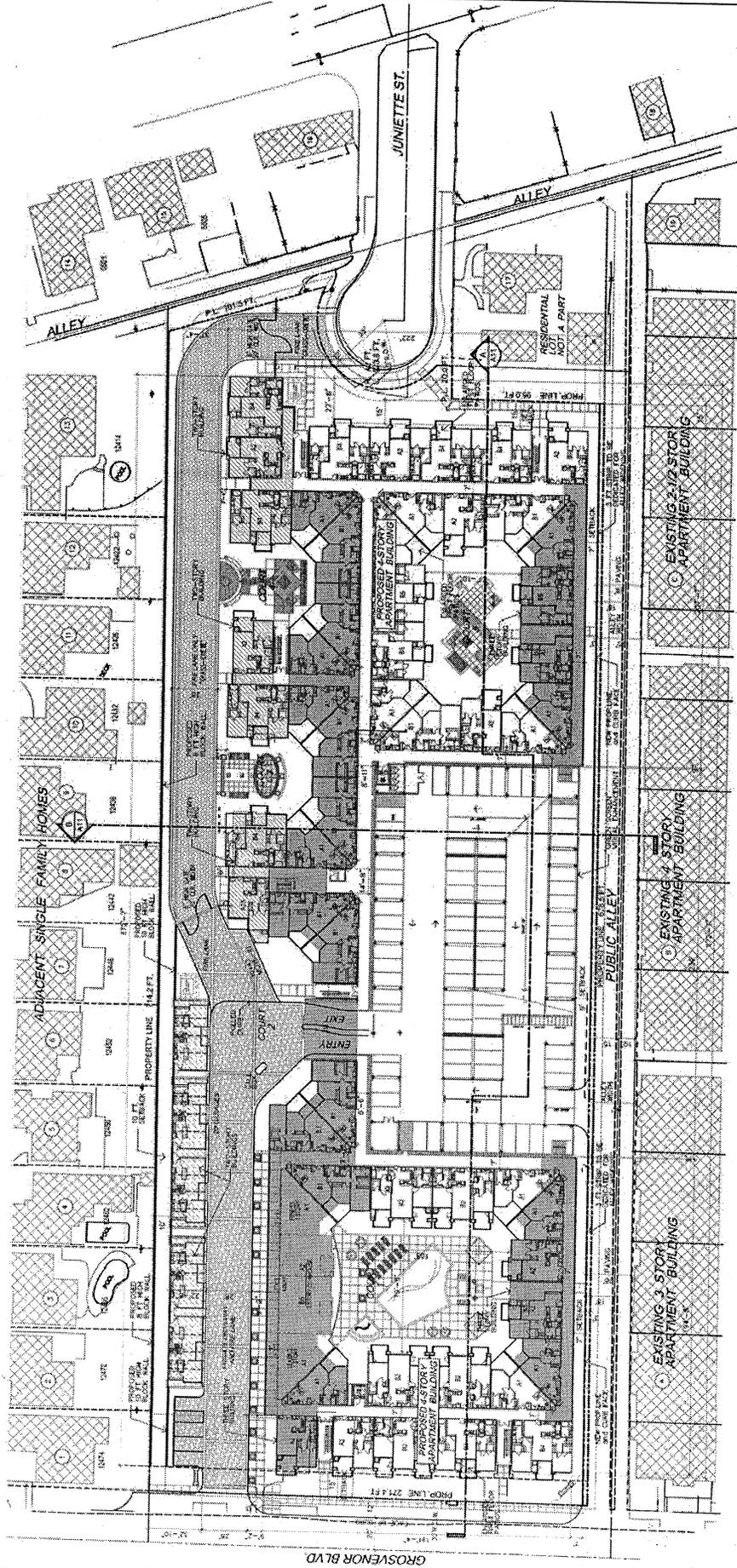
The proposed Millennium Playa Del Mar Residential Project consists of 196 apartments. The Project also includes provision of a multi-level parking structure containing 329 parking spaces for residents and guests. The parking structure would obtain access from Grosvenor Boulevard. The Proposed Project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

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

COUNTY OF LOS ANGELES ZONING CODE

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

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



SOURCE: ARCHITECTS ORANGE

FIGURE 1
PROJECT SITE PLAN

RAJU Associates, Inc.

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

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

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

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

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

PARKING ZONING CODES

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

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

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

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

PARKING SUPPLY AND DEMAND SURVEYS

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

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

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

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

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

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

**TABLE 2
RENTAL MULTI-FAMILY RESIDENTIAL PARKING SURVEY**

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

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

**TABLE 3
RENTAL MULTI-FAMILY RESIDENTIAL PARKING SURVEY**

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

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

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

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

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

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

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

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

ANALYSIS FINDINGS AND CONCLUSION

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

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

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

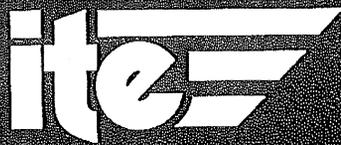
The parking zoning code requirements at 32 different California cities and counties were examined and the parking requirements for the Millennium Playa Del Mar Project built under those codes were evaluated. It was determined that the parking provisions for the Proposed Project would exceed the parking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

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

ATTACHMENT A

3rd Edition

Parking Generation



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

Institute of Transportation Engineers

1

Introduction

Purpose of Report

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

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

The Database

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

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

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

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

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

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

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

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

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

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

Parking Demand Data Analysis

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

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

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

Cautions

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

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

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

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

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

Organization of Report

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

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

- **Parking Demand Data Reduction Methodology**

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

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

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

- **Parking Demand Data Collection**

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

- **ITE Land Use Codes**

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

- **Index**

Appendix E provides a comprehensive index of Parking Generation.

Land Use: 221

Low/Mid-Rise Apartment

Land Use Description

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

Database Description

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

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

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

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

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

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

Land Use: 221 Low/Mid-Rise Apartment

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

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

* Subset of database

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

Additional Data

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

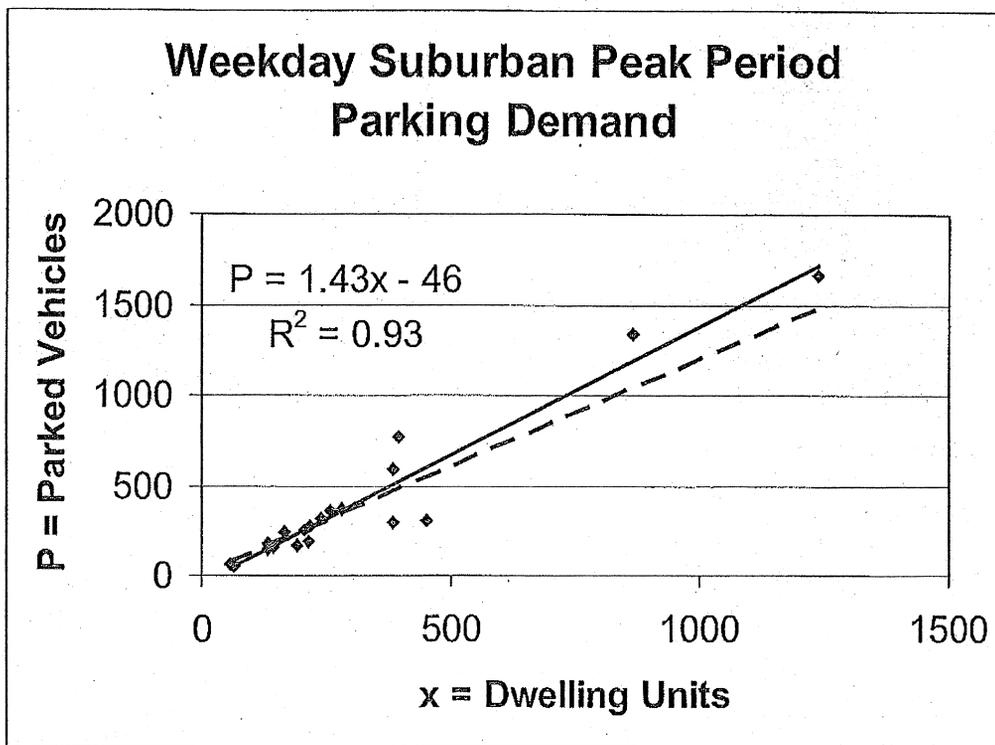
² Rental and Homeowner Vacancy Rates for the United States: 1960 to 2001, U.S. Census Bureau. www.census.gov/hhes/www/housing/hvs/q401tab1.html

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

Land Use: 221 Low/Mid-Rise Apartment

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

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



♦ Actual Data Points

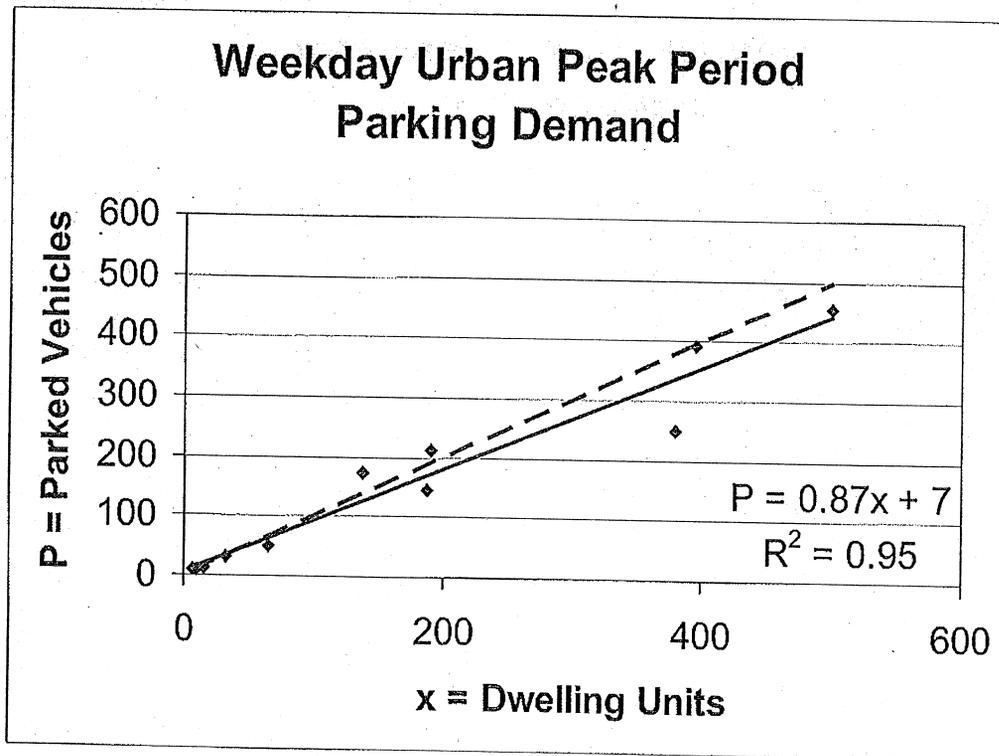
— Fitted Curve

---- Average Rate

Land Use: 221 Low/Mid-Rise Apartment

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

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

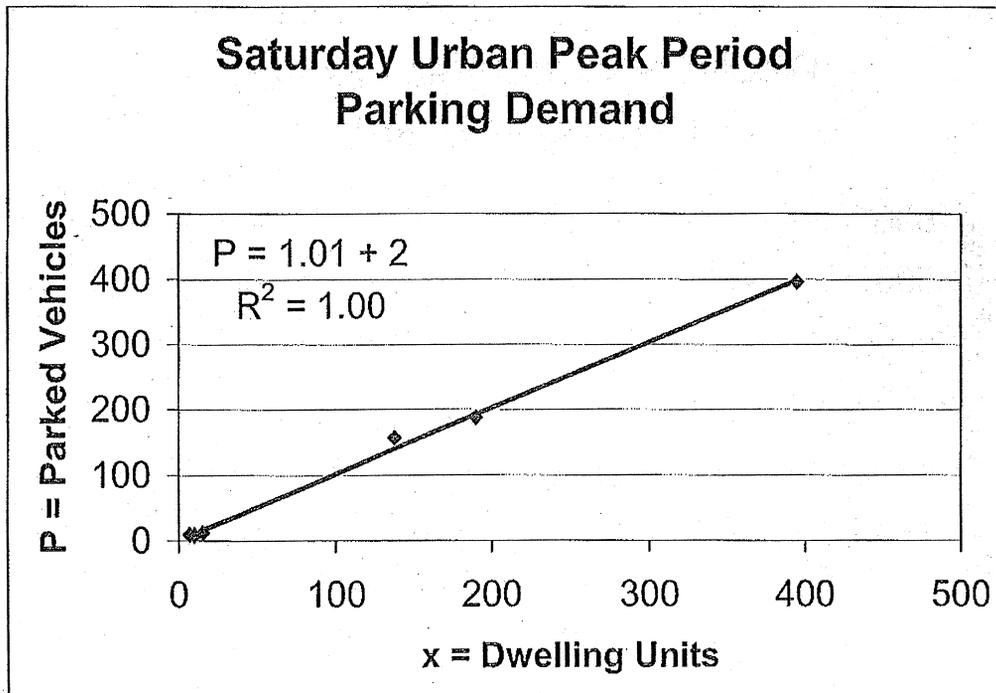


◆ Actual Data Points — Fitted Curve - - - Average Rate

Land Use: 221 Low/Mid-Rise Apartment

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

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

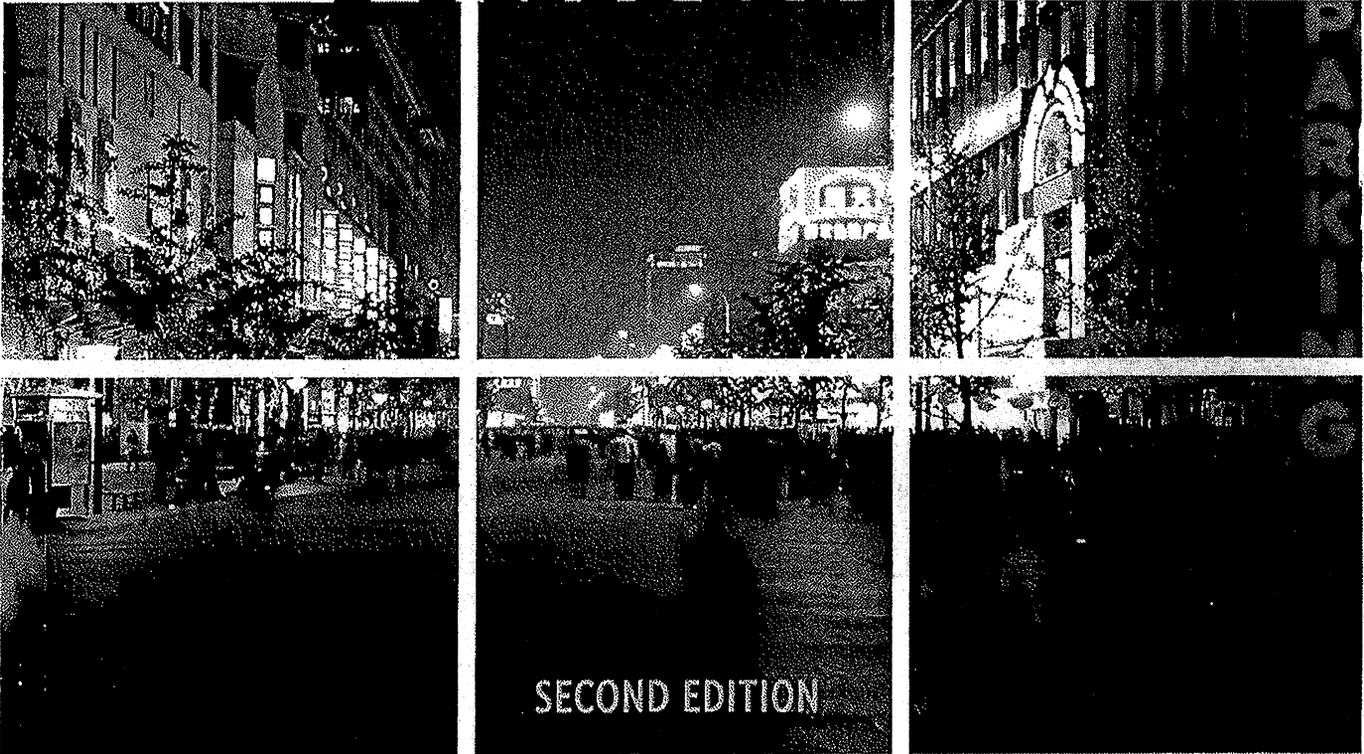


◆ Actual Data Points

— Fitted Curve/Average Rate

ATTACHMENT B

SHARED PARKING



About ULI—the Urban Land Institute

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

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

Richard Rosan

President

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

About the International Council of Shopping Centers

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

Michael P. Kercheval

President

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

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Introduction

The Concept of Shared Parking

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

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

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

projects in many different settings have benefited from shared parking.

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

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

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

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

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

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

Objective of the Second Edition

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

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

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

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

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

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

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

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

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

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

Definition of Terms

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

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

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

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

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

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

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

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

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

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

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

Units of Land Uses

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

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

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

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

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

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

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

Organization of This Report

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

Notes

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

Key Findings

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

Methodology

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

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

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

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

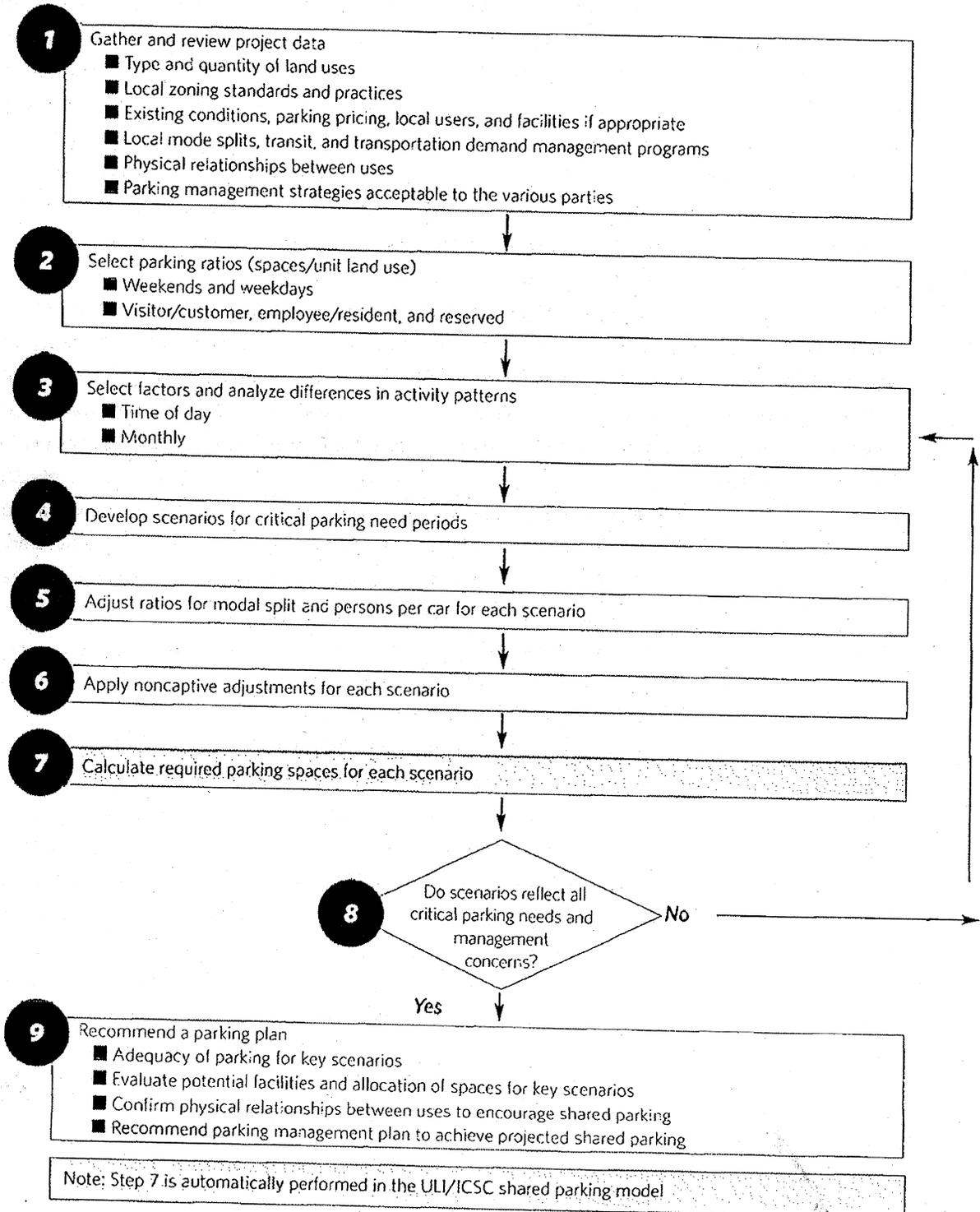
reserved for specific users are part of the parking needed for that land use, whether or not a vehicle is present.

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

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

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

Figure 2-1 Shared Parking Methodology



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

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

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

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

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

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

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

Parking Ratios and Other Default Factors

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

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

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

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

Notes

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

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

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

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

Notes

Ratios based on peak parking spaces required with virtually 100% auto use and typical ridesharing for suburban conditions.

¹/ksf = per thousand sq. ft.

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

Sources:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Conclusion

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

- Shared parking analysis is still a valid method for estimating parking requirements of mixed-use projects. There are now many more components, and this update includes estimates for a much wider range of land uses.
- Designing for the peak hour of parking demand requires a broad consideration of many potential scenarios, as well as extensive data on the hourly and seasonal variations, much of which is included here.
- In order for shared parking to be most effective, it is important that all spaces be conveniently located and accessible to all users. Various techniques of managing parking can be used to encourage the sharing of parking.

ATTACHMENT C

OPPOSITION LETTERS

July 8, 2010

Via e-mail & Overnight Mail

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

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

Dear Ms. Kim & Mr. Curzi:

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

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

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

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

the traffic away from the alleyway.

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

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

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

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

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

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

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

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

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

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

e:clubmar.county.7.7.10

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

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

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

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

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

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

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

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

Sincerely,

Wayne Avrashow, Esq.
WA/jk
cc: Clients

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

July 8, 2010

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

Dear Commissioners:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

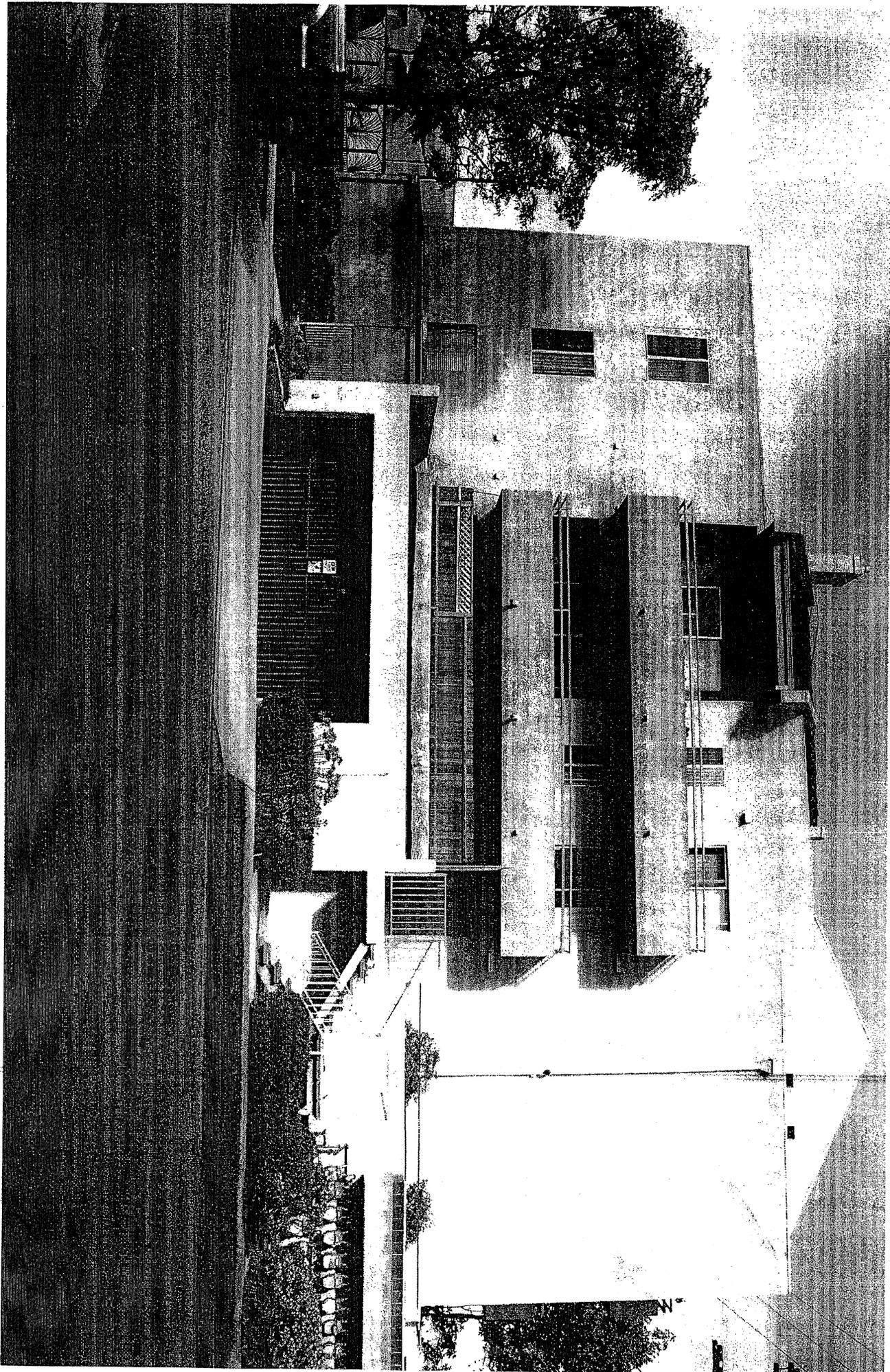
Sincerely,



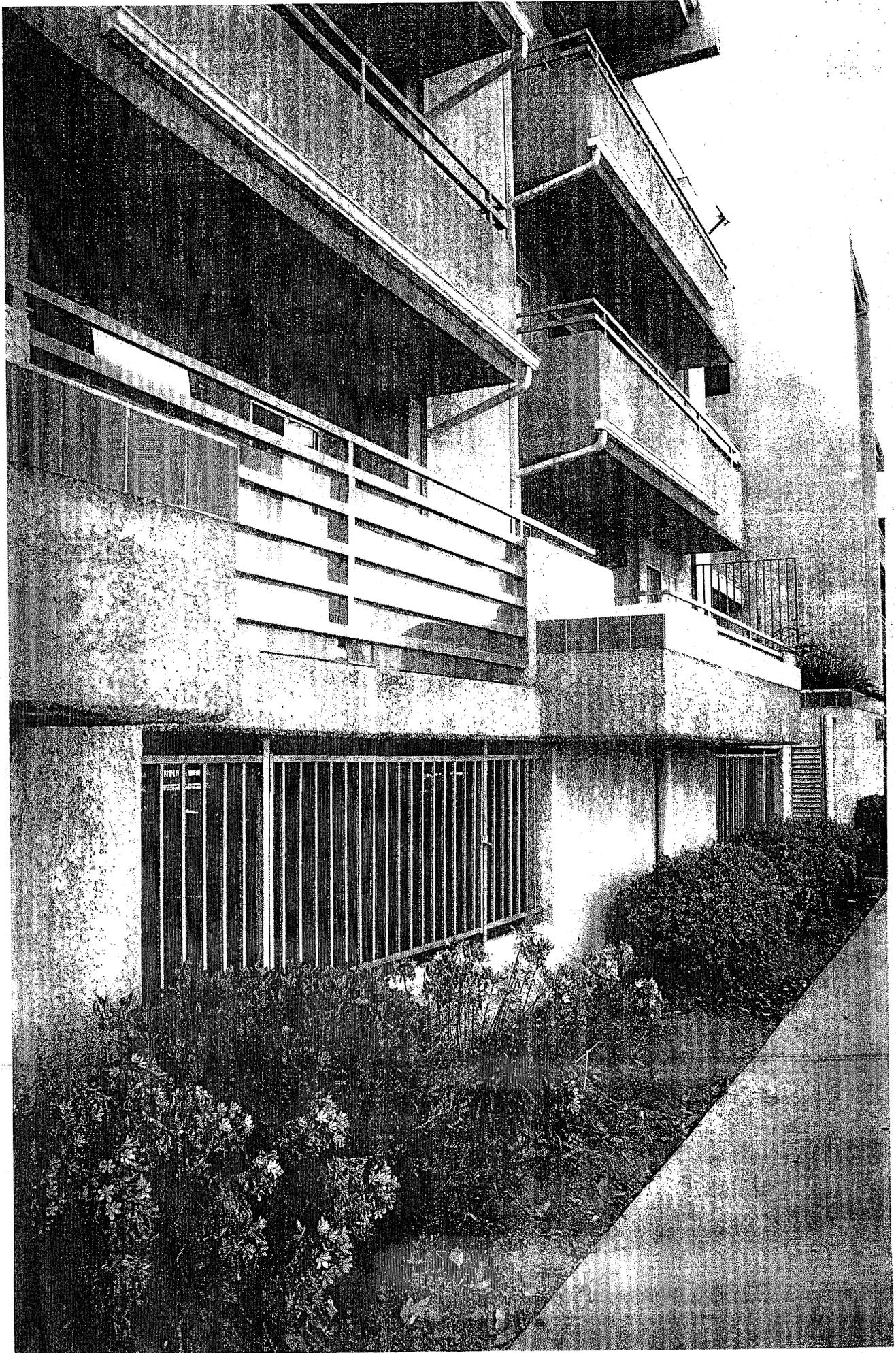
Carole Suzuki
12462 Beatrice Street
Los Angeles, CA 90066

Photos attached

Cc: Josh Vasbinder, Dinerstein Companies
Karly Katona, Offices of Supervisor Mark Ridley-Thomas
Elizabeth Zamora, President of Del Rey Homeowners & Neighbors Assn
Wayne Avrashow, Counsel for Club Marina Apartments

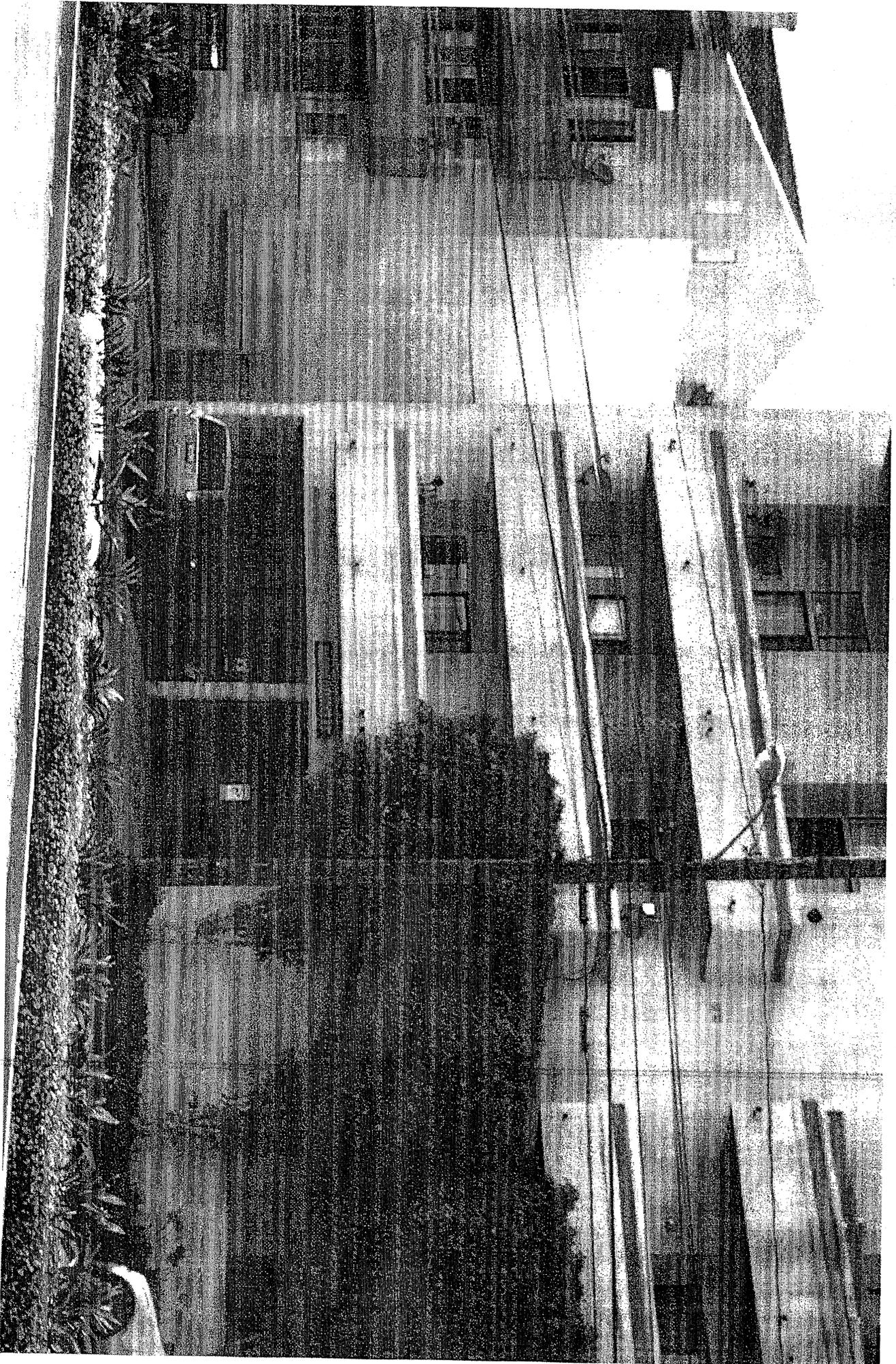


This apartment's subterranean parking entry/exit
on Grovesnor.

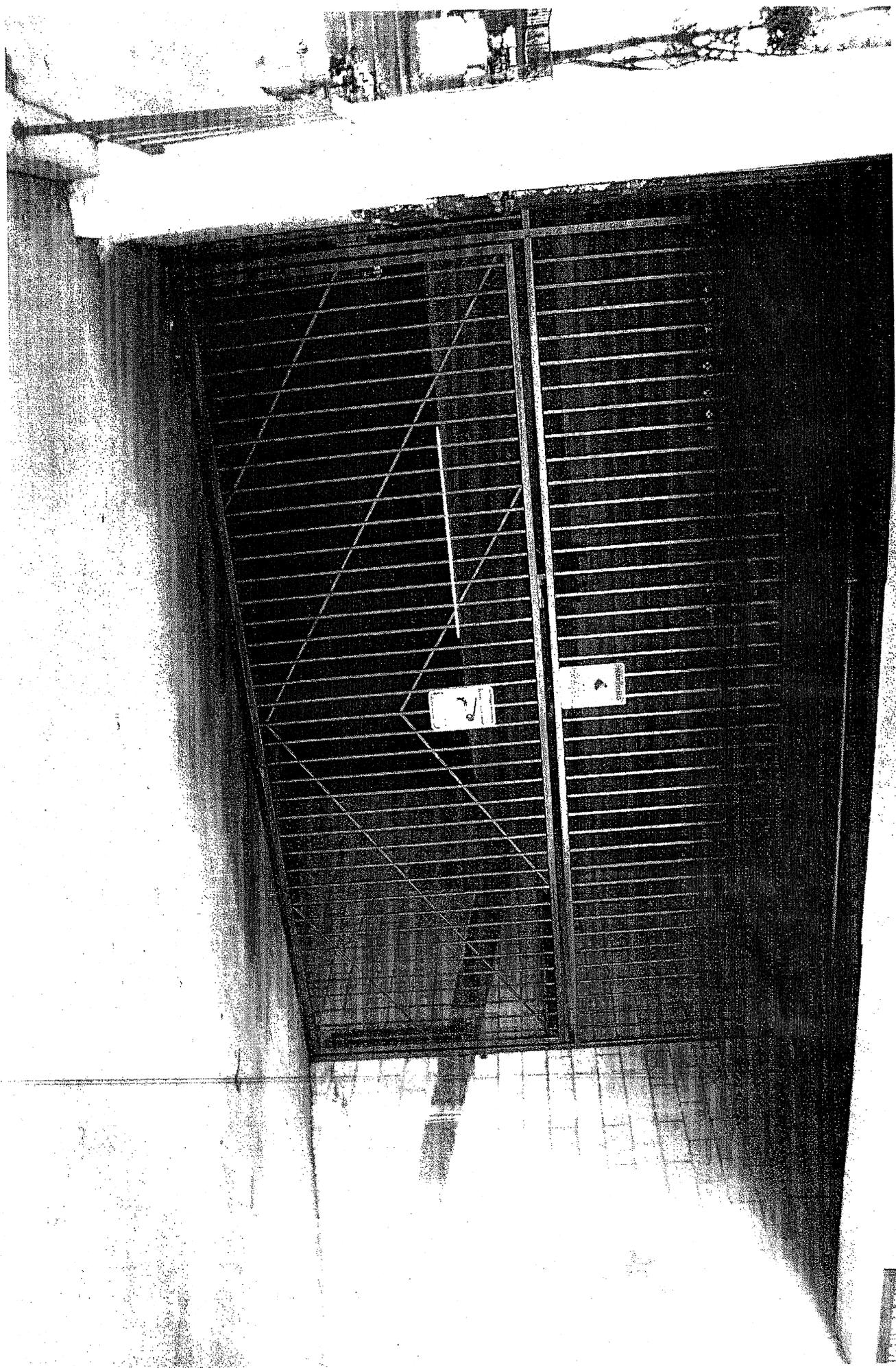


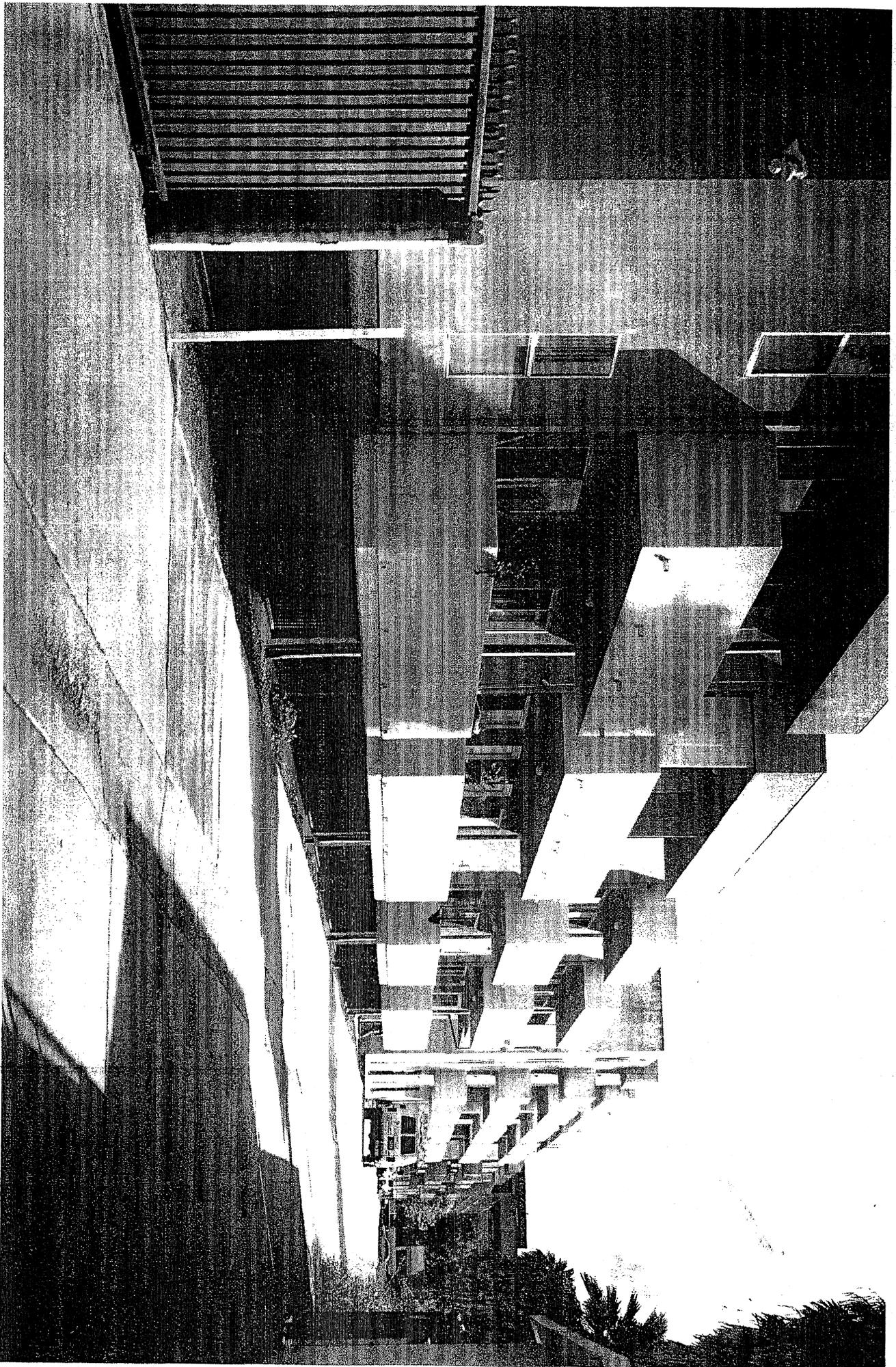
② Same building in photo ①

③ Club Marina Apartments

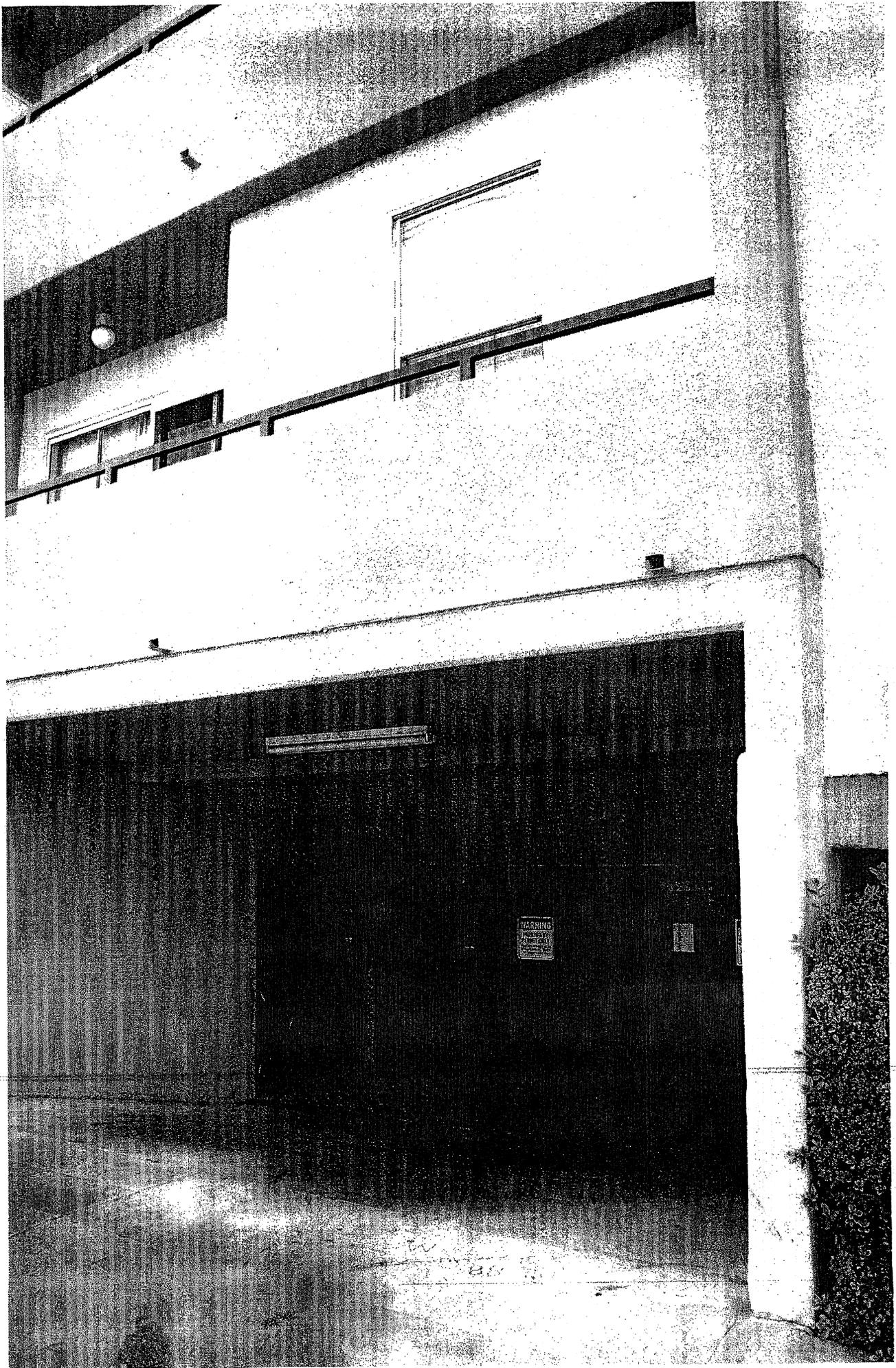


④ Club Marina Apartments Subterranean Entry





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

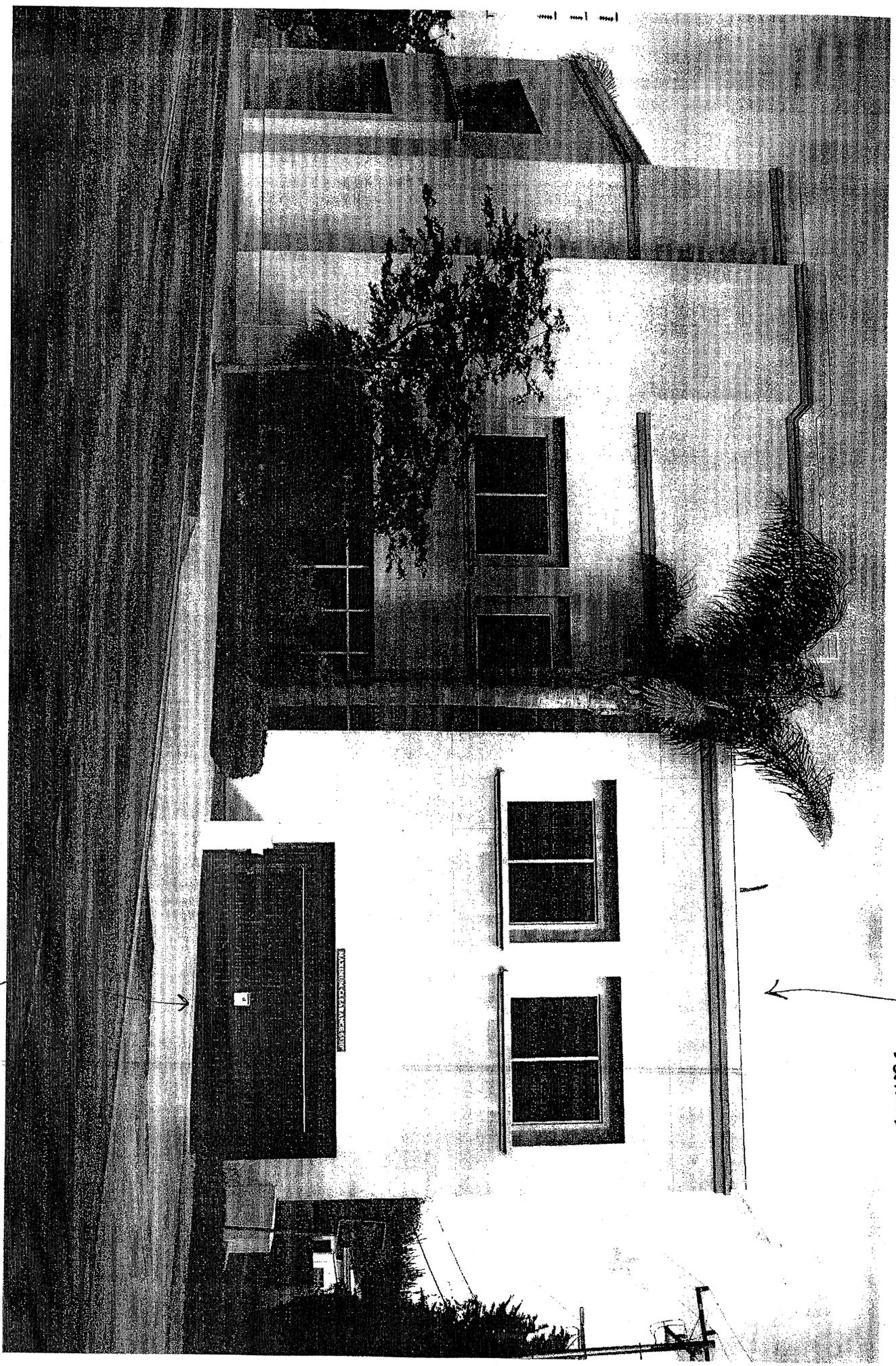


⑥ Same building as in photo ⑤

⑦ commercial building
at Lucille + Centinela

2 story near
lanes

subterranean
parking

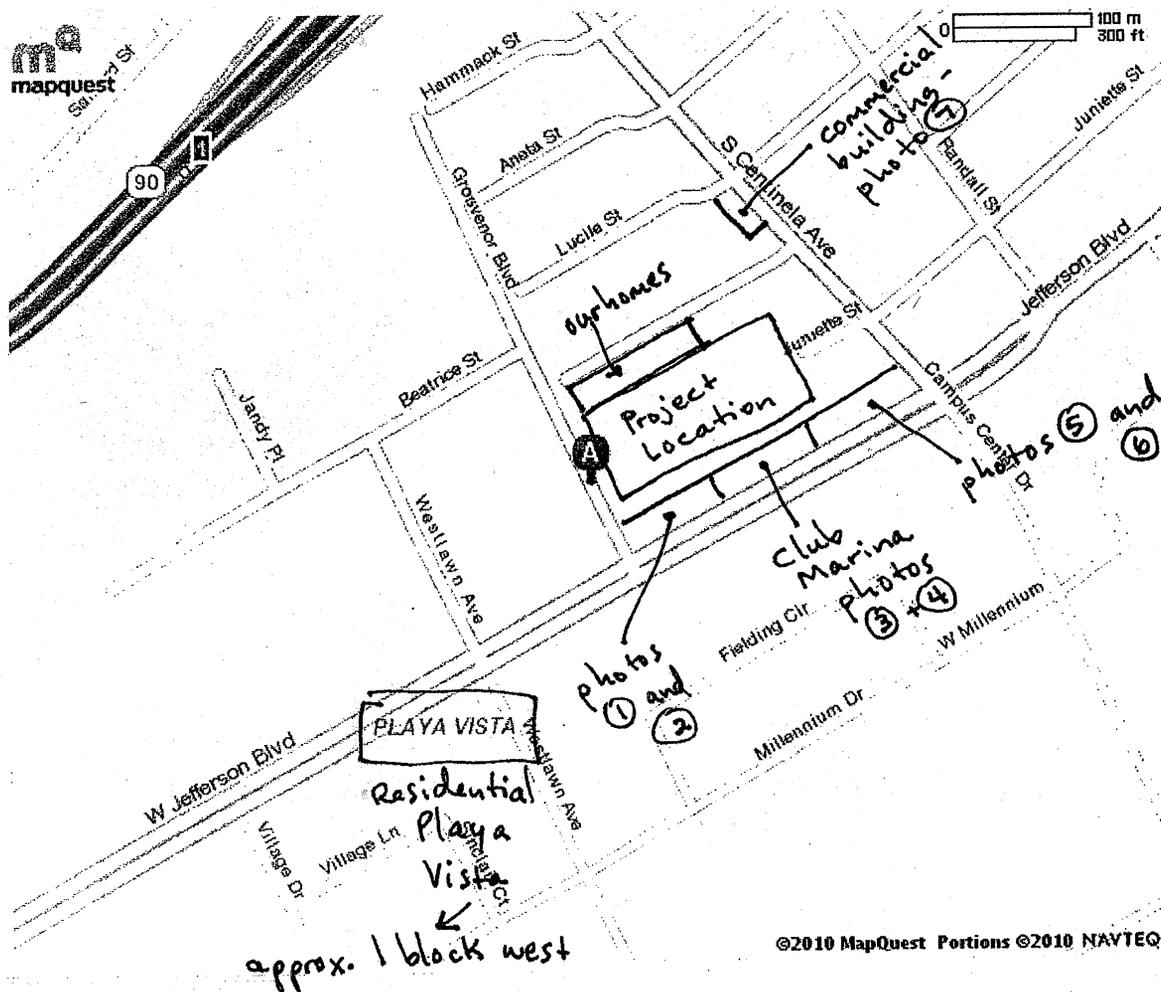




MAPQUEST.

Notes

Map of 5550 Grosvenor Blvd
Los Angeles, CA 90066-6956



All rights reserved. Use subject to License/Copyright | Map Legend

Directions and maps are informational only. We make no warranties on the accuracy of their content, road conditions or route usability or expeditiousness. You assume all risk of use. MapQuest and its suppliers shall not be liable to you for any loss or delay resulting from your use of MapQuest. Your use of MapQuest means you agree to our [Terms of Use](#)



**Millennium-Playa Del Mar
Project No. R2009-02015
July 14, 2010
Agenda Item No. 7**



- ▣ **Address:** 5544, 5550 Grosvenor Blvd
- ▣ **Community:** West Fox Hills
- ▣ **Zoning:** R-3-DP, R-1
- ▣ **Countywide General Plan Designation:** "1" Low Density Residential
- ▣ **Property Size:** 4.93 Gross Acres
- ▣ **Existing Use:** Church, 1,600 occupant load, 320 parking spaces
- ▣ **Environmental Determination:** EIR

ENTITLEMENTS REQUESTED

General Plan Amendment:

To amend the land use policy map category from "1" Low Density Residential (1 to 6 dwelling units per acre) to "4" High Density Residential (22 or more dwelling units per acre).

Zone Change:

To change the zoning from R-3-DP (Limited Multiple Residence – Development Program) and R-1 (Single Family Residence) to R-4-DP (Unlimited Residence – Development Program).

Condition Use Permit:

To authorize the construction, operation and maintenance of a 196-unit apartment complex and appurtenant parking facilities in the proposed DP zone.

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

Parking Deviation:

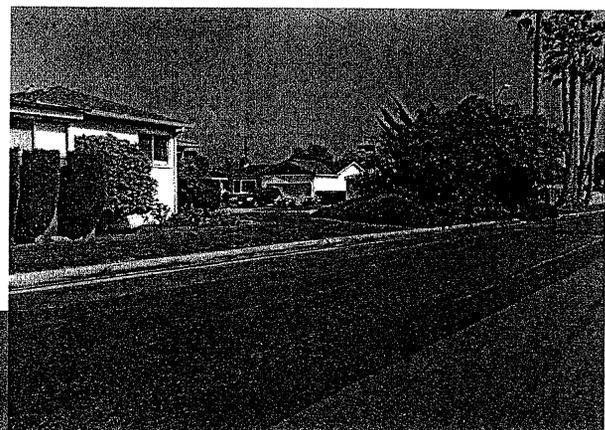
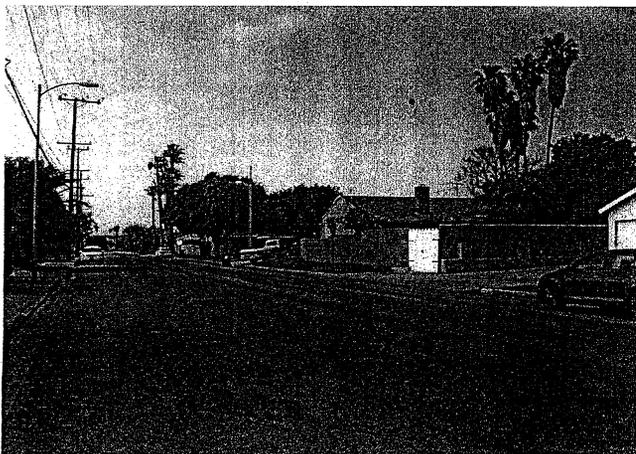
To authorize 10 percent reduction in the number of required parking spaces.

Modification of Wall Height:

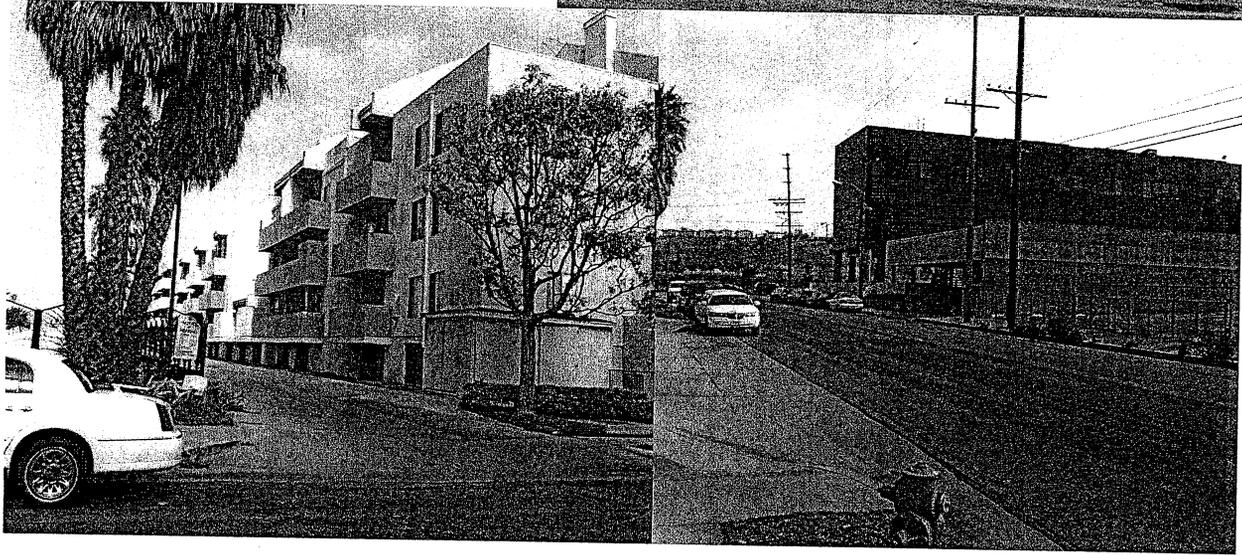
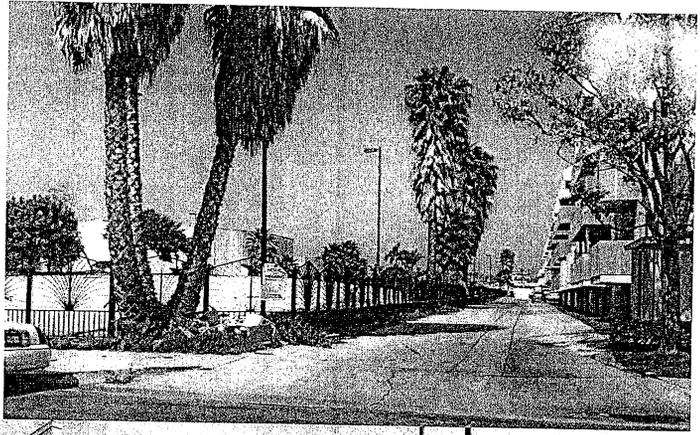
A permit will be required to authorize the block walls to exceed the six-foot height limit.

▣ Surrounding zoning and land use

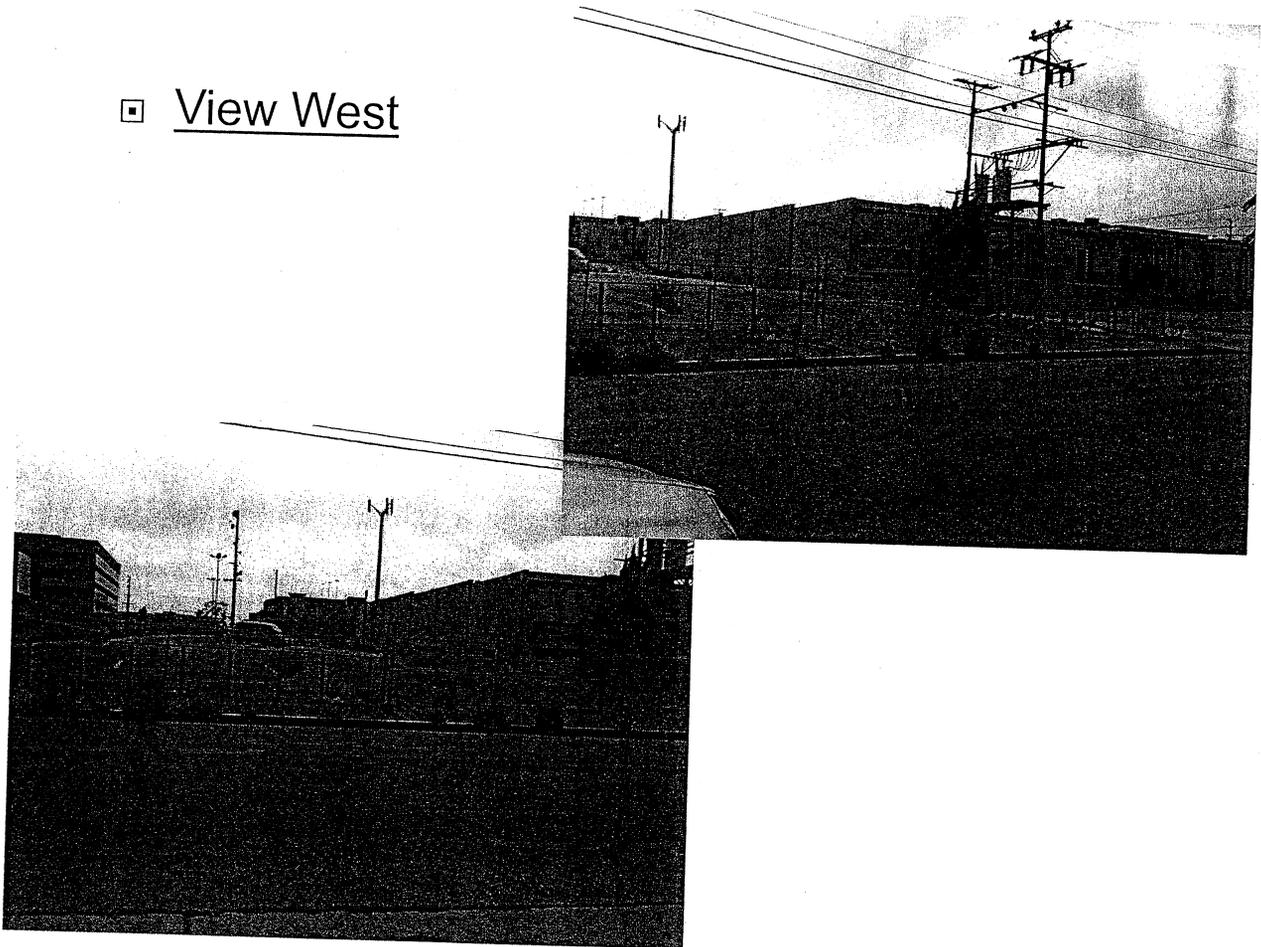
View North



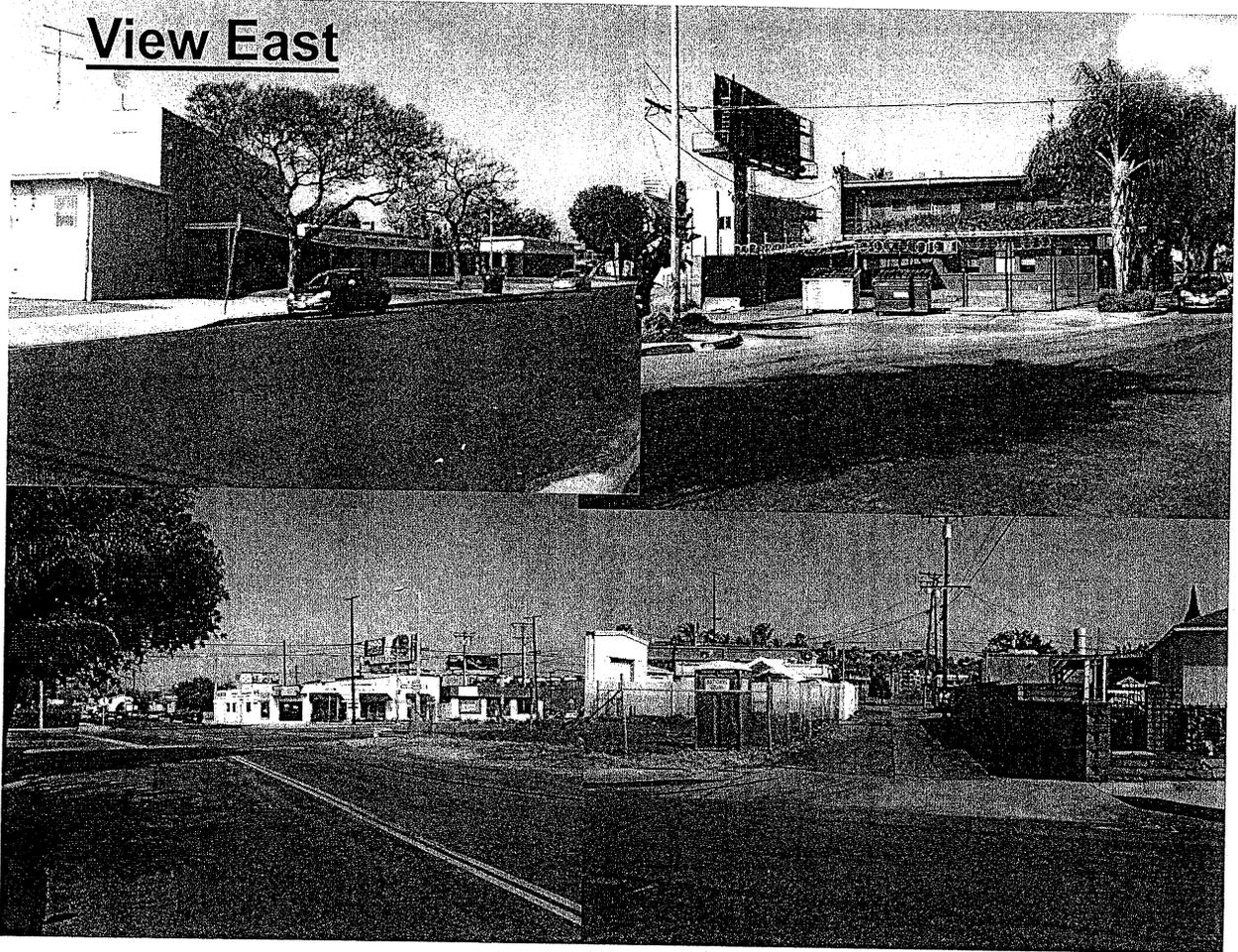
▣ View South



▣ View West

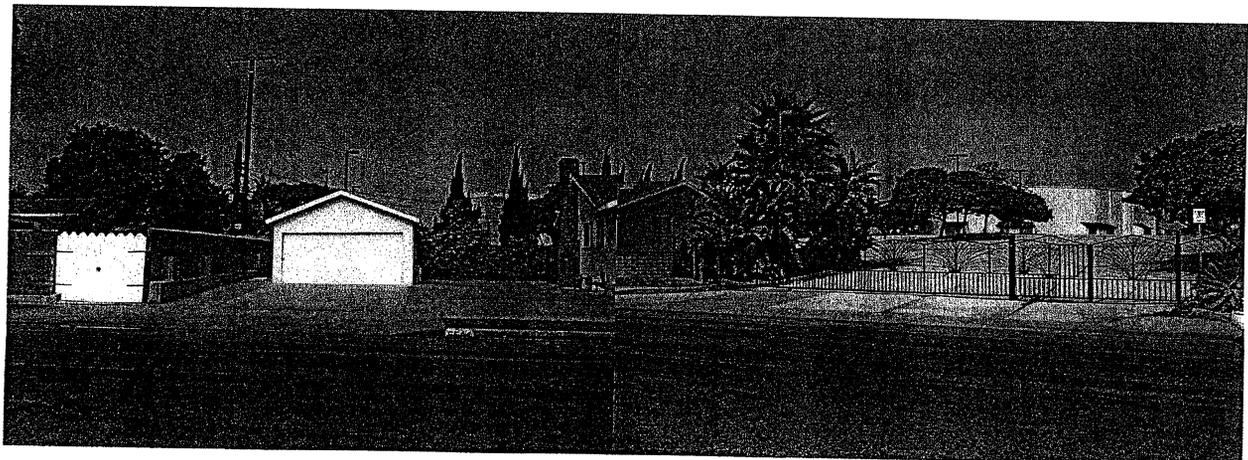


View East



Existing Site Conditions

- Developed with a church and single family residence.
- Occupancy load: 1,200
- 320 parking spaces



▣ Project Data

- ✓ Maximum height: 56 feet (four stories)
- ✓ 95 one-bedroom units
- ✓ 101 two-bedroom units
- ✓ 353 parking spaces
- ✓ Ingress and egress via driveway on Grosvenor Blvd
- ✓ Exit only on alley
Right turn

▣ Proponents

(Applicant)

- ✓ Urban infill
- ✓ Housing

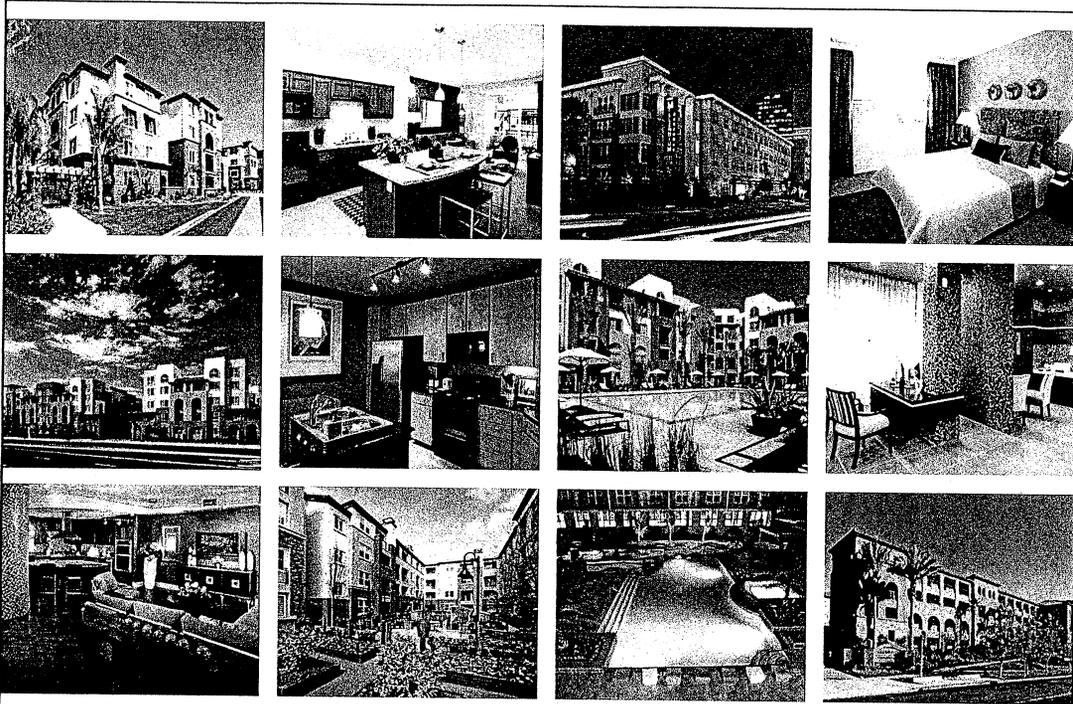
▣ Opponents

(Del Rey Homeowners and Neighborhood Association , Del Rey Neighborhood Council), City Council person Bill Rosendahl, others)

- ✓ Traffic
- ✓ Noise
- ✓ Air Quality

Draft Environmental Impact Report (DEIR)

- ▣ A DEIR has been prepared. The DEIR will need to be updated per the revised project description and the addition of the request for the parking deviation.



Millennium Playa Del Mar

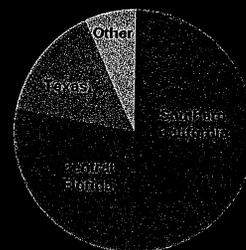
1

5/12/2010

The Dinerstein Companies

- ▣ Established in 1955.
- ▣ Over 50,000 multi-family units in twenty-six states.
- ▣ Construction division ranks as the eight largest in the country*.
- ▣ One of the leading "green" developers in the country with \$330,000,000 in LEED Silver apartment products.

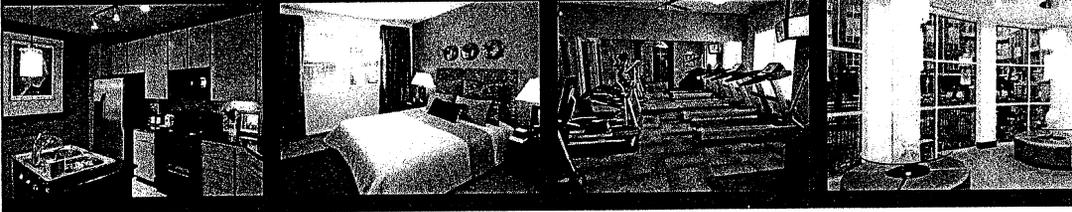
- ▣ **Current Geographic Footprint:**
 - ▣ 44% in Southern California
 - ▣ 34% in Central Florida
 - ▣ 15% in Texas



* Per Multifamily Executive, May 2009 Top 50 Builders

The Millennium Apartments Urban Infill Developments

- ▣ Located in markets within close proximity to employment centers.
- ▣ Each Millennium property comes complete with a state-of-the-art community center, an internet café, a commercial kitchen, and a health club-quality fitness facility.
- ▣ Every unit comes standard with island-style open kitchens, granite countertops, stainless steel appliances, and upgraded cabinetry and fixtures.
- ▣ Ground floor and top units will be “loft style”, complete with stained concrete or wood vinyl flooring, exposed ducts and eight foot doors.



3

5/12/2010

▣ Over 30 meetings since November 2009. Meetings include:

- ▣ Met with neighborhood residents.
- ▣ Met with Del Rey Homeowners & Neighbors Association.
- ▣ Met with Del Rey Neighborhood Council.
- ▣ Community meetings involving all stakeholders.

Thursday November 5, 2009- Walked door-to-door, along Beatrice Street and Lucile Street, introducing new development team. Left informational letter, including contact information, at homes where homeowner wasn't available

Thursday November 12, 2009- Walked door-to-door, along Lucile Street, Aneta Street and Hammack Street, introducing new development team. Left informational letter, including contact information, at homes where homeowner wasn't available.

Thursday November 12, 2009- Spoke during the public comment period at the Del Rey Neighborhood Council (DRNC), introduced the Dinerstein Companies (applicant)

Thursday November 19, 2009- Walked door-to-door, along Hammack Street and Beatrice Street, updating homeowners of project status. Left letter at homes where homeowner wasn't available.

Week of November 30, 2009- Distributed Notice of Preparation mailer to residences within 500 feet of the proposed site

Tuesday December 1, 2009- Walked door-to-door informing homeowners of Notice of Preparation hearing on December 8th and 15th. Left letter at homes where homeowner wasn't available.

Wednesday December 2, 2009- Walked door-to-door informing homeowners of Notice of Preparation hearing on December 8th and 15th. Left letter at homes where homeowner wasn't available.

Monday December 7, 2009- Informed Del Rey Homeowners & Neighbors Association (DRH&NA) of NOP dates introduced the Dinerstein Companies and project timeline.

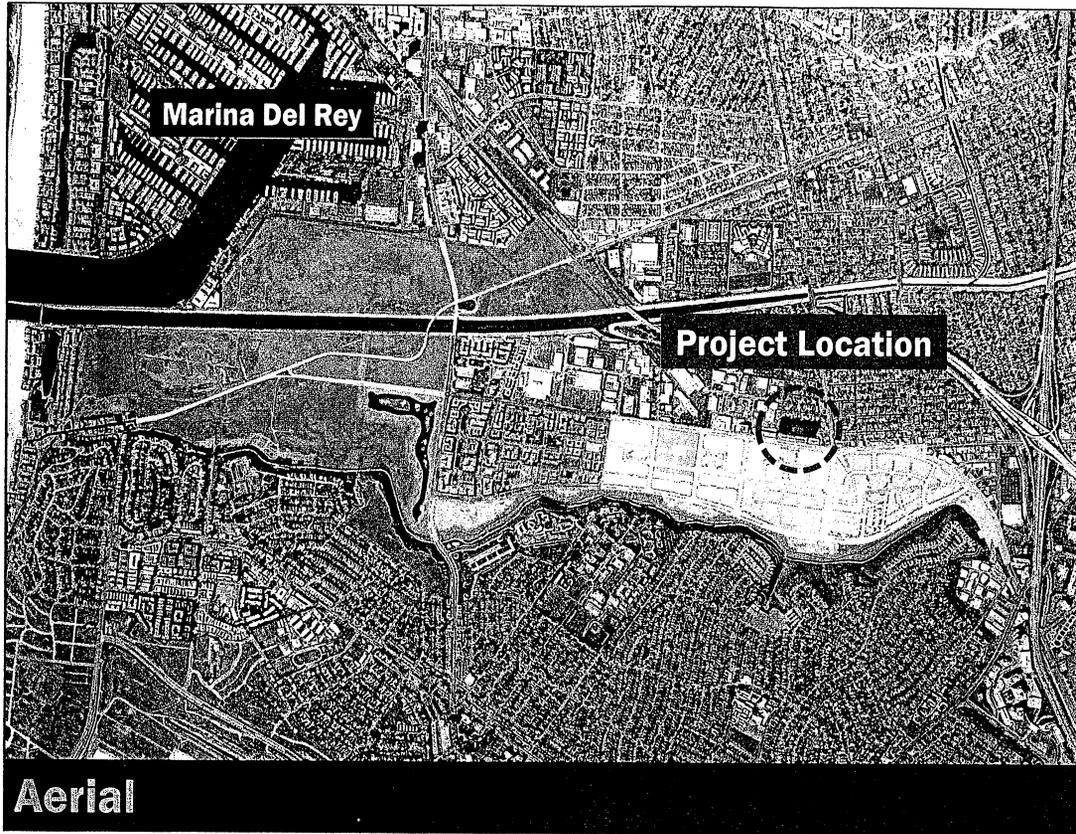
Tuesday December 8, 2009- Initial Scoping Meeting, held at subject property

Tuesday December 15, 2009- DRNC- Land Use and Transportation Subcommittee, informational item to introduce project

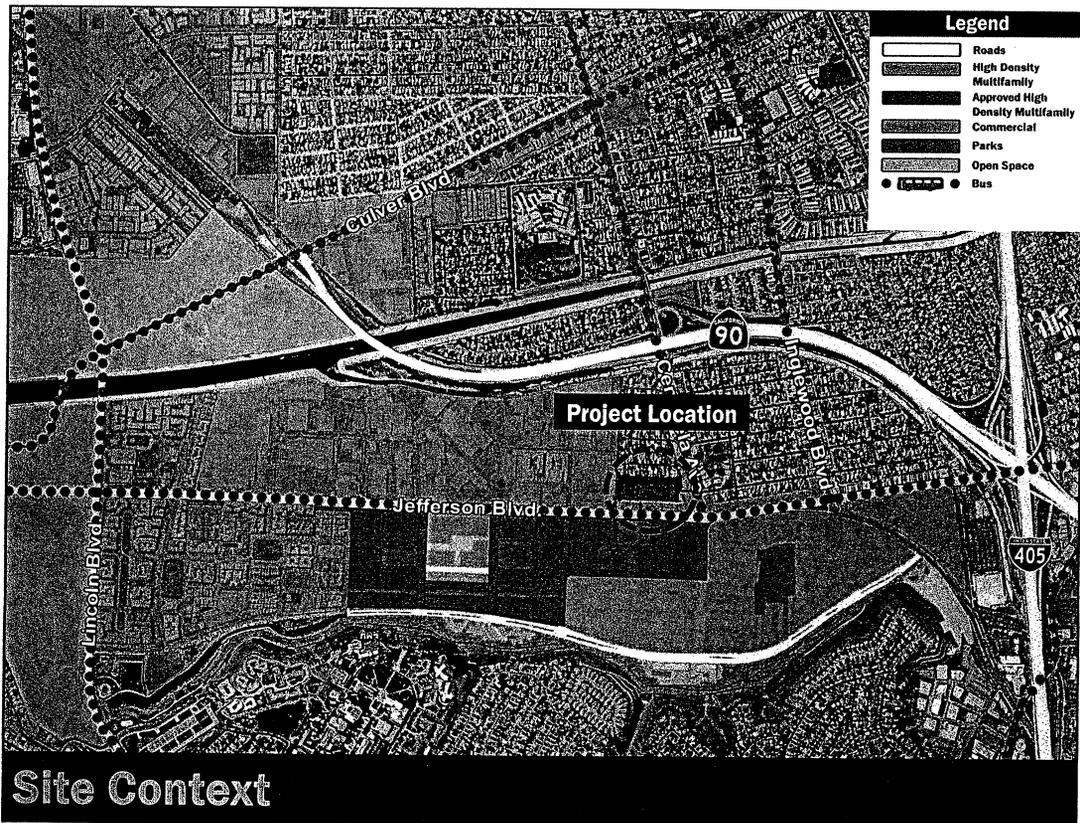
Wednesday December 16, 2009- Second Scoping Meeting, held at subject property

Thursday January 28, 2010- DRNC- discussed project in greater detail, addressed questions/comments from board members.

Community Outreach



Aerial



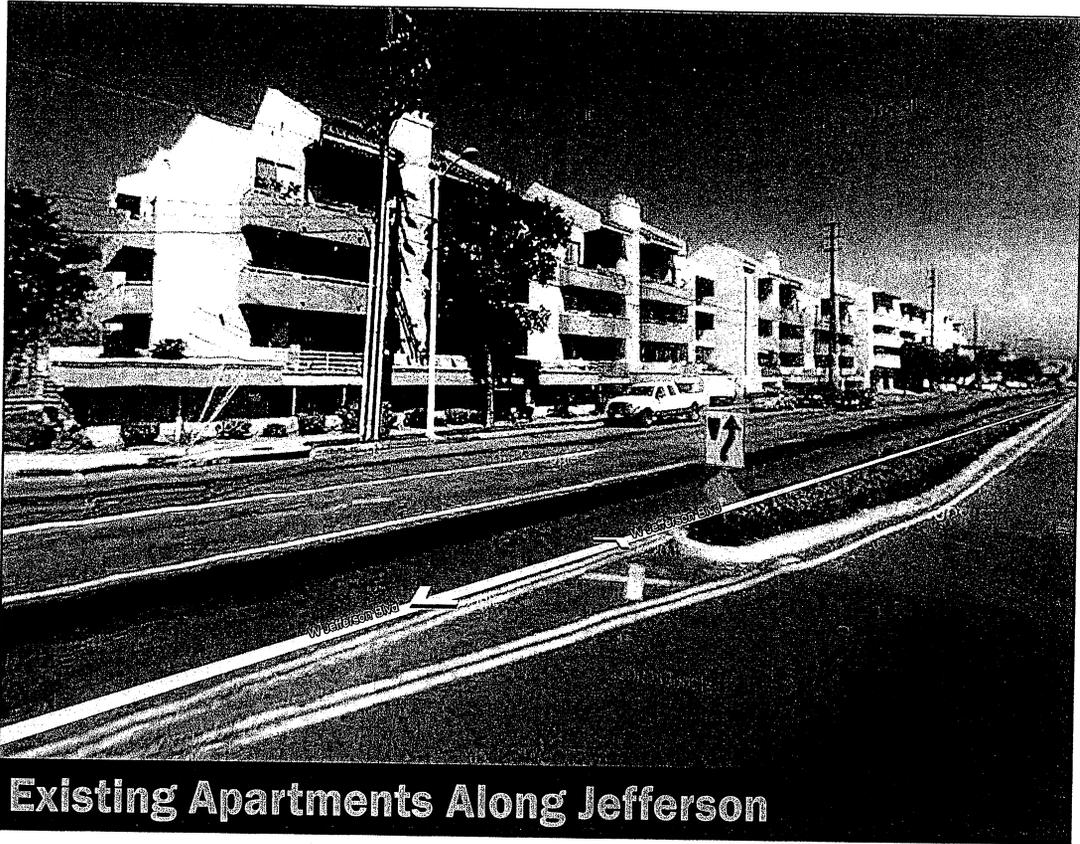
Site Context



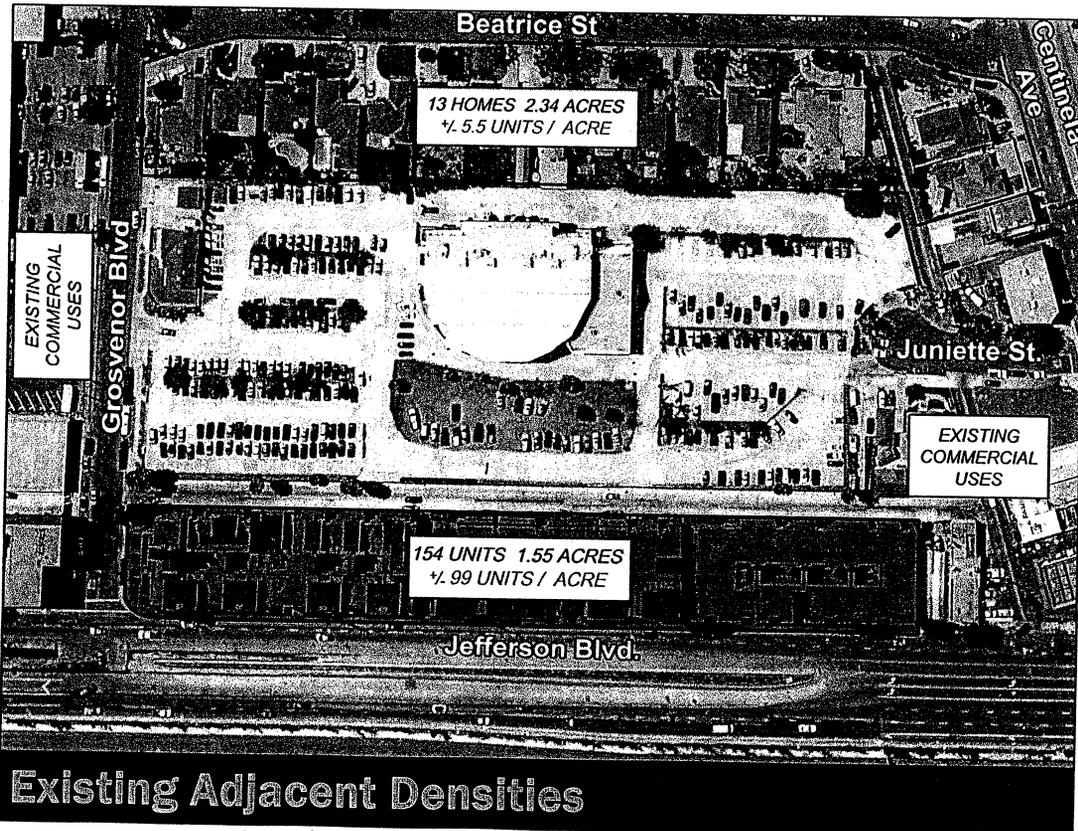
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5/12/2010

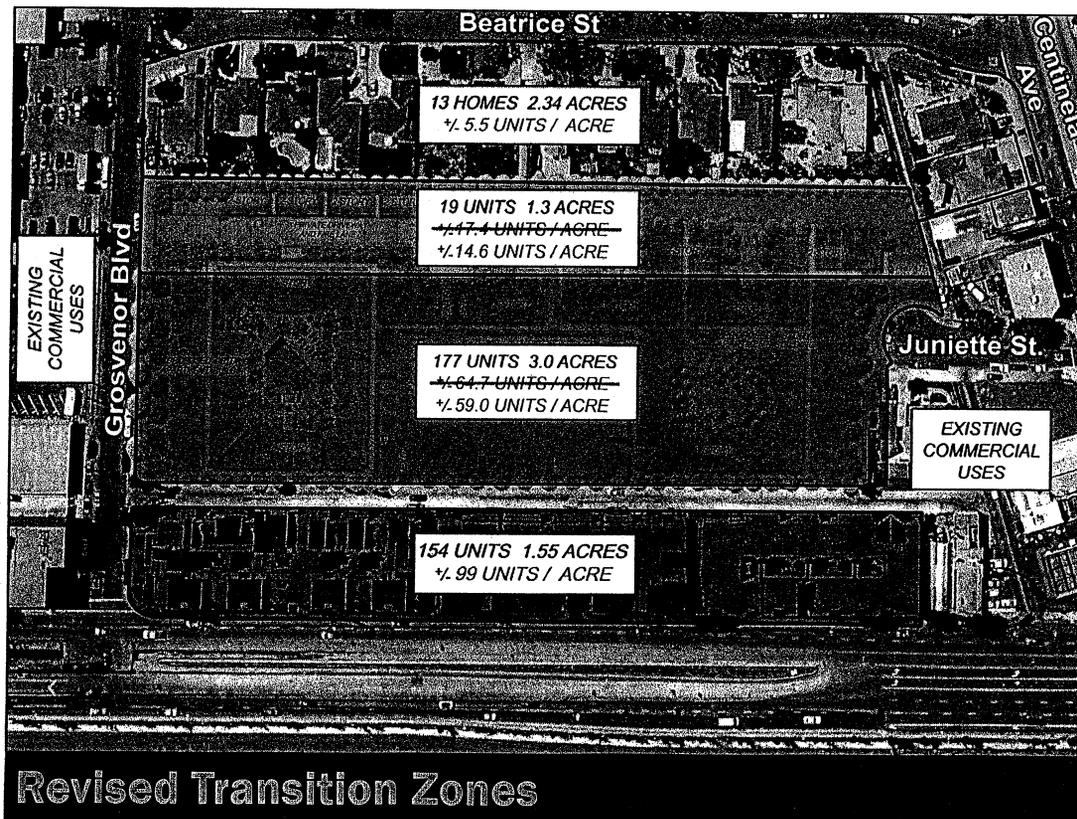
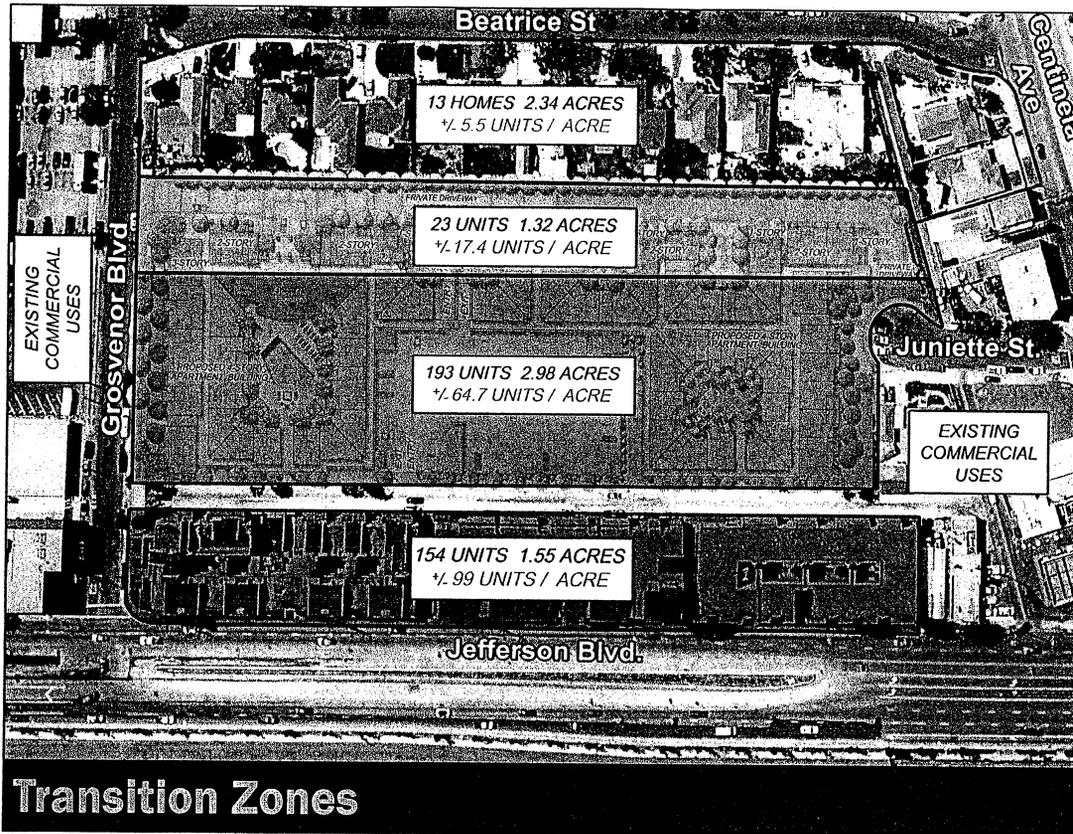


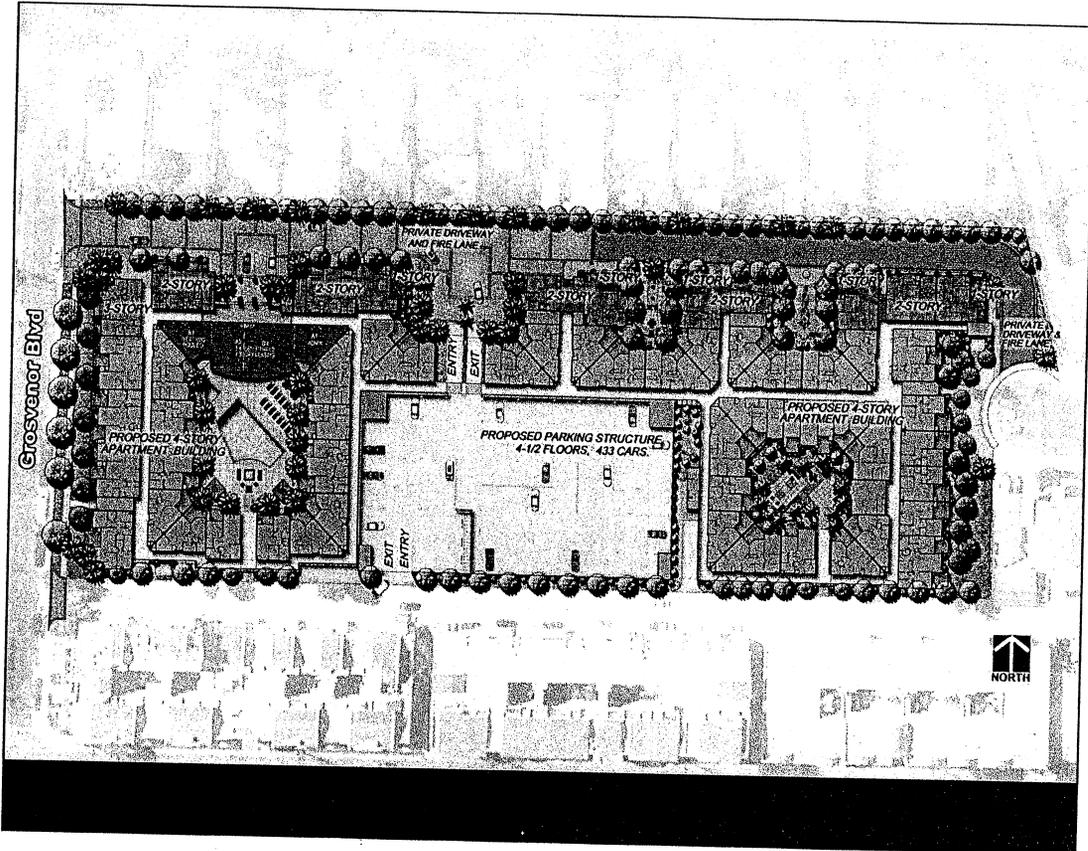


Existing Apartments Along Jefferson



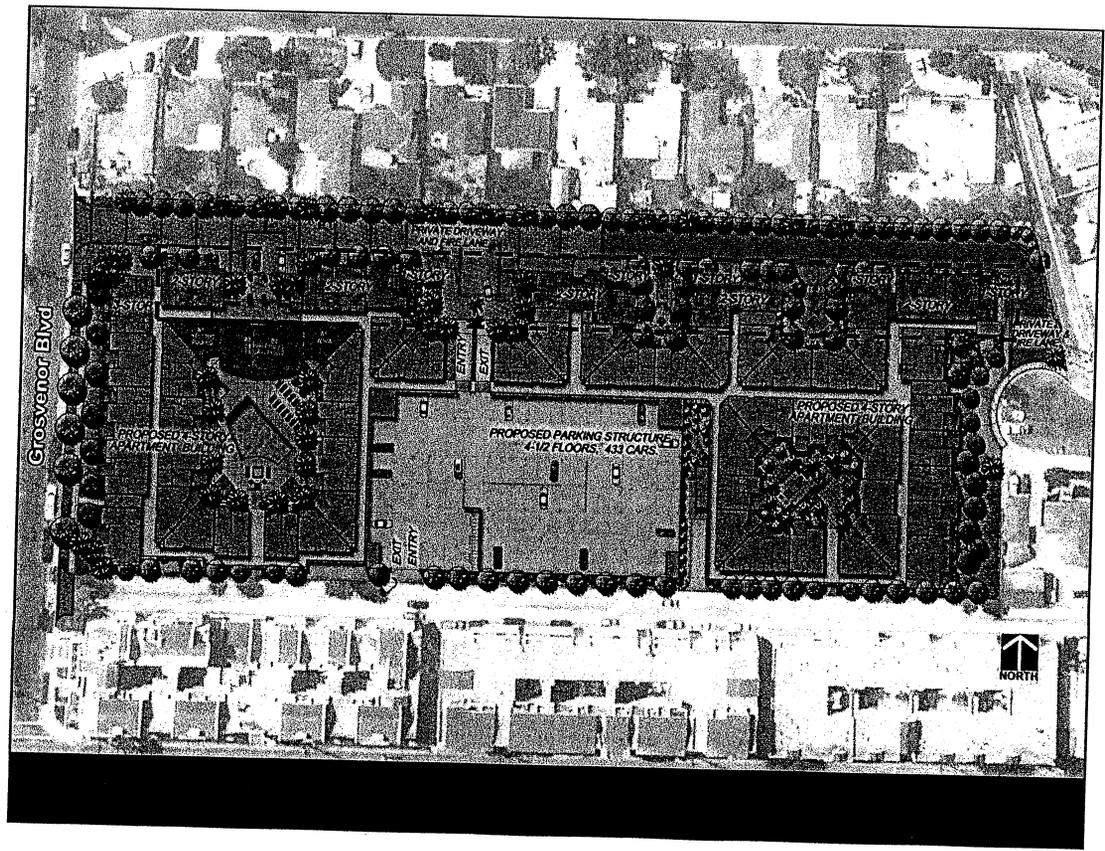
Existing Adjacent Densities



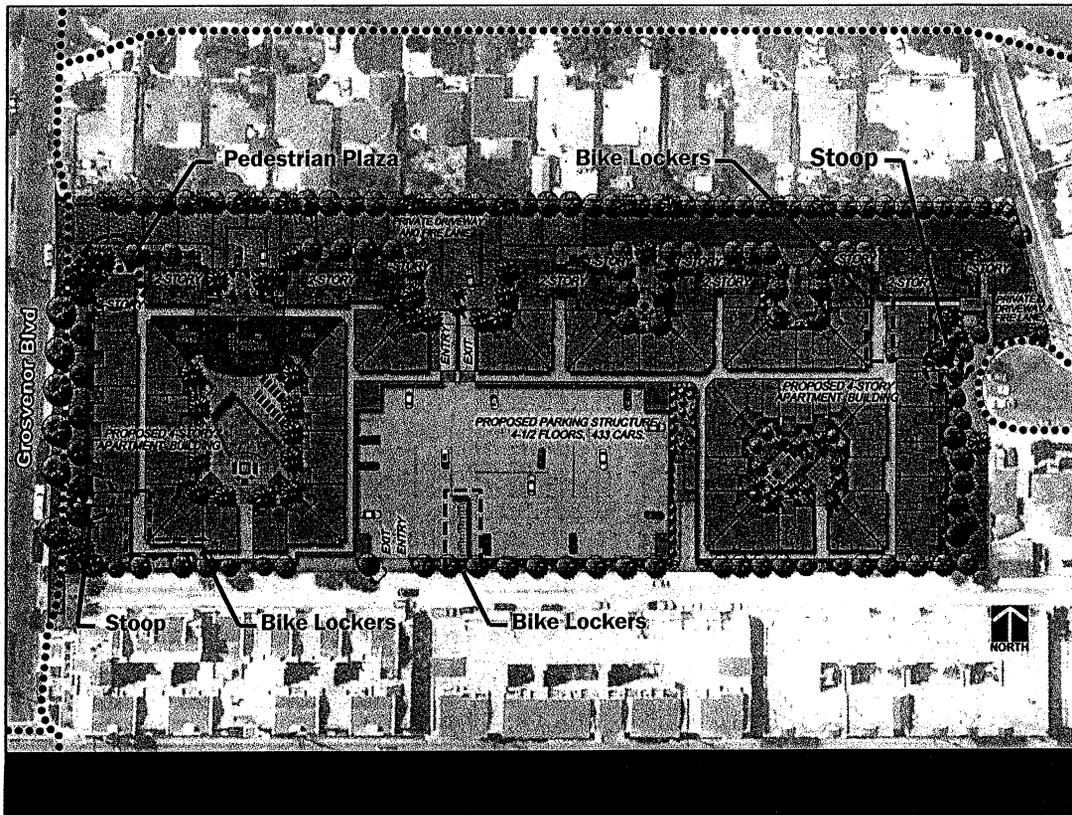
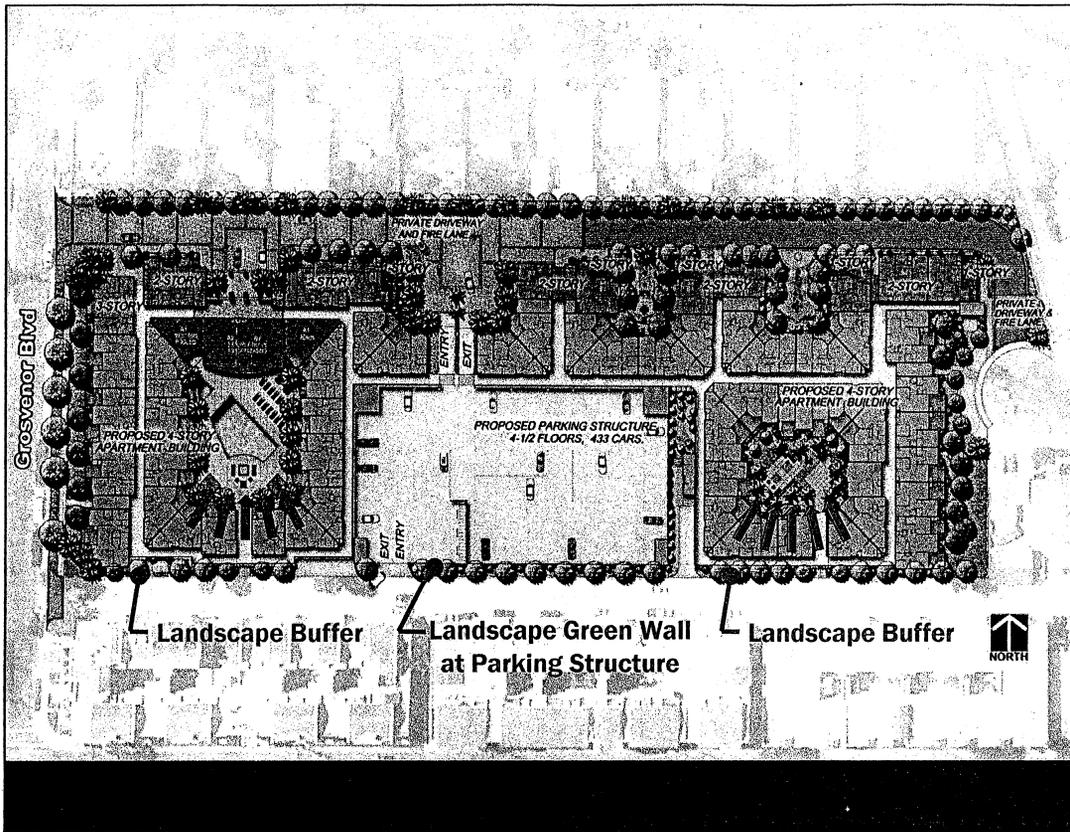


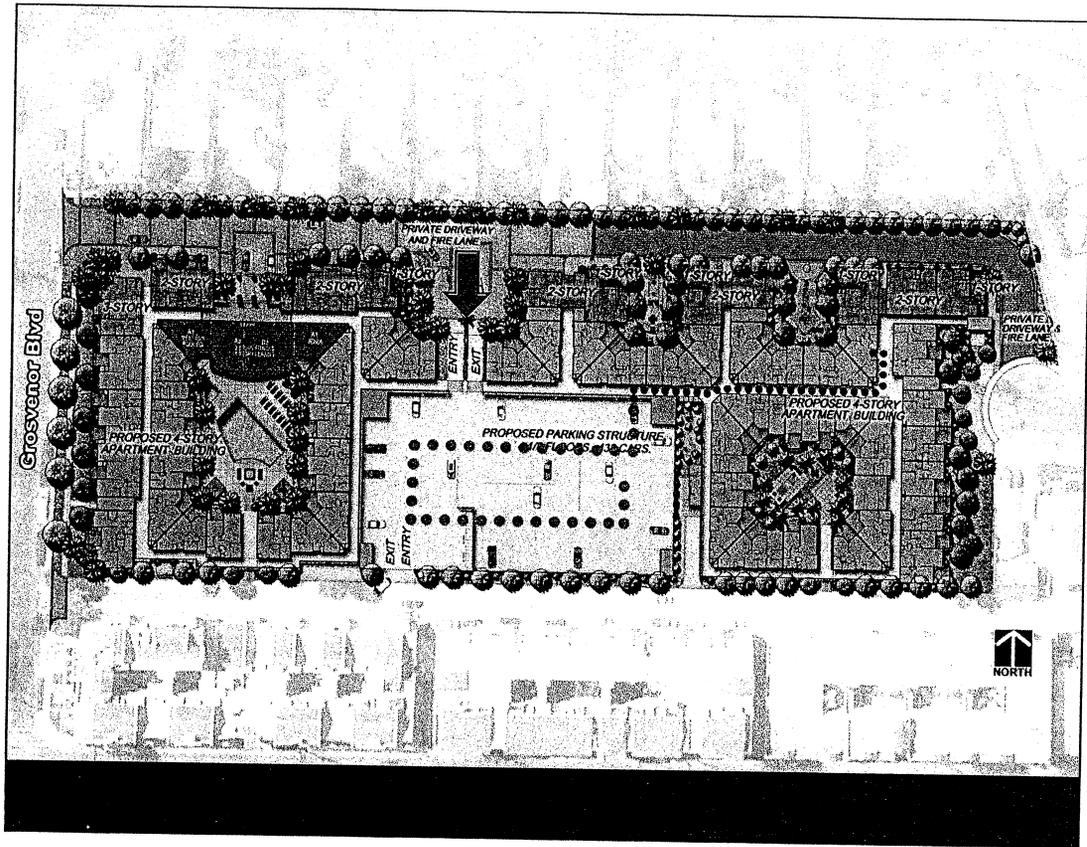
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5/12/2010



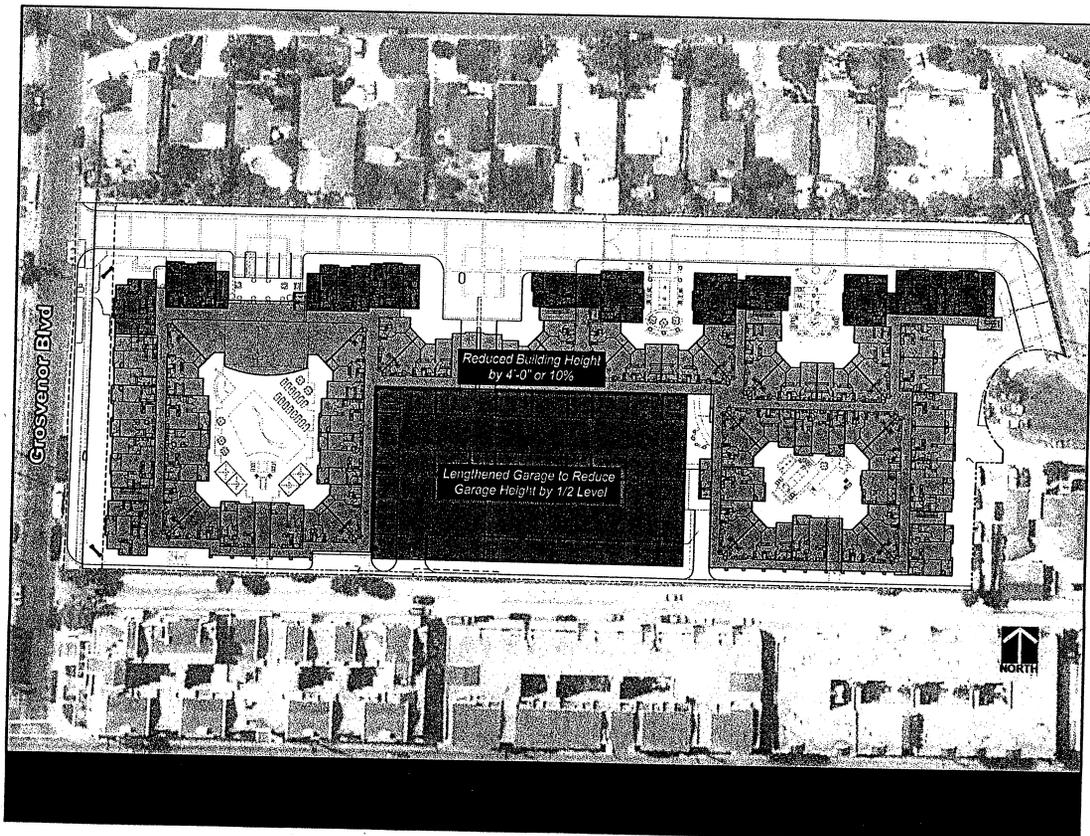
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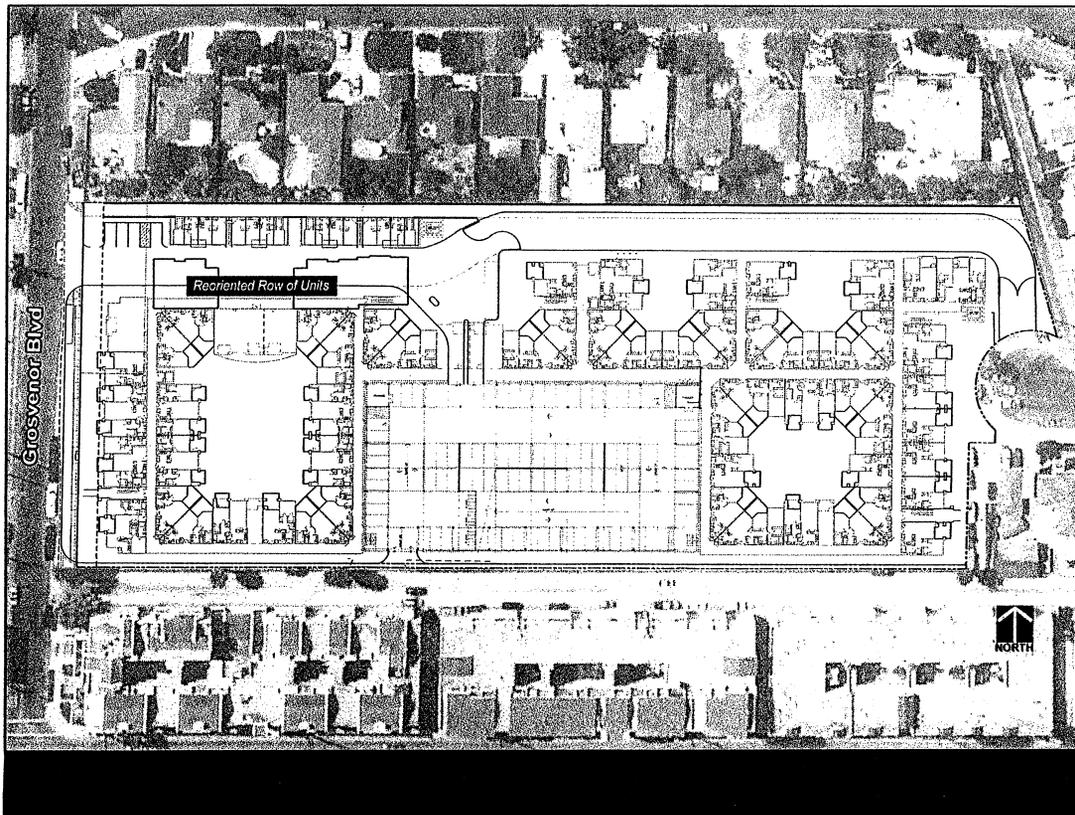
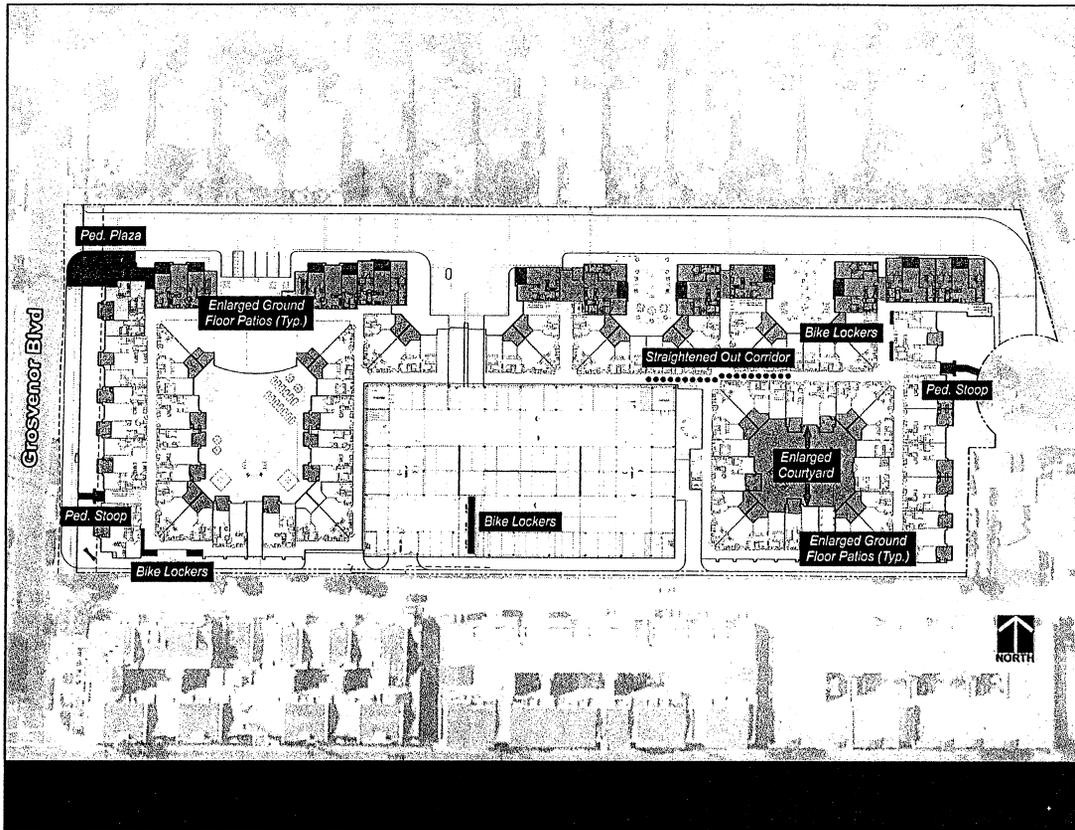


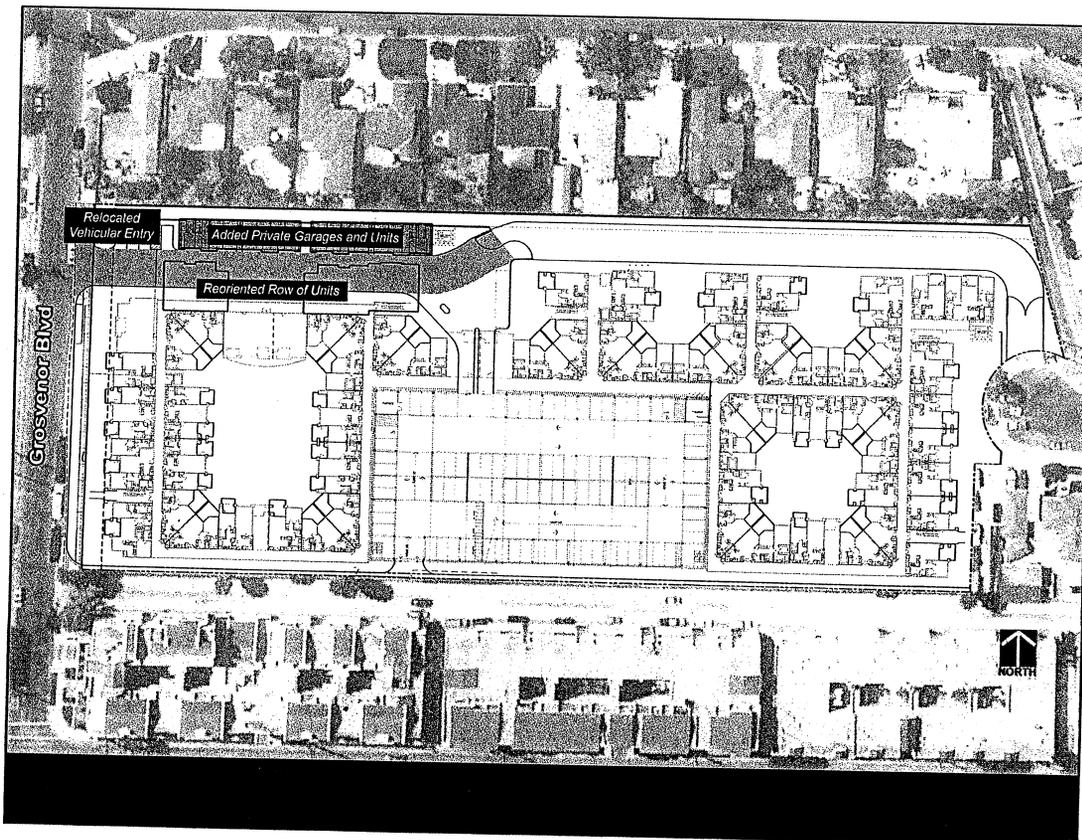
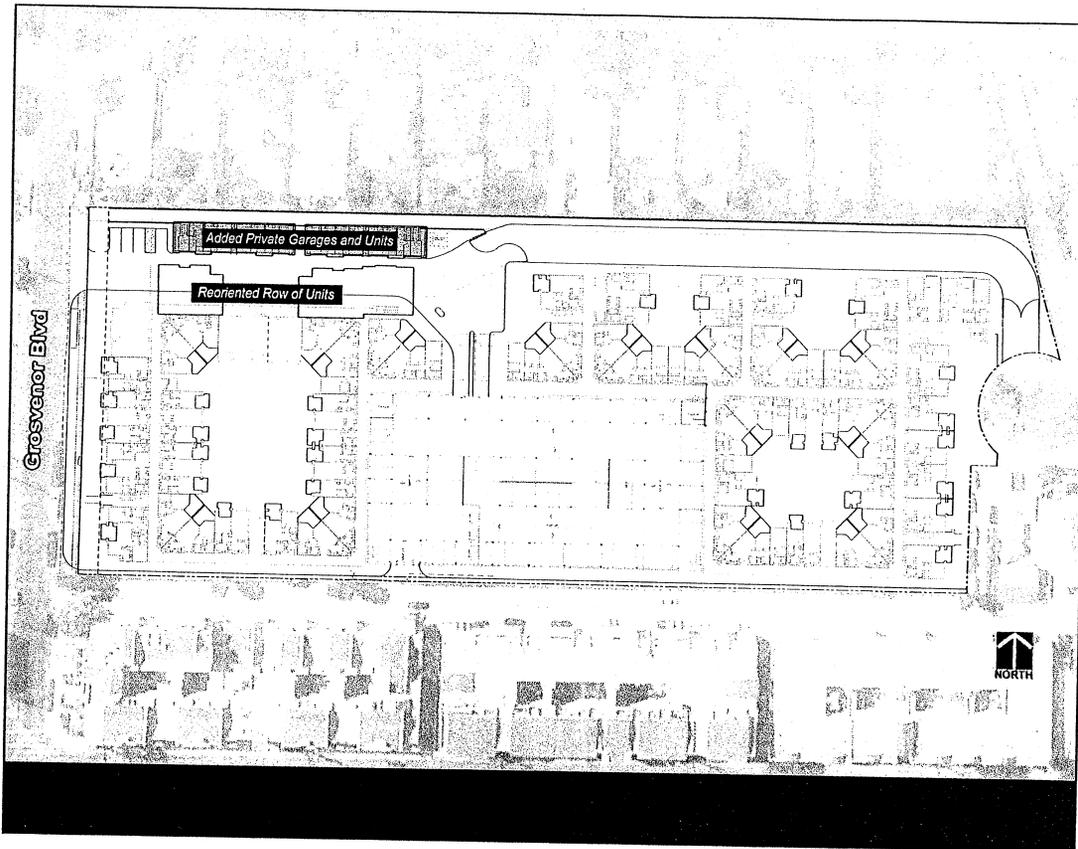


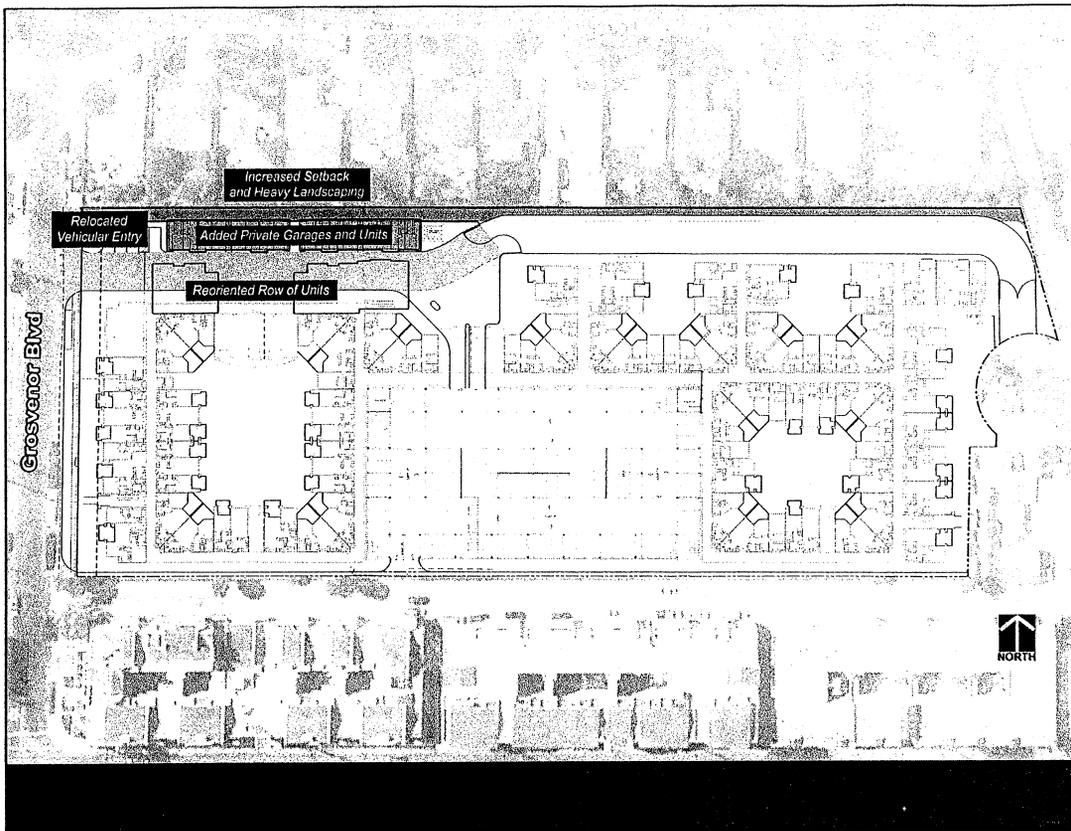
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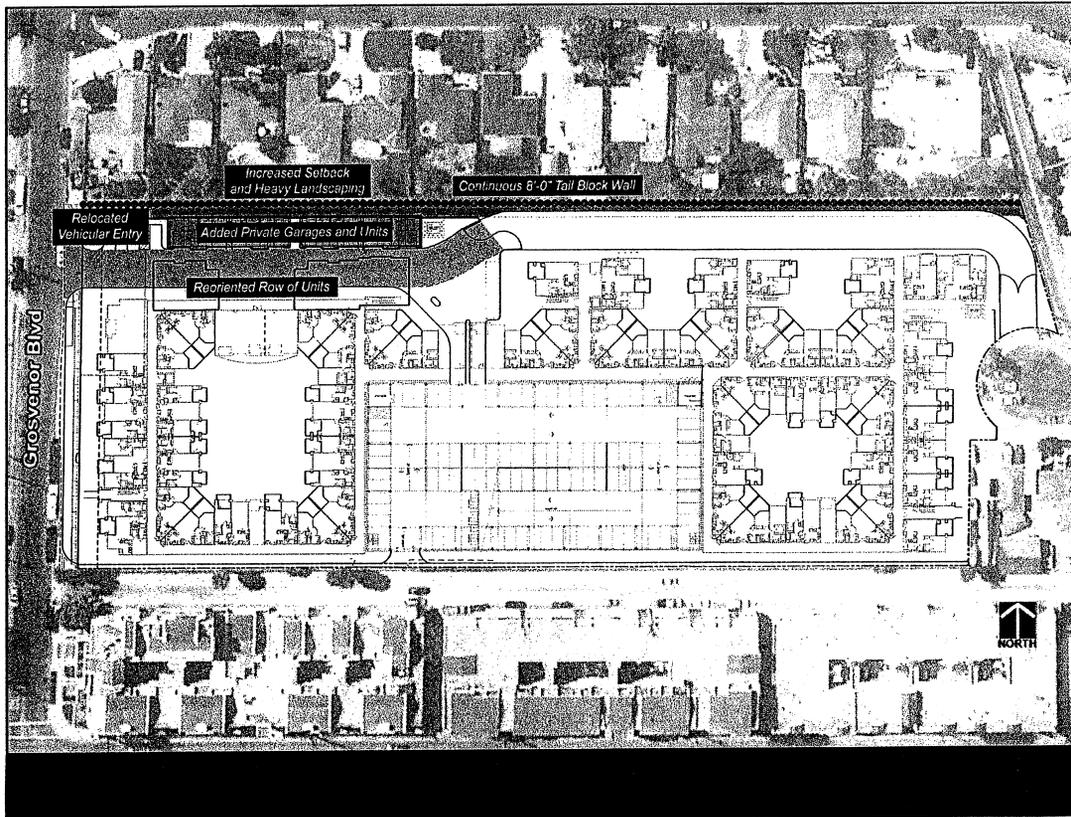




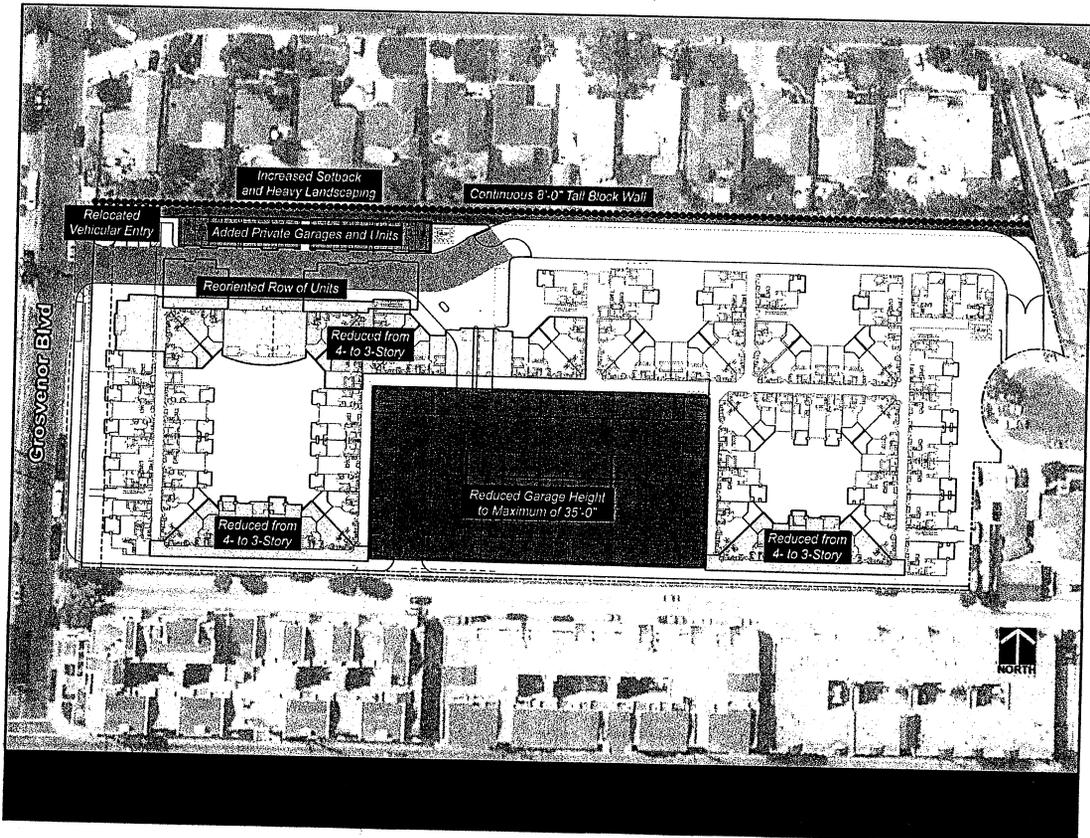
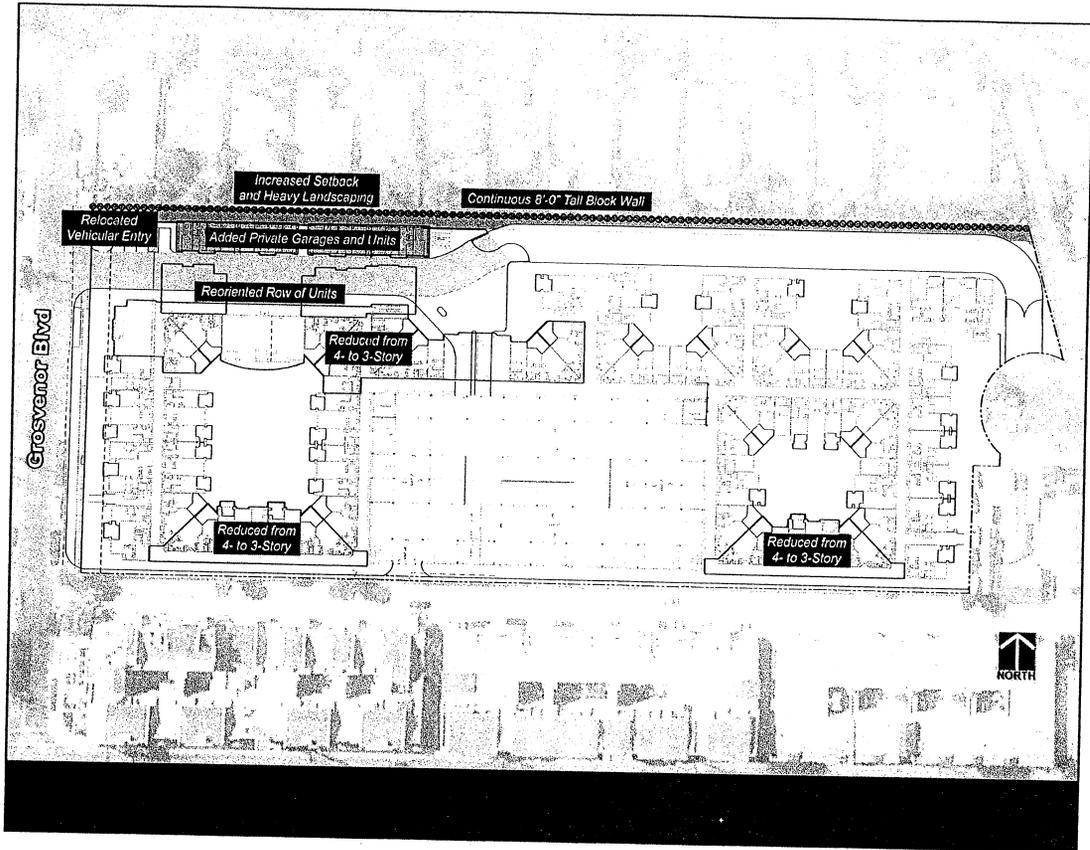


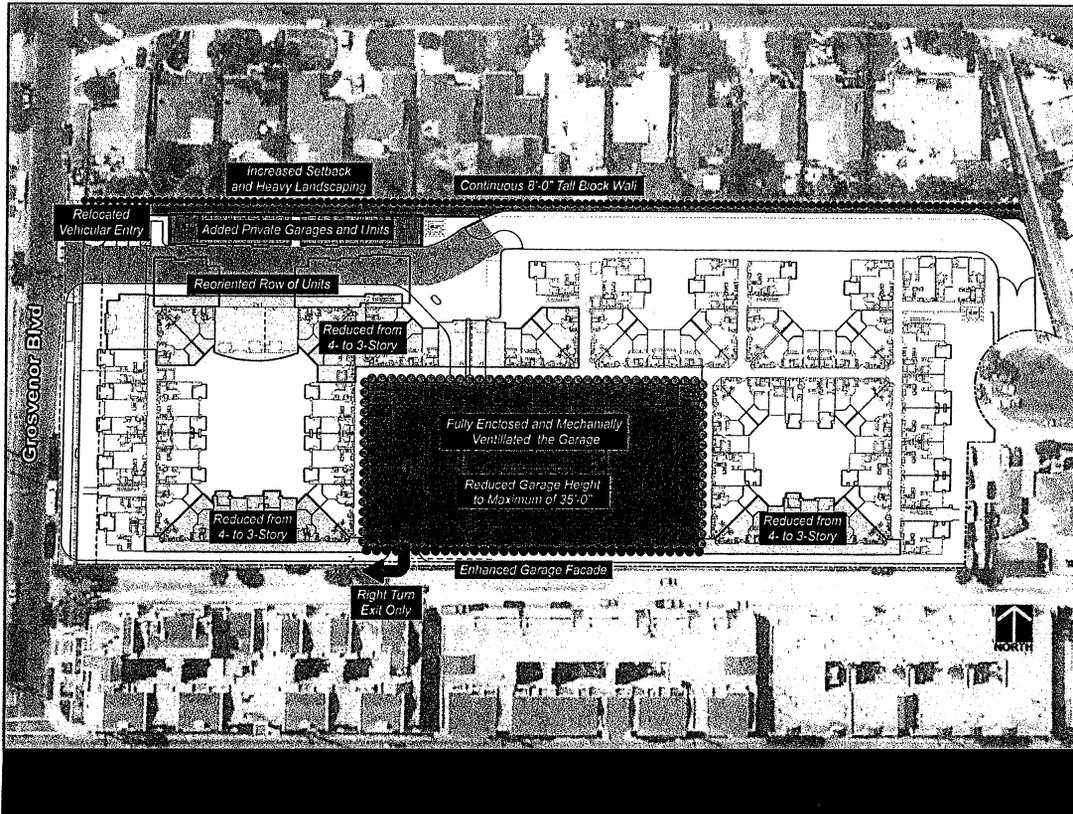
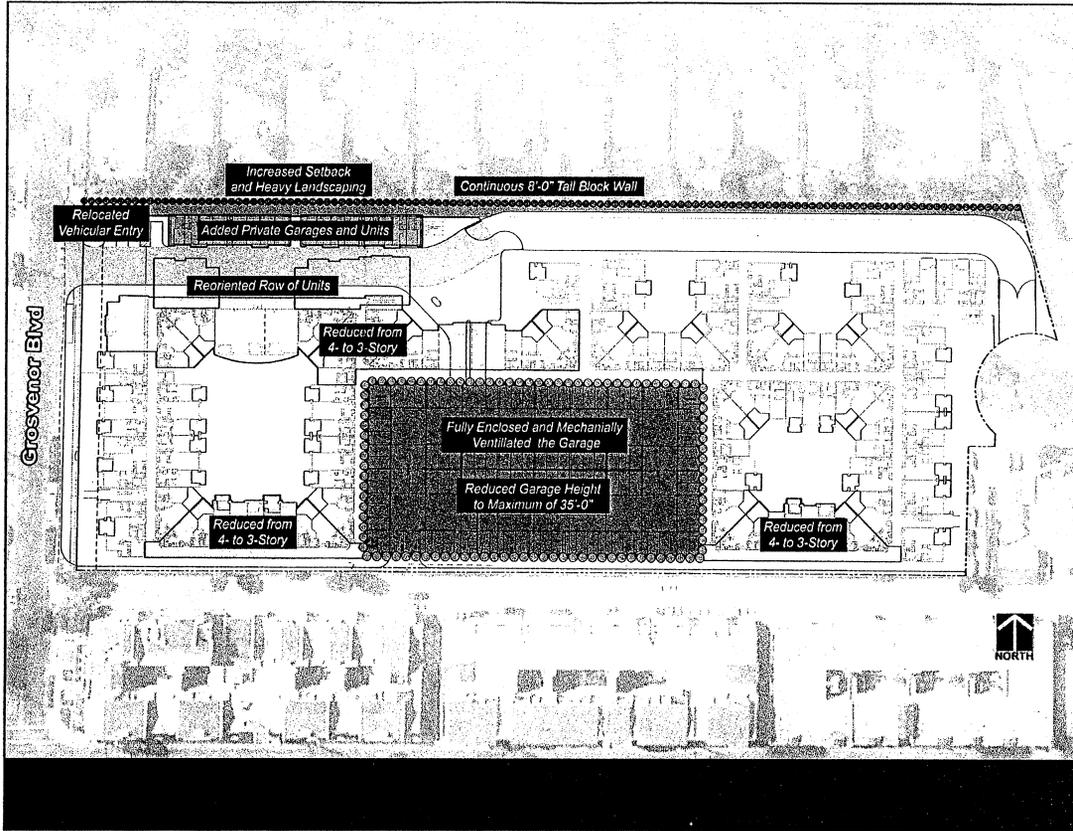


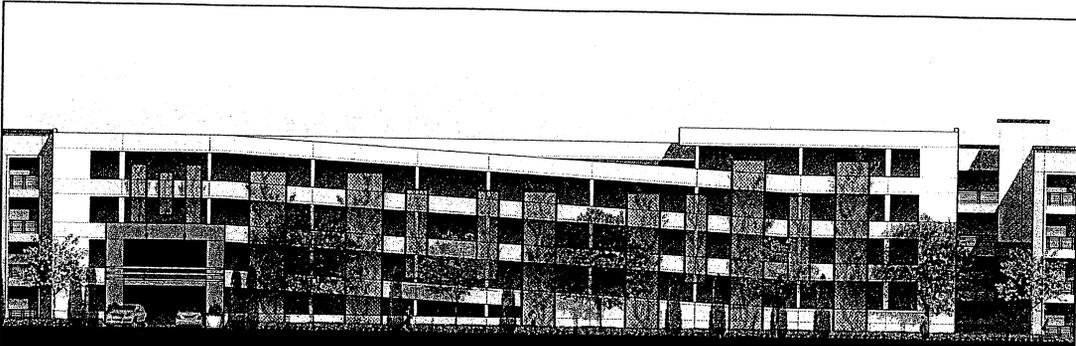
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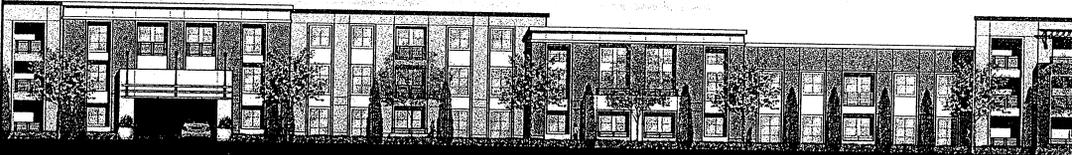
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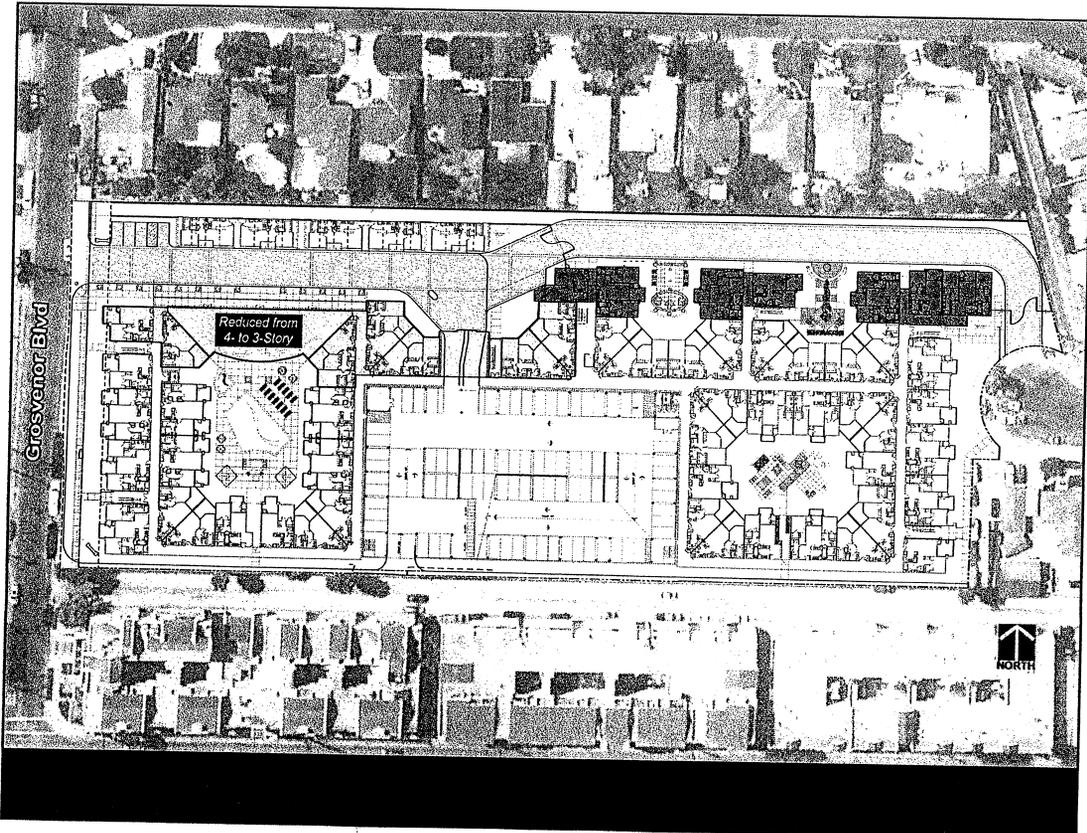


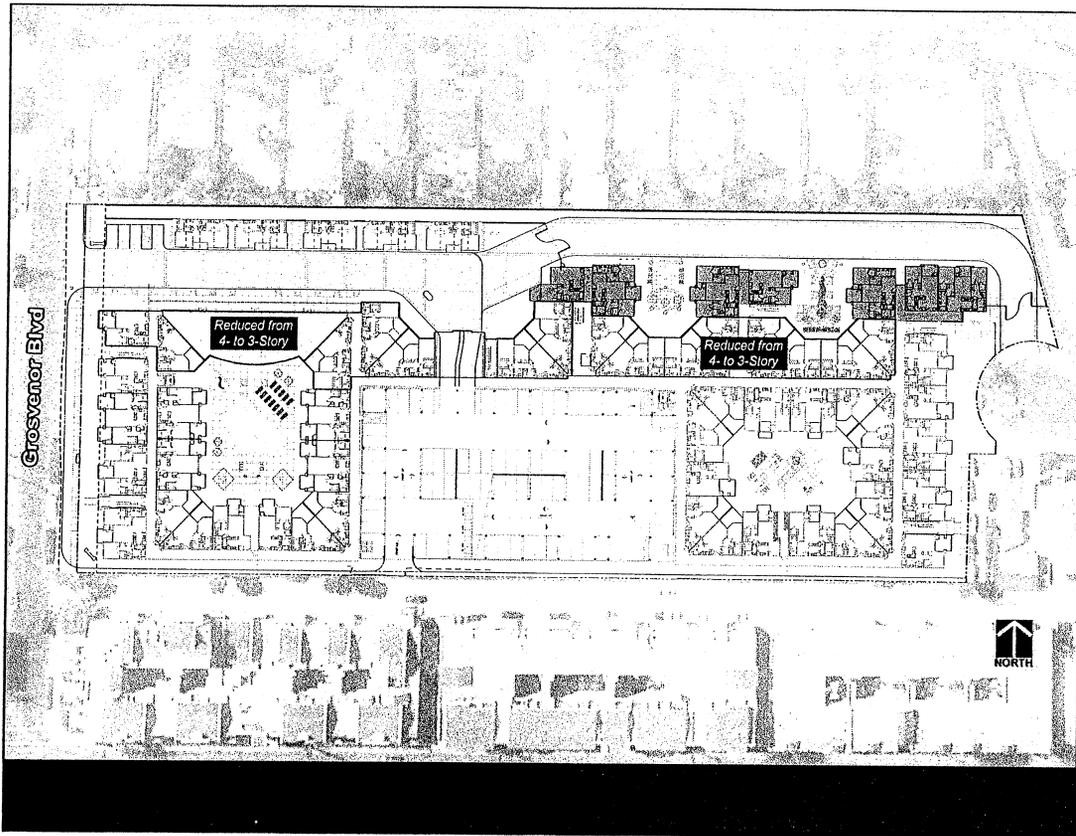


Original Naturally Ventilated Garage Elevation



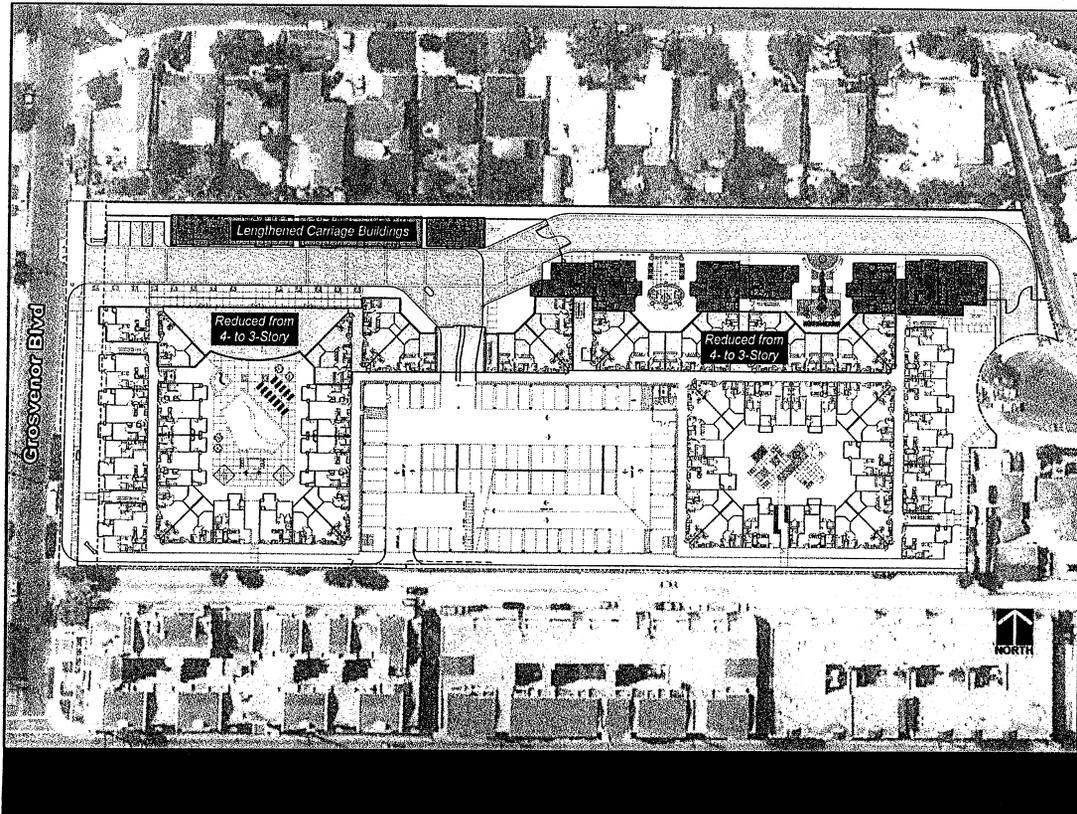
Mechanically Ventilated Enhanced Garage Elevation

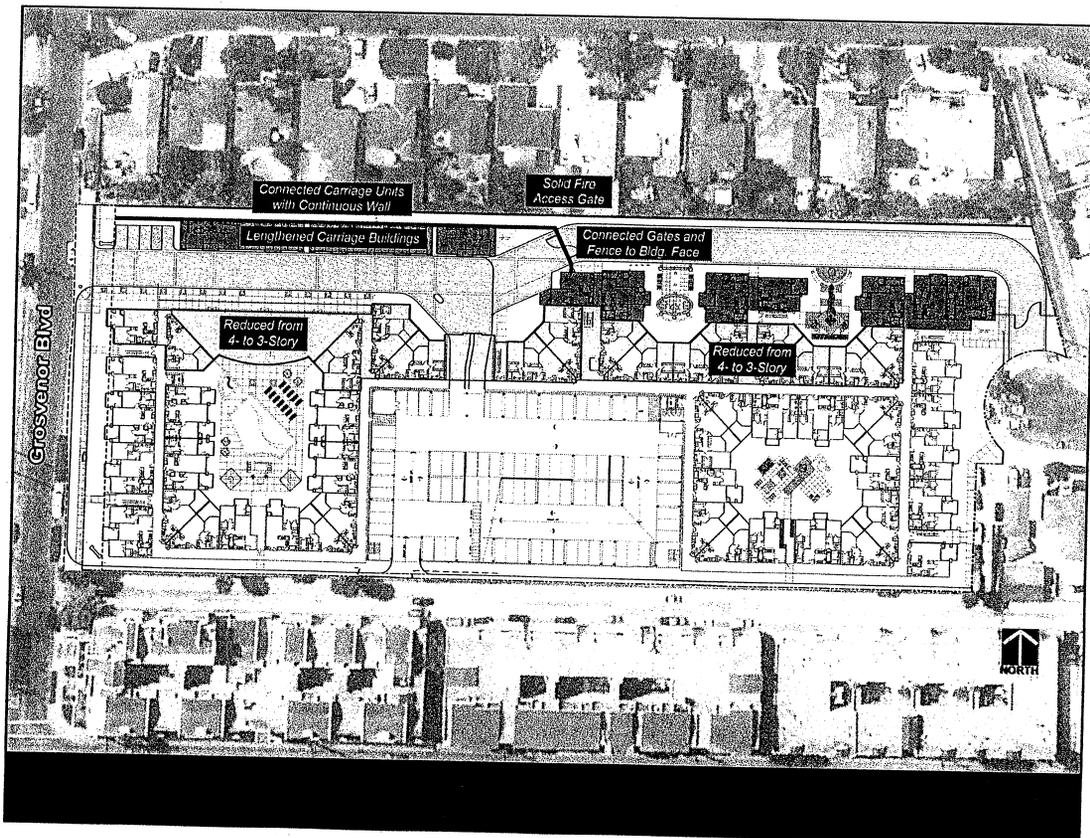
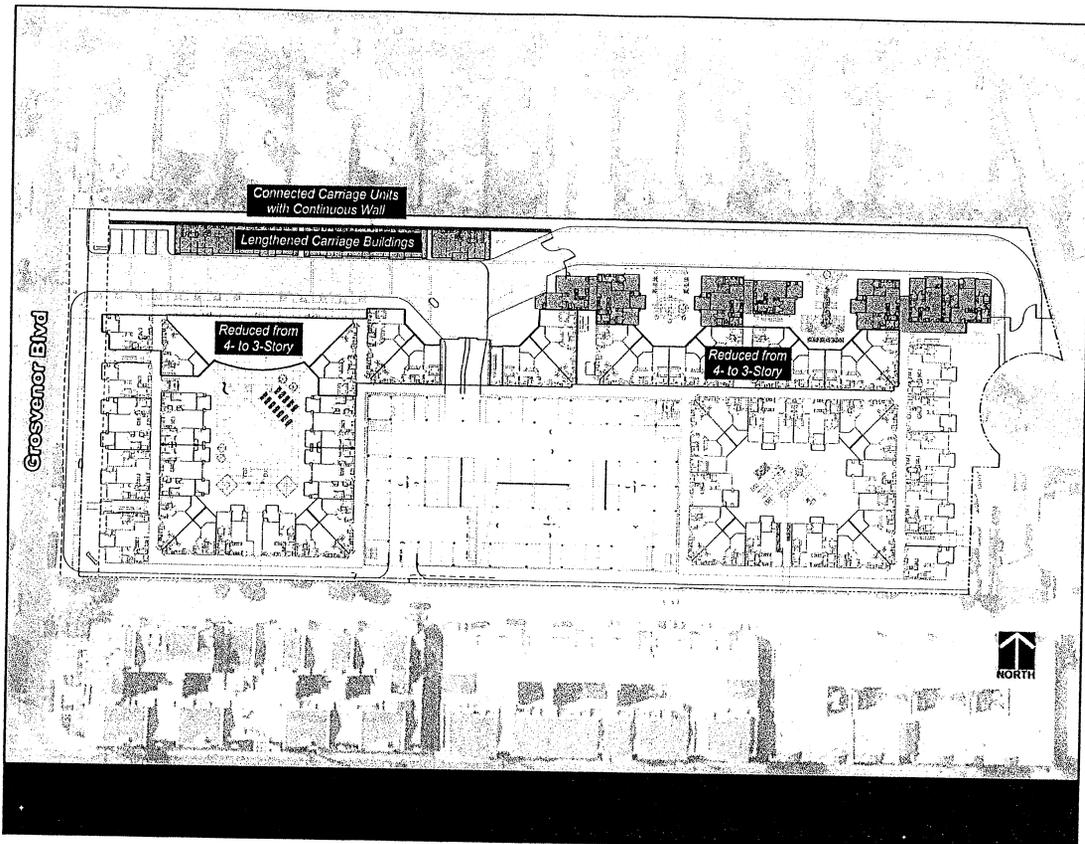


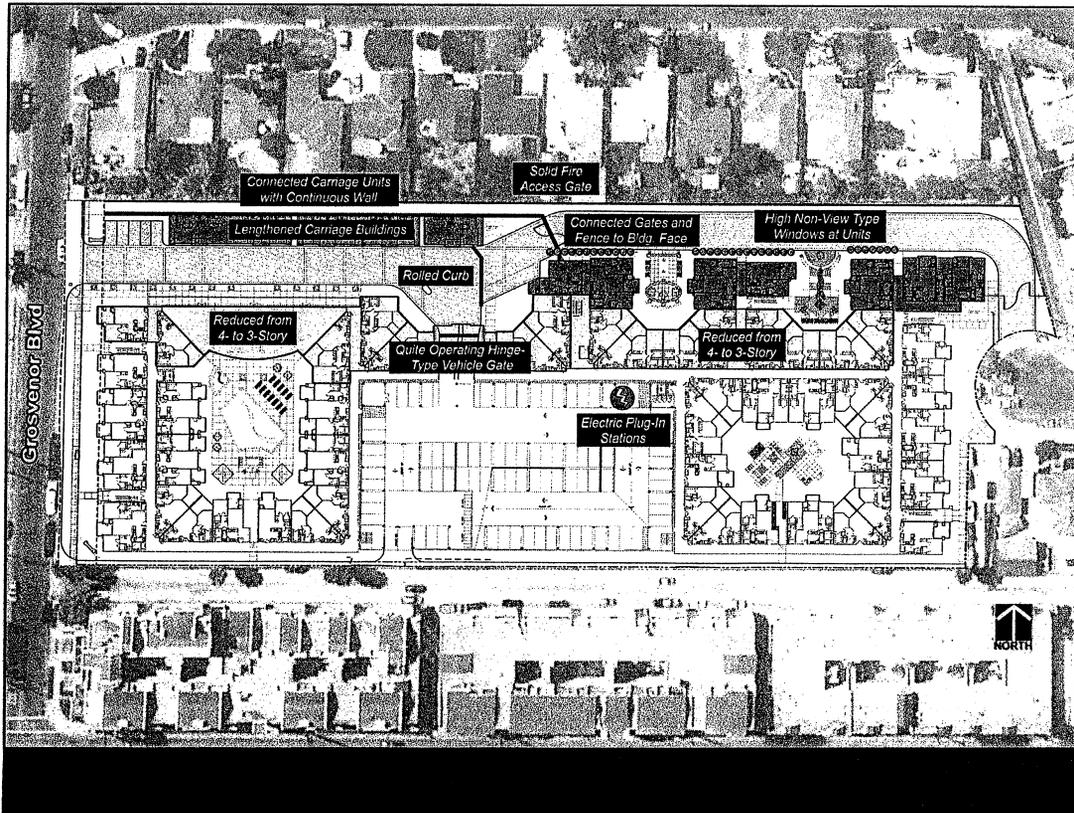
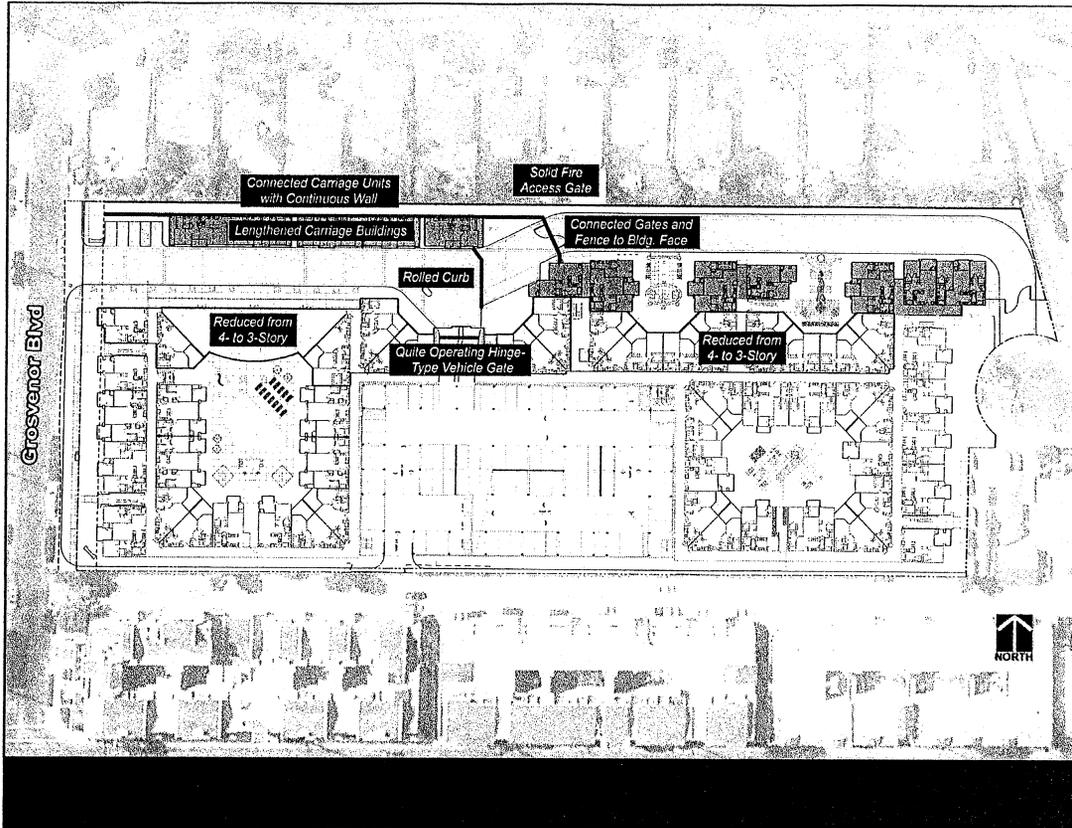


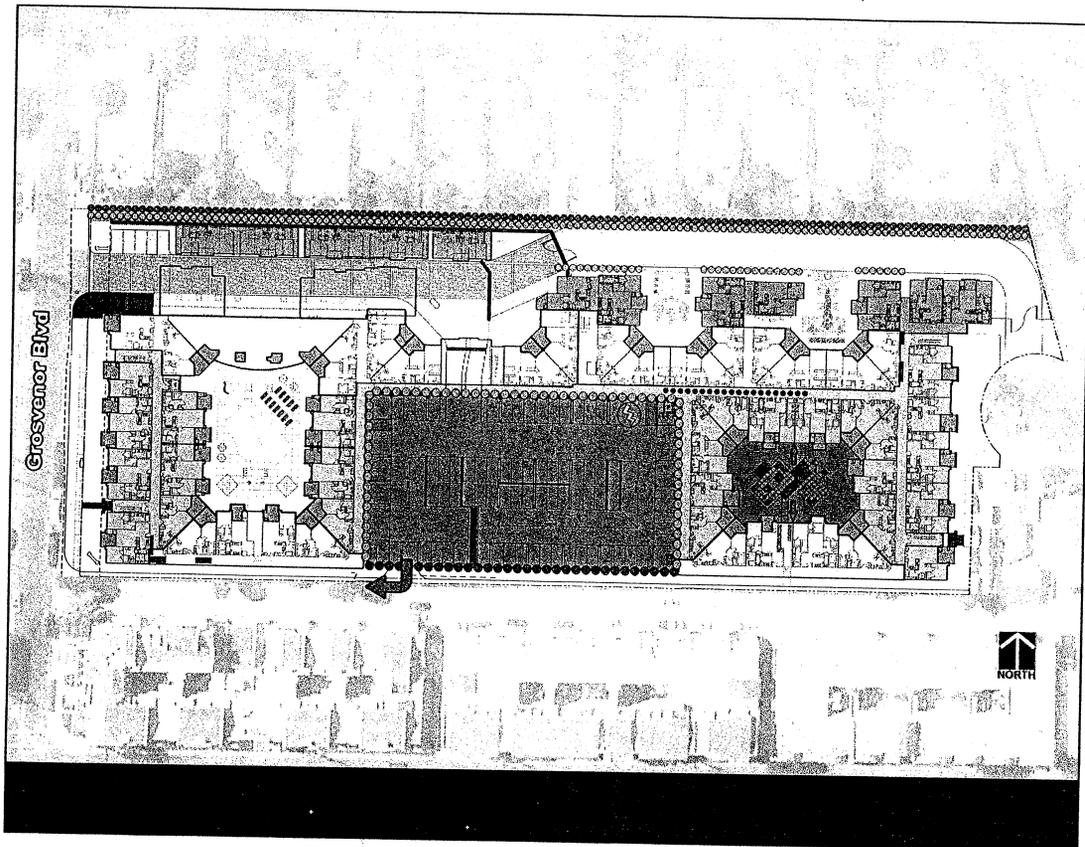
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5/12/2010



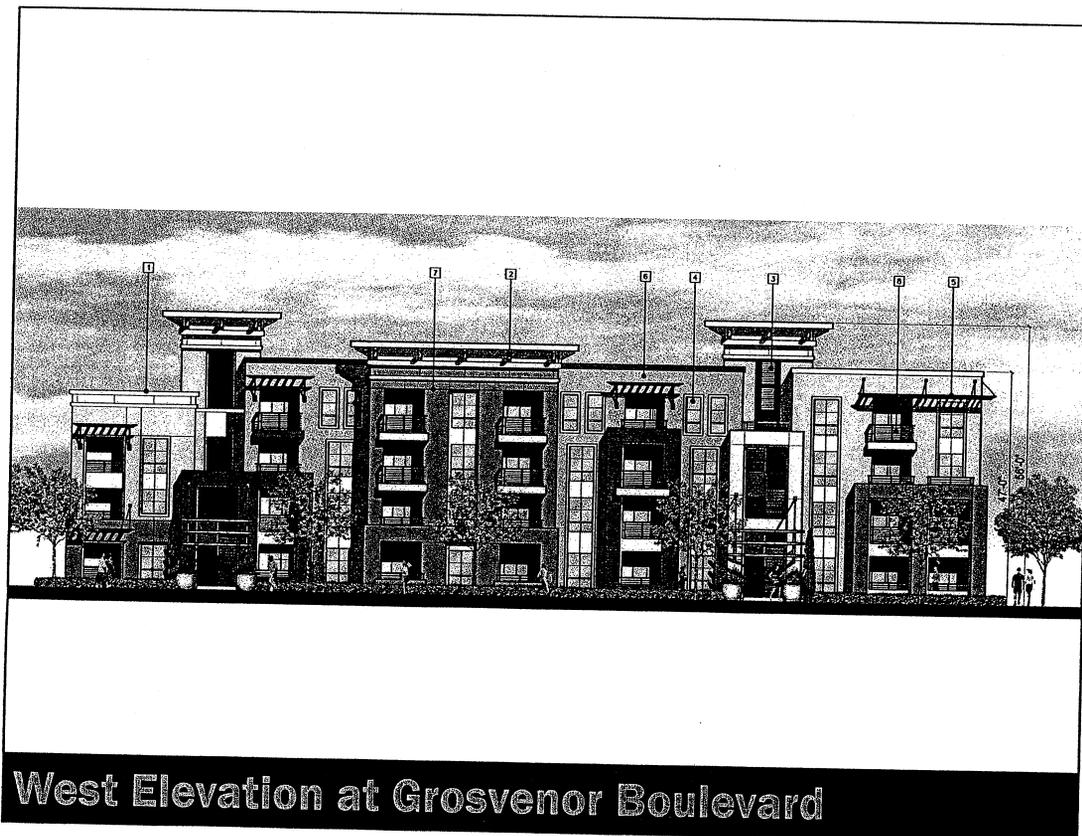






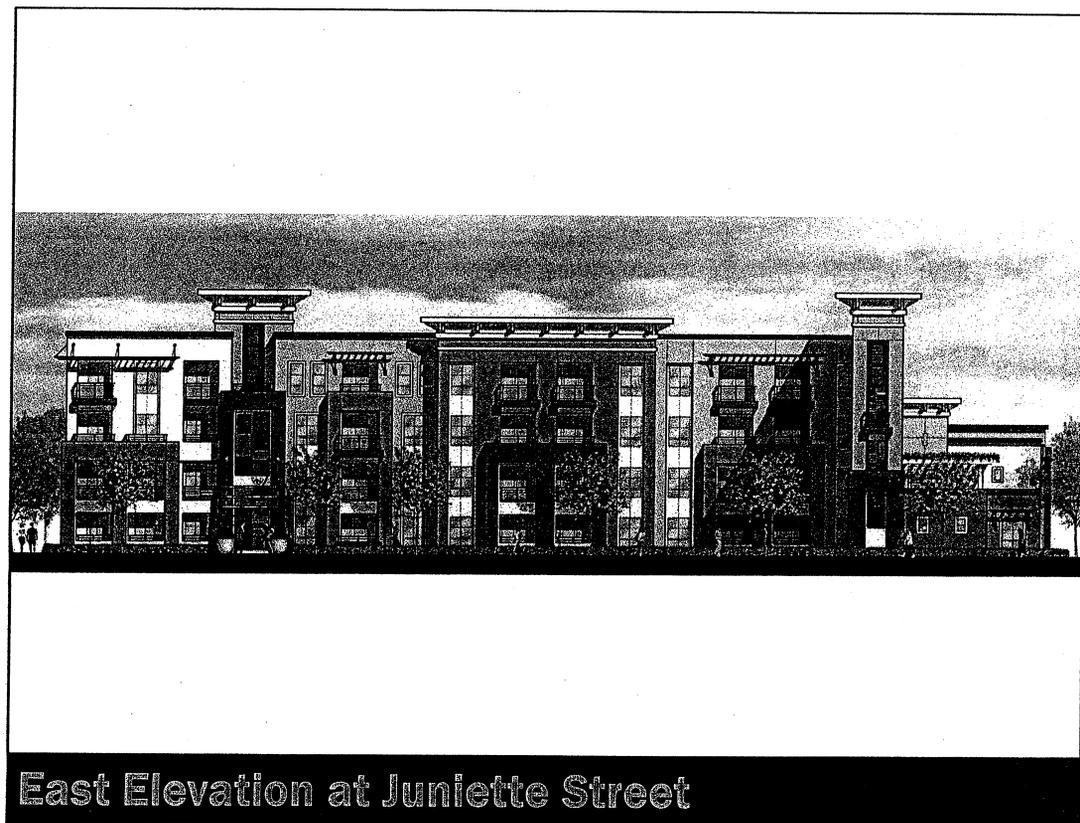
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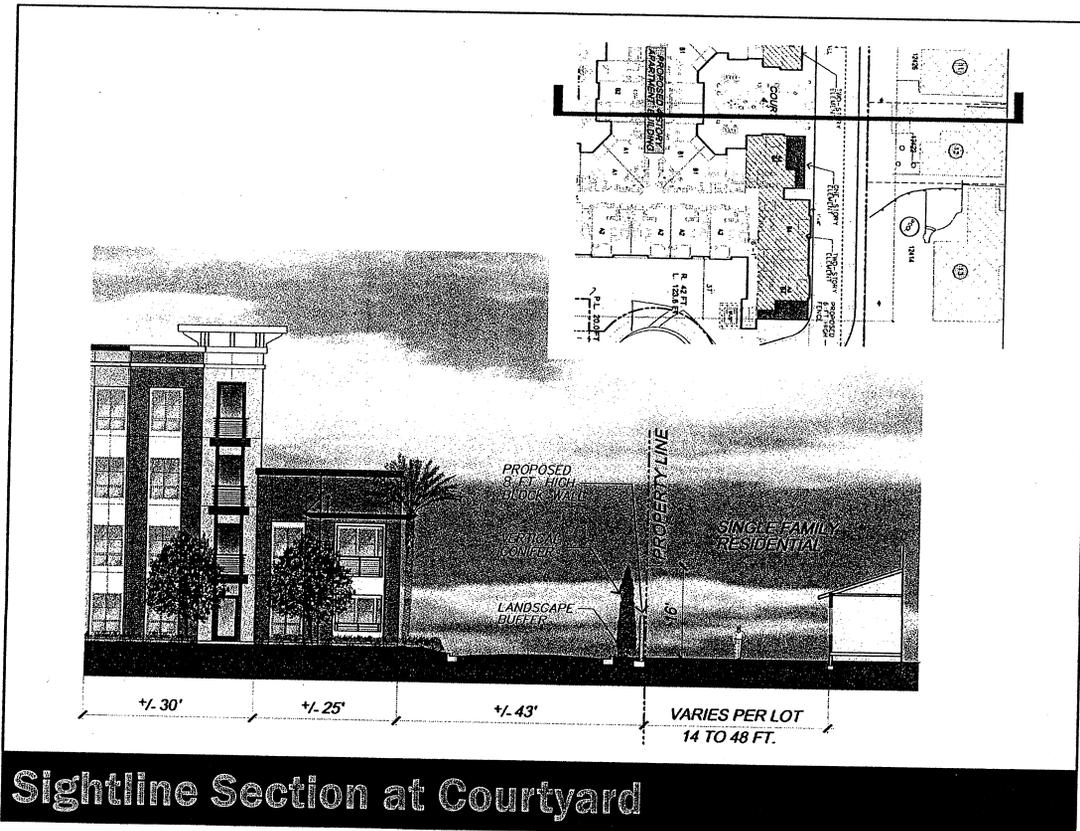


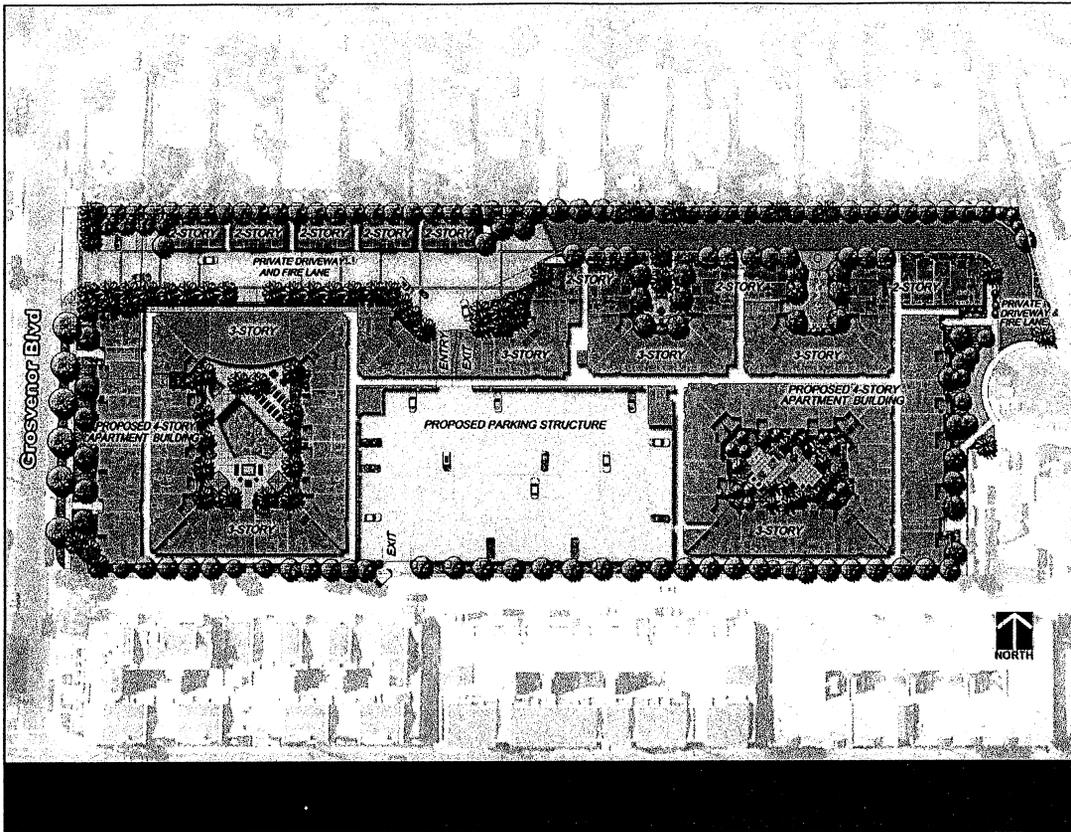


North Elevation at Main Entry



East Elevation at Juniette Street

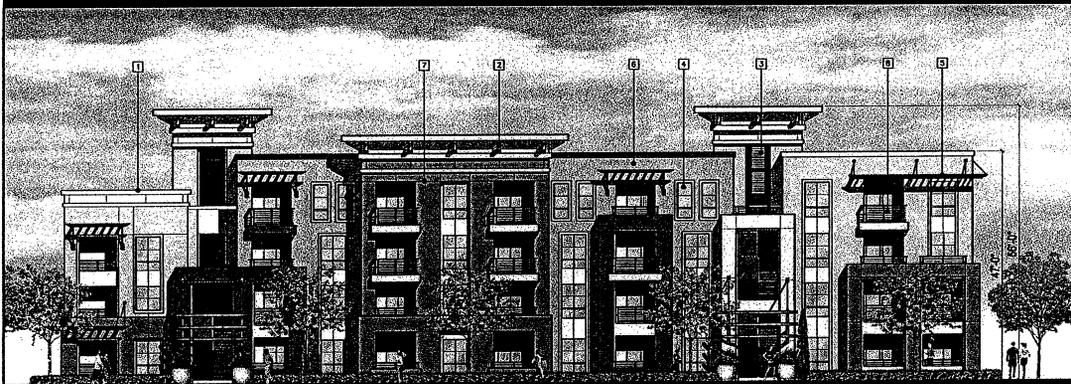




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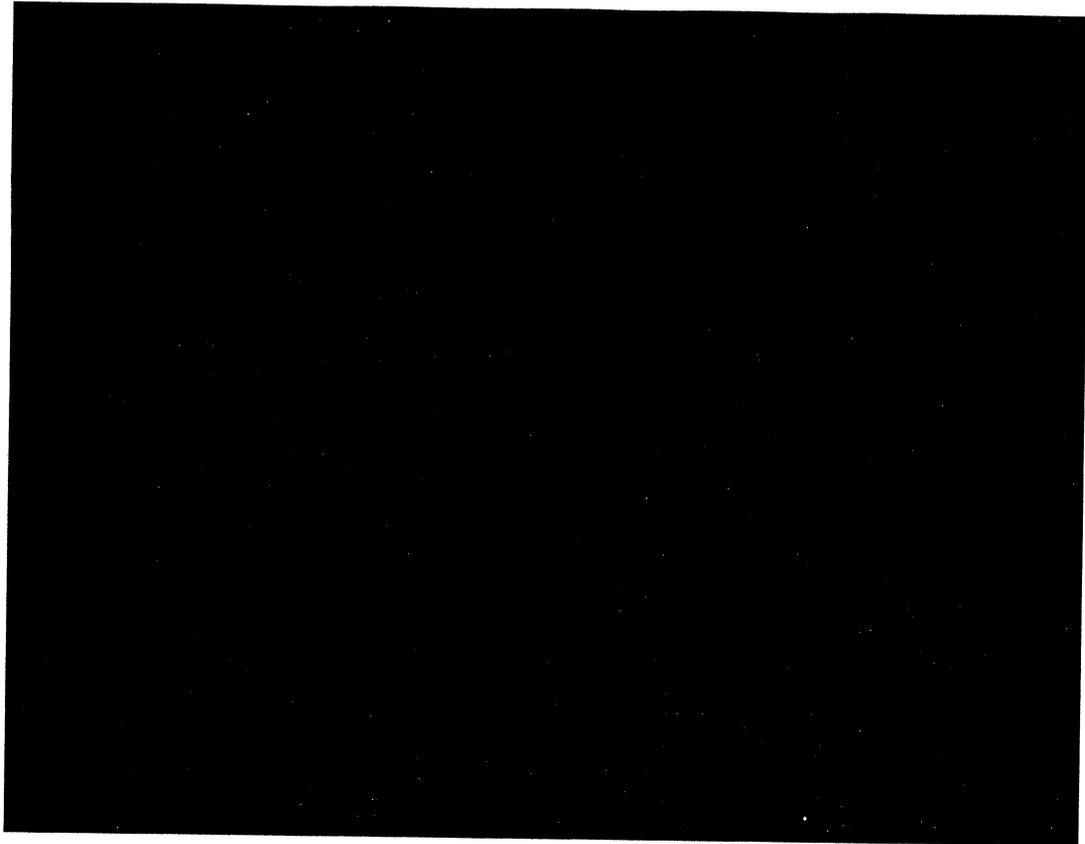
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Millennium Playa Del Mar



 **The
Dinerstein
Companies**





Site Zoning History

- **1960**
 - R-1 zoning established on property

- **1984 & 1987**
 - Current R-3 DP zoning established on Church parcel.
 - Note: County did not update General Plan designation to bring site's "Low-Density Residential" designation into consistency with new R-3-DP zoning

- **1987 Church Parcel**
 - Conditional Use Permit No. 85-019.
 - Parking Permit No. 85-004.
 - Revised Tract Map No. 33003.
 - Zone Change No. 85-008. For R-3-DP Zoning.

Requested Land Use Entitlements

- **General Plan Amendment**
 - From "Low-Density Residential" (max. of 6 dwelling units/acre)
 - To "High Density Residential" (22 or more dwelling units/acre)

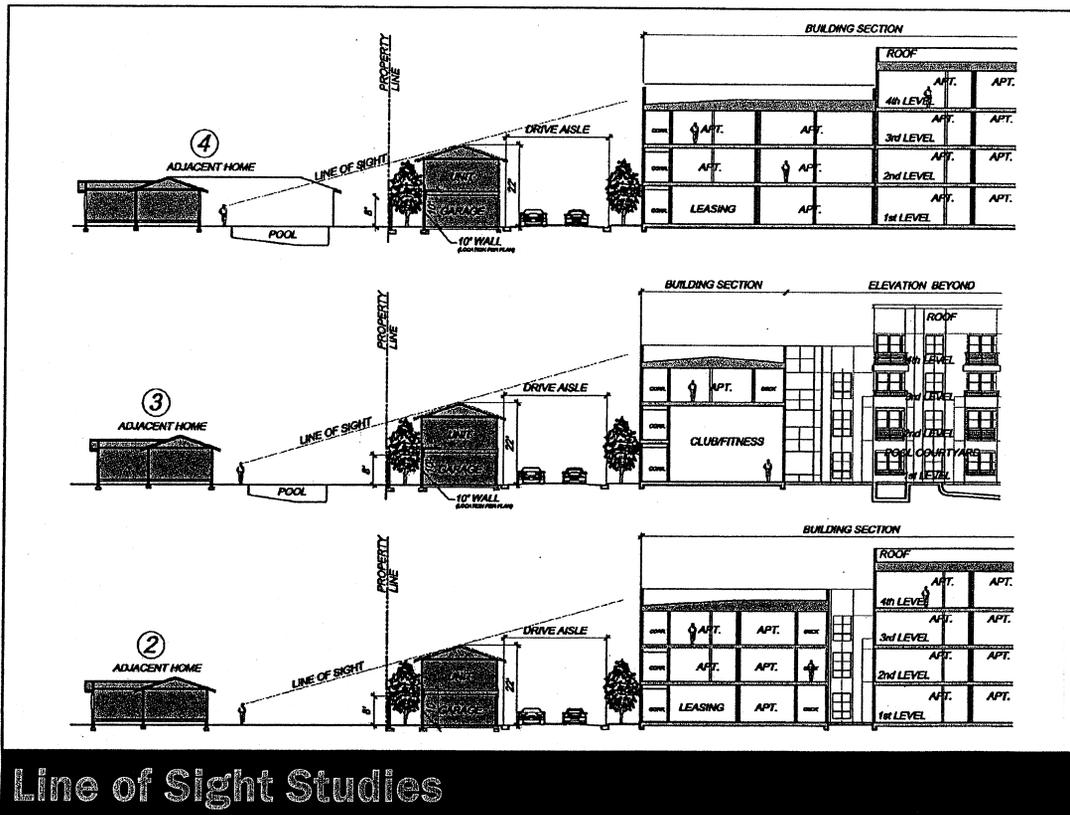
- **Zone Change From**
 - **R-3-DP (Limited Multiple Residence)**
 - 4.21 acre area of Site containing church and surface parking.
 - **R-1 (Single-Family Residence)**
 - 0.14 acre area of Site containing one single-family residence.

- **To R-4-DP (Unlimited Residence – Development Program)**

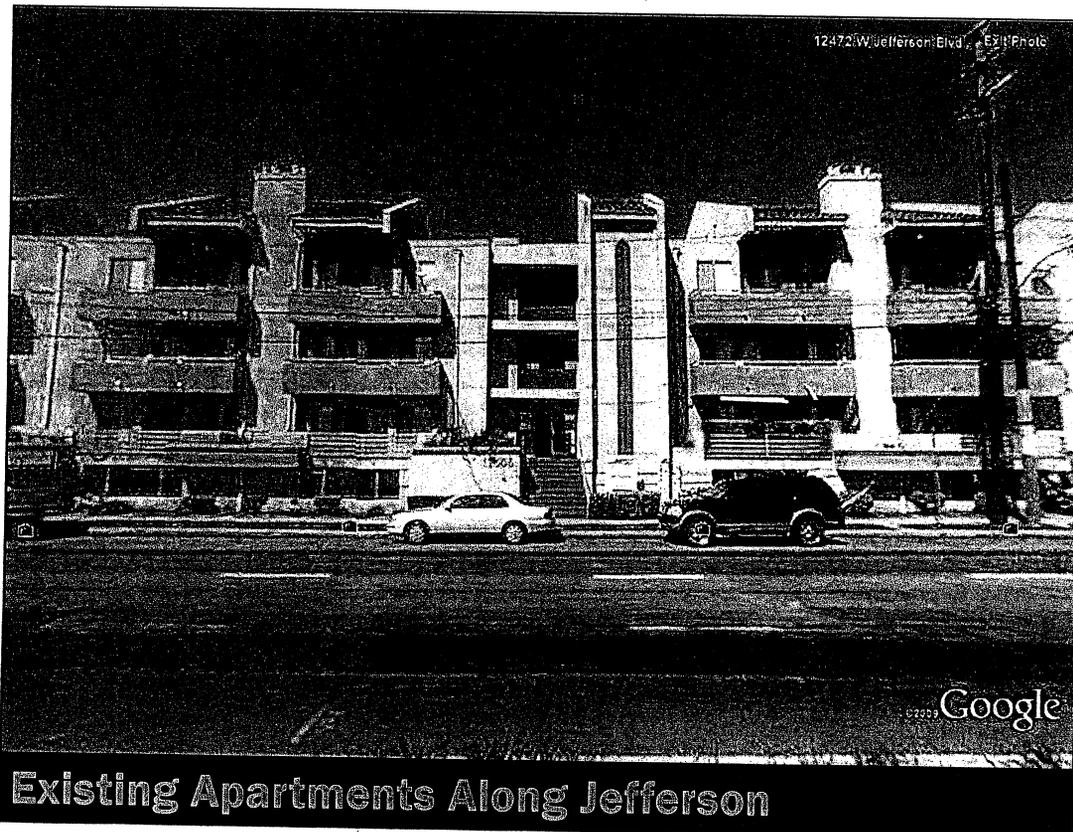
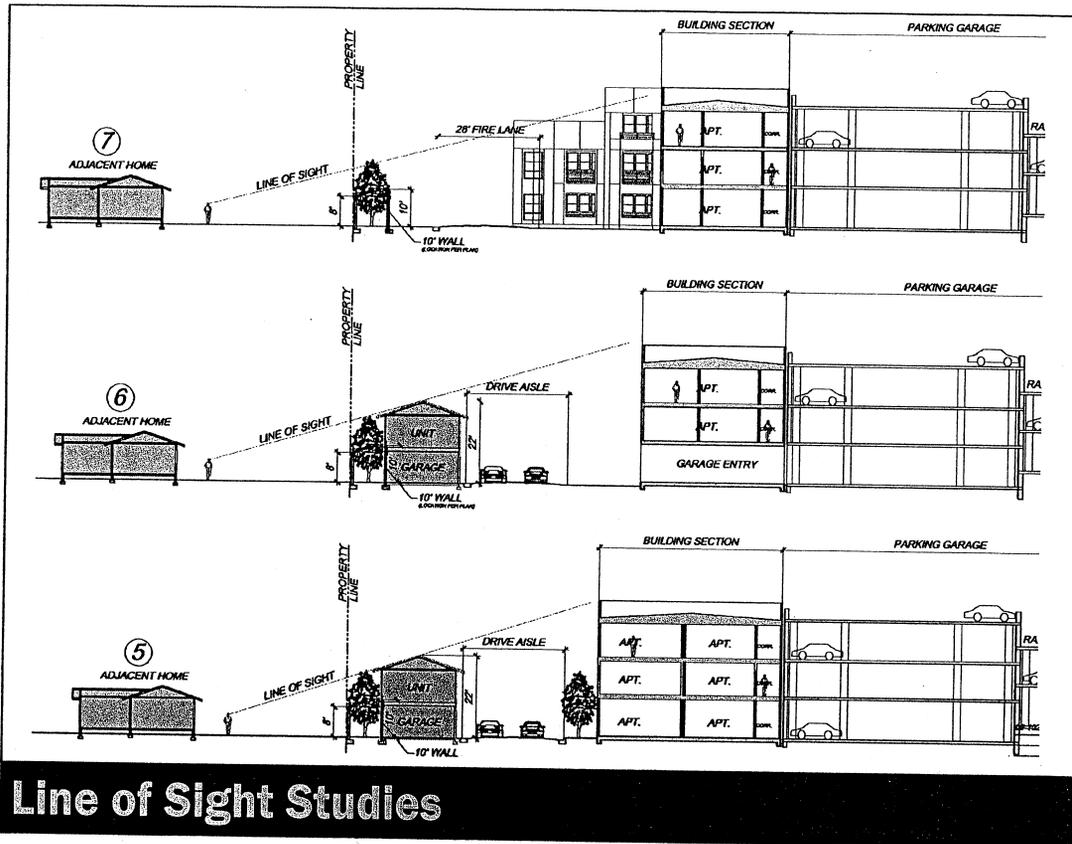
- **Development Program Conditional Use Permit**
 - To be approved with Zone Change to R-4-DP

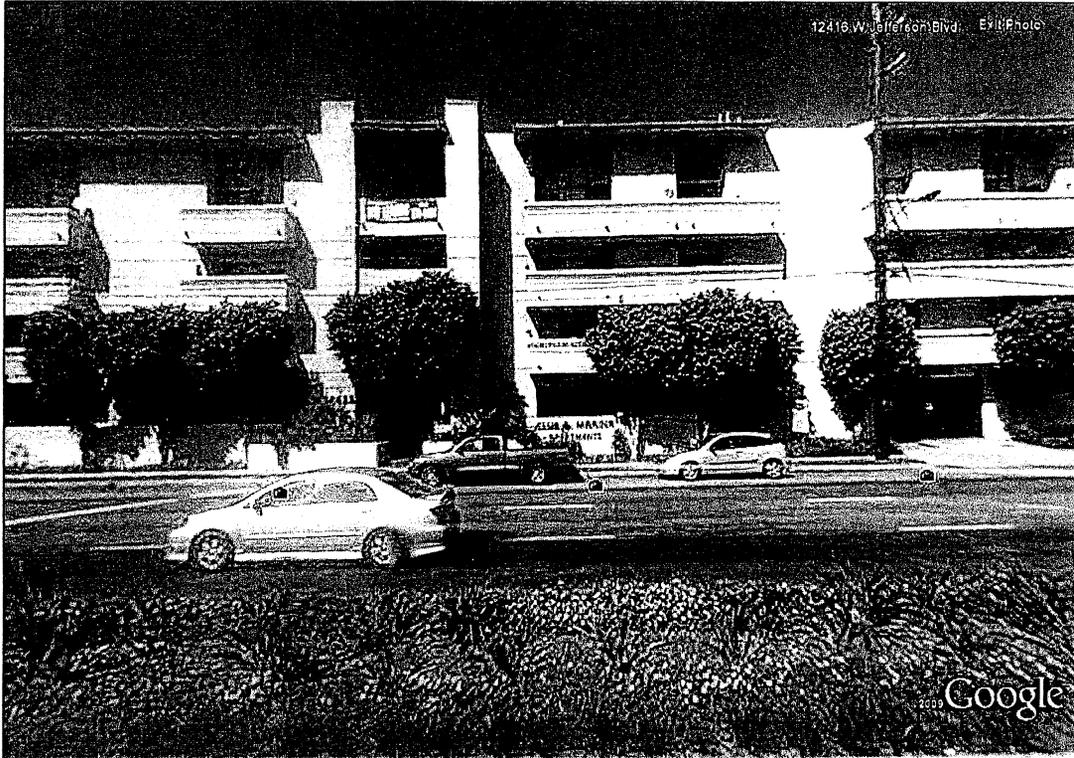
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Line of Sight Studies

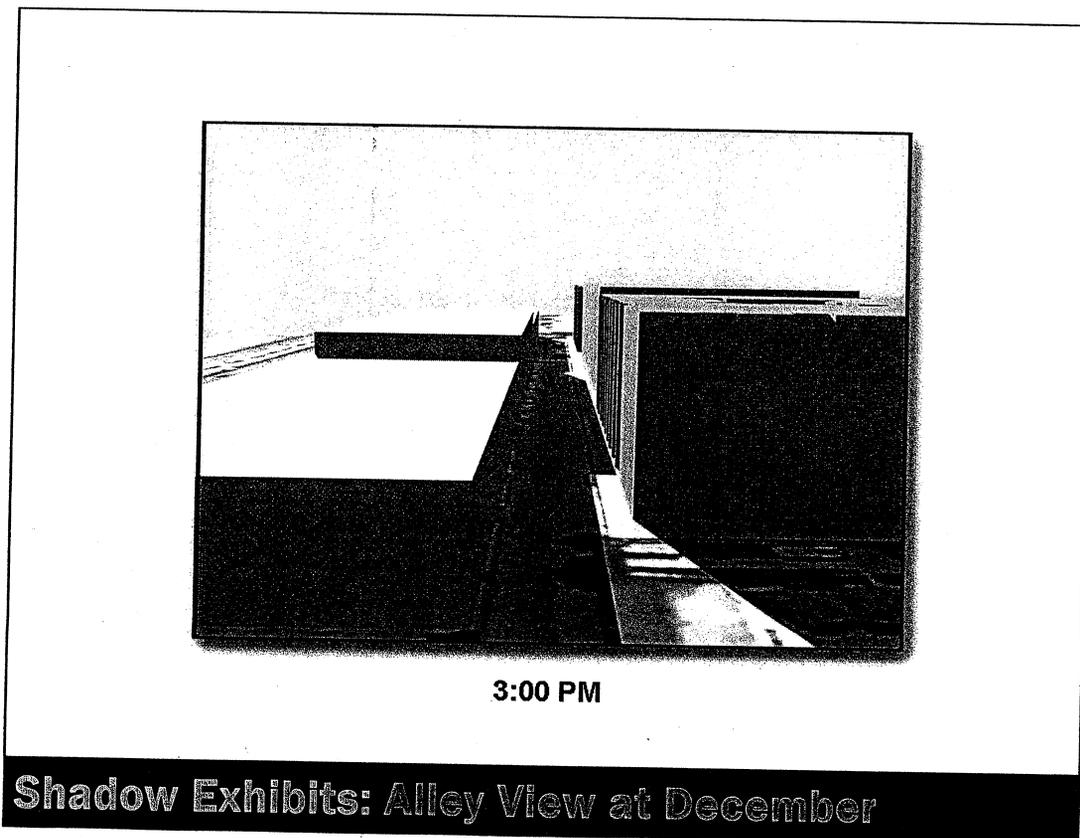
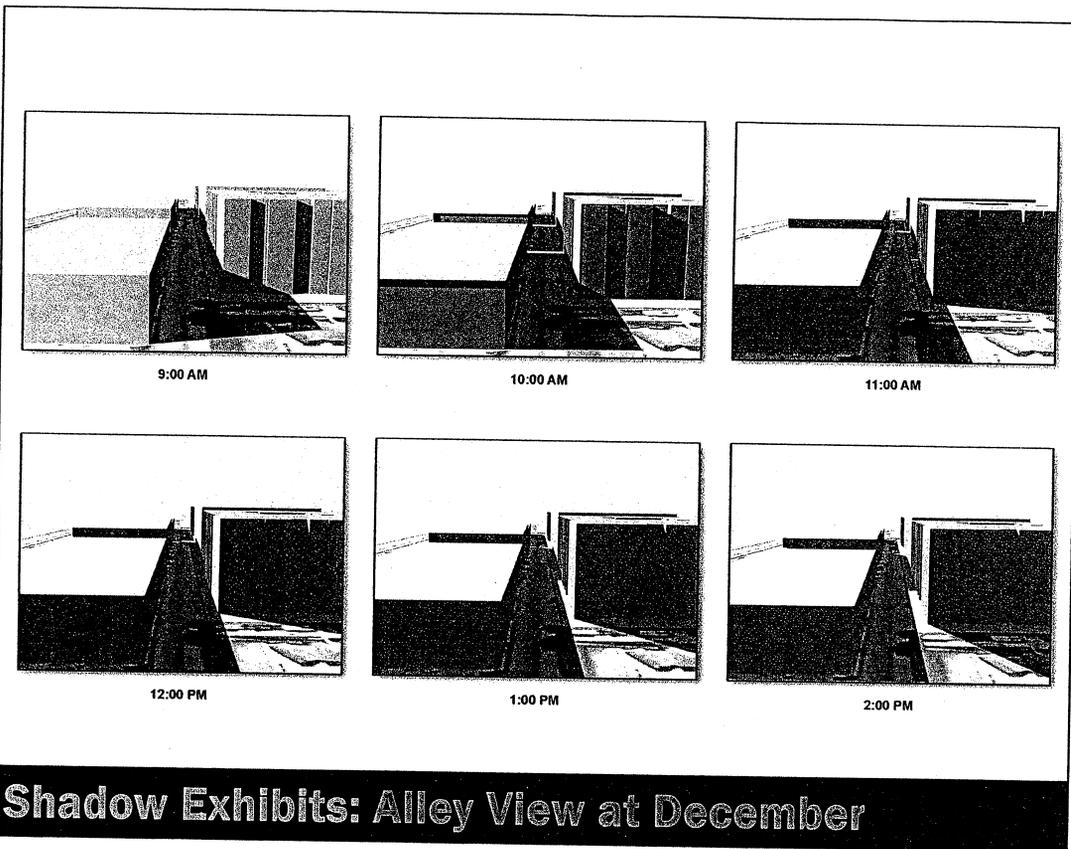


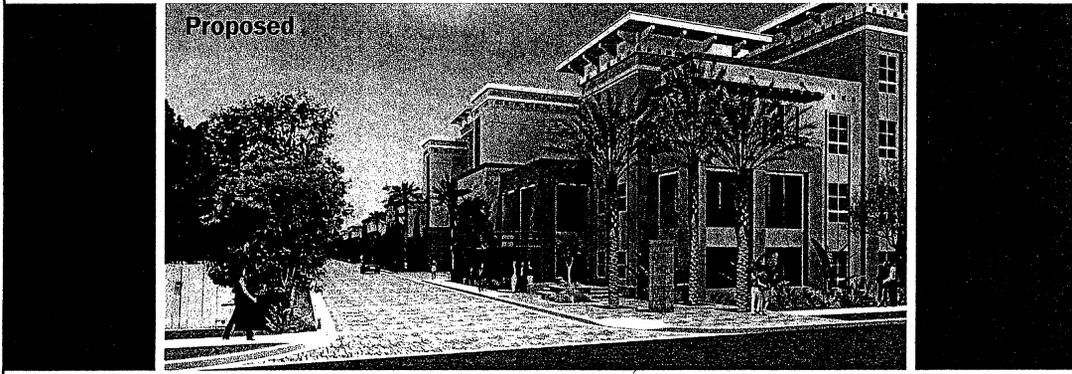
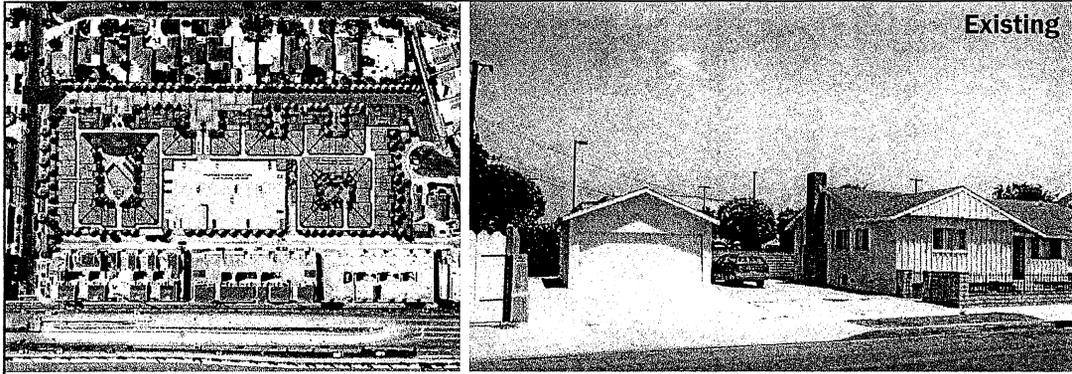


Existing Apartments Along Jefferson

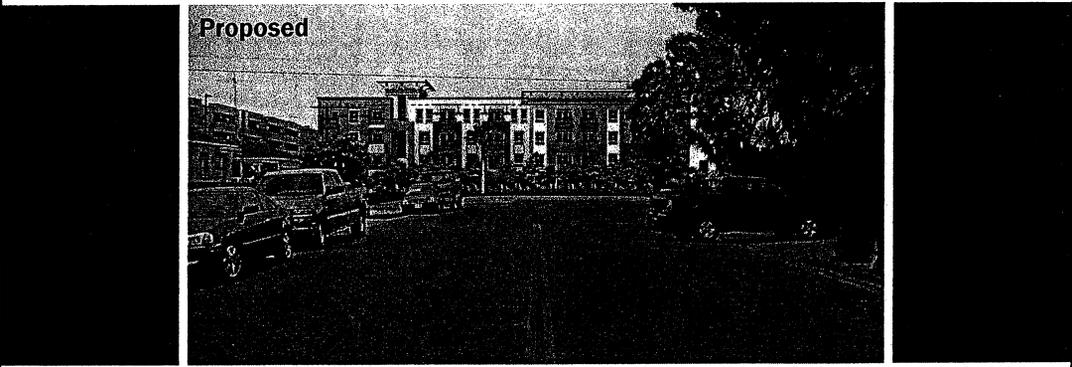
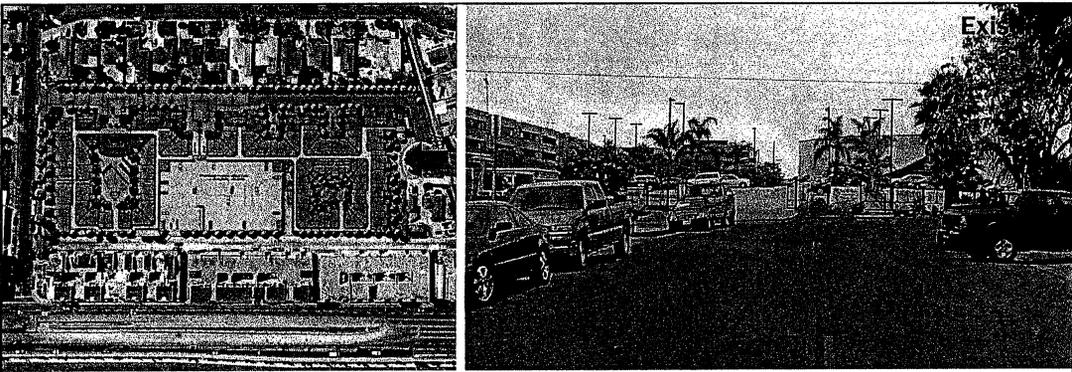


Existing Apartments Along Jefferson

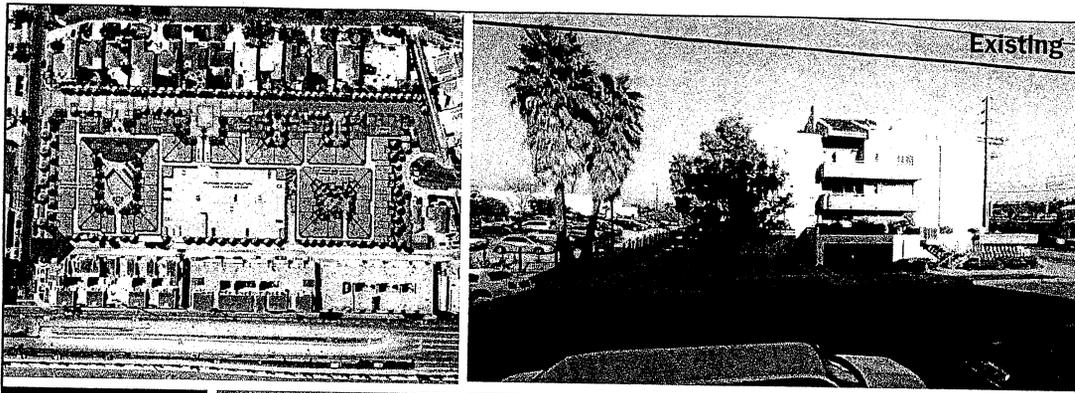




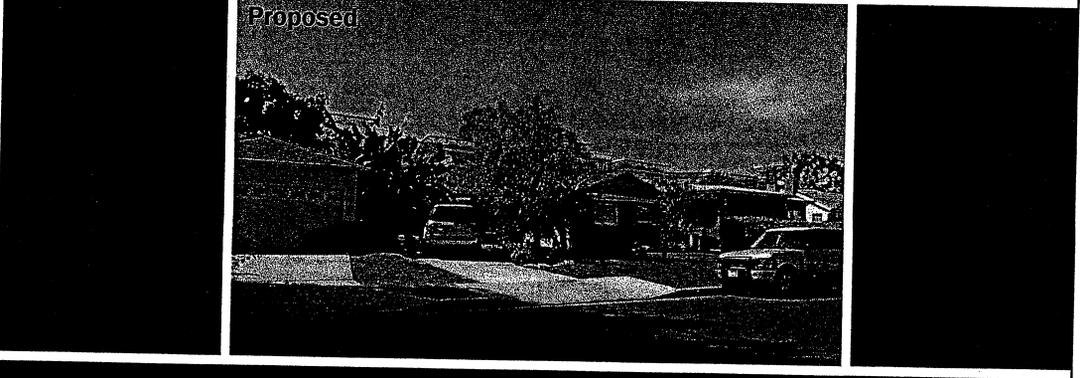
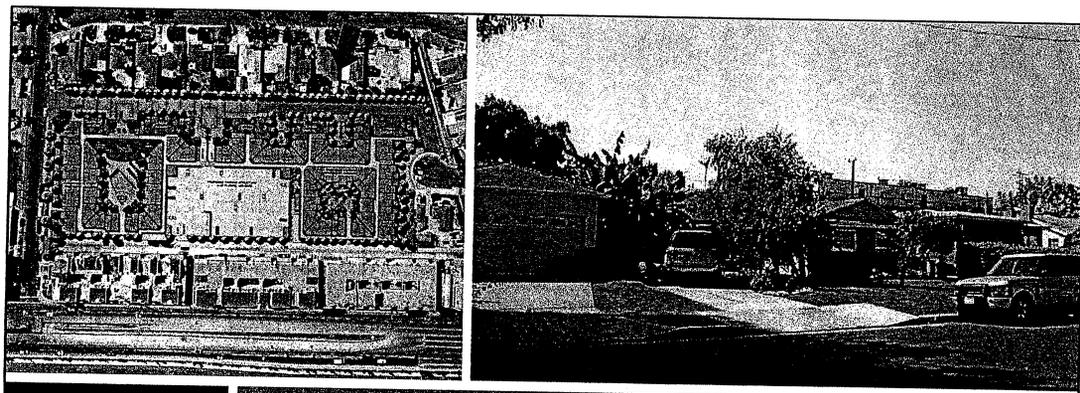
View Sim Looking East from Grosvenor Blvd



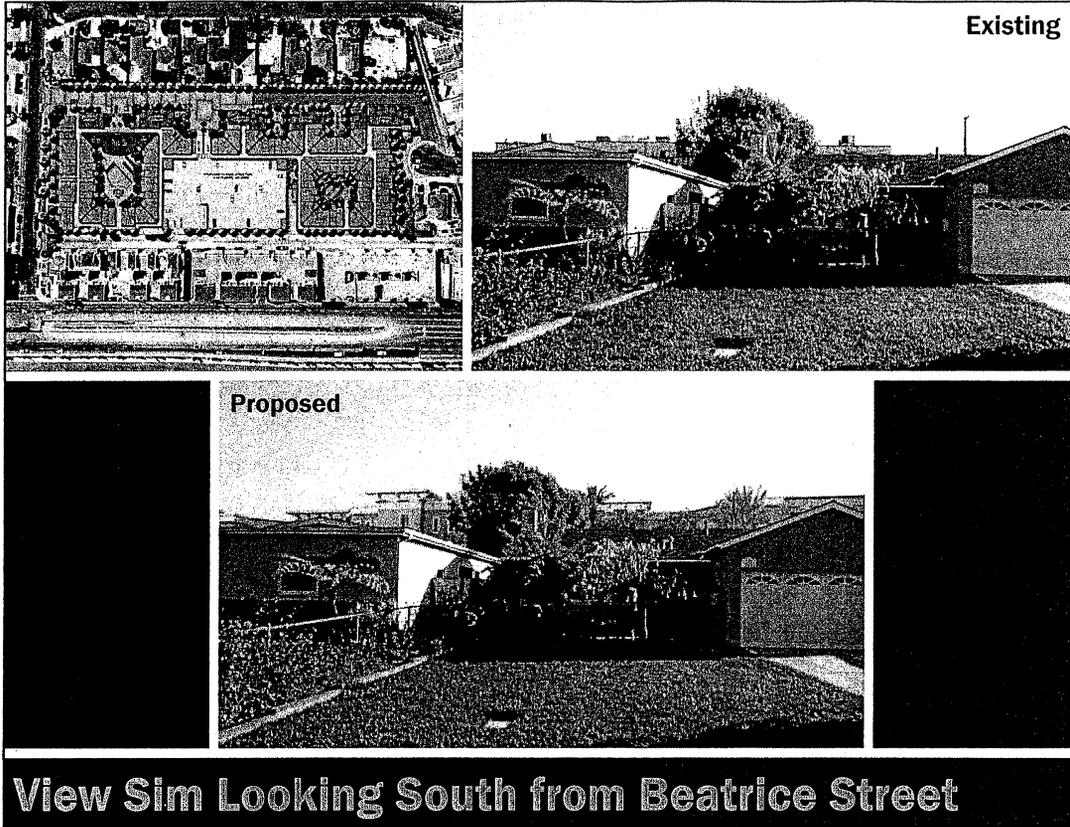
View Sim Looking West from Juniette Street



View Sim Looking East from Grosvenor Blvd



View Sim Looking South from Beatrice Street



Millennium Playa Del Mar

The rendering shows a multi-story residential building with a modern, industrial-style facade. It features large windows, balconies, and prominent vertical columns. The building is set against a sky with clouds. Grid lines A through E are marked above the building. There are trees and landscaping in the foreground.



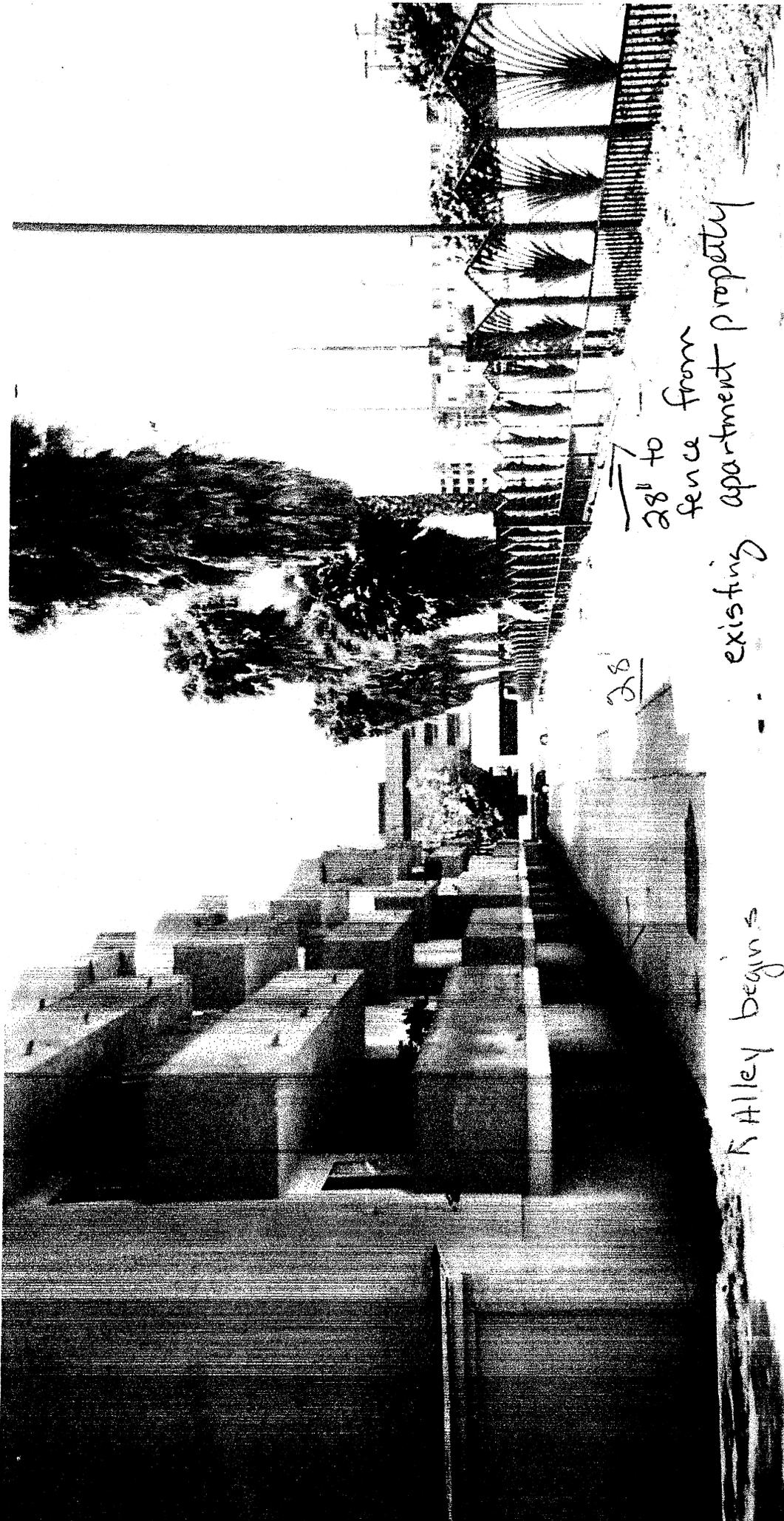
**The
Dinerstein
Companies**



ADJACENT HOMEOWNERS PROPOSED CONDITIONS OF APPROVAL FOR MILLENNIUM DEL REY PROJECT

The owners of the northwest single family residences adjacent to the proposed Millennium Del Rey project respectfully asks the Planning Commission to consider the following items as Conditions of Approval for the project:

1. We request that the parking lot for the project be made subterranean by one full level of parking. Access to the parking structure will be through a subterranean entry/exit on Grovesnor below the western-most building of the project.
2. If the carriage units remain in the final design for the project, the stairway entries for each unit will be entirely on the south side of the unit. In addition, between each garage below the carriage units, a storage unit will be installed as an additional noise barrier for the adjacent single family homes to the north of the project.
3. The parking structure will have an entry/exit on the alley on the south side of the project.
4. Heavy grading and demolition activities that generate dust and air quality impacts will not occur in the summer months when adjacent residences will have windows open due to lack of air conditioning.
5. The two story units in courtyards 3 and 4 will have high exterior windows on the northern walls to maximize privacy to adjacent single family residences.
6. Construction will not commence on Saturdays until 9:00 a.m.
7. Dinerstein will post a hotline number for homeowners to call with concerns on a 24 hour basis.
8. The grading of the project will be consistent with the height elevation of the adjacent streets of Grovesnor and Juniette.



N Alley begins

28'

28' to fence from apartment property
existing

Looking West alley

J. S. B.
DESIGN
GROUP

WARNER SQUARE

21133 VICTORY BOULEVARD SUITE 225

WOODLAND HILLS, CA 91303-2829

818.704.7804

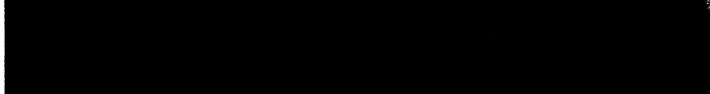
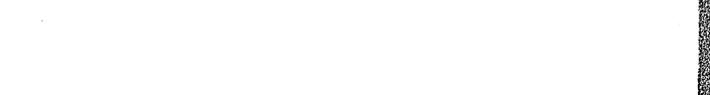
A. I. B. D.

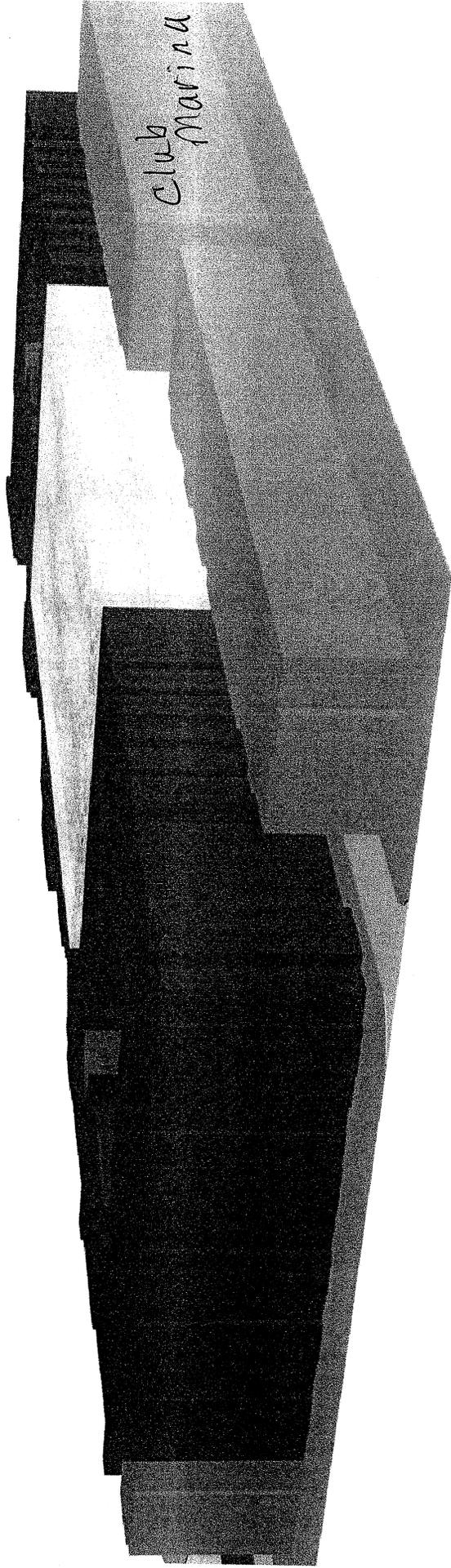
MILLENNIUM - PLAYA DEL MAR APARTMENTS

LOS ANGELES, CA 90291

CROSS SECTION - STILL RENDERINGS

Club Marina





CORNER OF GROSVENOR & JEFFERSON



Regional Planning Commission Hearing

June 16, 2010



Los Angeles County Department of Regional Planning



Planning for the Challenges Ahead

Richard J. Bruckner
Director

June 10, 2010

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

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

SUBJECT: **June 16, 2010 RPC PUBLIC HEARING
AGENDA ITEM NO. 8
PROJECT NO. R2009-02015-(2)
(GENERAL PLAN AMENDMENT NO. 200900013/ ZONE
CHANGE NO. 200900013/ CONDITIONAL USE PERMIT NO.
200900150/ ENVIRONMENTAL ASSESSMENT NO. 200600147)
MILLENNIUM-PLAYA DEL MAR 216-UNIT APARTMENT**

This item was continued from May 12, 2010 to June 16, 2010 to allow the community and the applicant to continue the dialogue on density, height, access, and parking.

Both parties have made progress on these issues and the applicant is requesting a short continuance from June 16, 2010 to June 30, 2010 to continue the dialogue and come to a resolution.

If you have any questions, please do not hesitate to contact me via email at mkim@planning.lacounty.gov or at (213) 974-6443.

MC:MKK

6/9/10



Los Angeles County
Department of Regional Planning



Planning for the Challenges Ahead

Richard J. Bruckner
Director

June 3, 2010

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

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

SUBJECT: **June 16, 2010 RPC PUBLIC HEARING
AGENDA ITEM NO. 7
PROJECT NO. R2009-02015-(2)
GENERAL PLAN AMENDMENT NO. 200900013
ZONE CHANGE NO. 200900013
CONDITIONAL USE PERMIT NO. 200900150
ENVIRONMENTAL ASSESSMENT NO. 200600147
MILLENNIUM-PLAYA DEL MAR APARTMENTS**

This item was continued from May 12, 2010 to June 16, 2010 to allow for community meetings. A revised site plan and staff recommendation will be forwarded to your Commission next week.

If you have any questions, please do not hesitate to contact me via email at mkim@planning.lacounty.gov or at (213) 974-6443. Thank you.

MC:MKK

6/3//10

Regional Planning Commission Hearing

May 12, 2010



Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead



Richard J. Bruckner
Director

May 6, 2010

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

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

SUBJECT: **May 12, 2010 RPC PUBLIC HEARING
AGENDA ITEM NO. 7
PROJECT NO. R2009-02015-(2)
(GENERAL PLAN AMENDMENT NO. 200900013/ ZONE
CHANGE NO. 200900013/ CONDITIONAL USE PERMIT NO.
200900150/ ENVIRONMENTAL ASSESSMENT NO. 200600147)
MILLENNIUM-PLAYA DEL MAR 216-UNIT APARTMENT**

Attached are two letters. One letter is from the applicant's attorney requesting support of the project; the other, is an email from a neighboring property owner expressing opposition.

If you have any questions, please do not hesitate to contact me via email at mkim@planning.lacounty.gov or at (213) 974-6443.

MC:MKK

5/6/10

ARMBRUSTER GOLDSMITH & DELVAC LLP

LAND USE ENTITLEMENTS □ MUNICIPAL ADVOCACY

William Delvac, Esq.
Direct Dial: (310) 208-5762

10940 WILSHIRE BOULEVARD, SUITE 2100
LOS ANGELES, CA 90024

Tel: (310) 209-8800
Fax: (310) 209-8801

E-MAIL: Bill@AGD-Landuse.com

WEB: www.AGD-Landuse.com

VIA ELECTRONIC MAIL

May 6, 2010

Hon. Wayne Rew, Chairman
County of Los Angeles Regional Planning Commission
320 West Temple Street, 13th Floor (Hall of Records)
Los Angeles, California 90012

Re: Millennium Playa del Mar Apartments: County Project No. R2009-02015; 5550 Grosvenor Boulevard, Los Angeles

Honorable Chairman Rew and Commissioners:

We represent Din/Cal, Inc. ("Din/Cal"), the applicant of the above-referenced project located in the Del Rey community of the 2nd Supervisorial District of unincorporated Los Angeles County. Din/Cal, Inc. is a subsidiary of the Dinerstein Companies, which is a recognized national leader in residential apartment community development and operations. Established in 1955 in Houston, Texas (where the company is still headquartered), the Dinerstein Companies is a family-owned and operated residential builder/operator, which, since its beginning in 1955, has developed and constructed over 50,000 multi-family units in 26 states. Significantly, Dinerstein Companies is also a recognized leader in building environmentally-sustainable multi-family housing projects, with over \$332,000,000 worth of LEED Silver-designated and higher housing product currently under construction throughout the country.

Din/Cal is proposing development of a LEED-certified, 216-unit apartment project on an approximately 4½-acre underutilized "urban infill." The project site is currently developed with the City of Angels Church of Religious Science, surface parking and landscaping, and a single-family residence that is owned and rented out by the church. The church has chosen to cease operations at the site. The property, which is located several hundred feet northwest of the intersection of Centinela Avenue and Jefferson Boulevard in close proximity to the Playa Vista development, comprises the southern-most portion of an unincorporated County "island" that is bounded to the south, east and west by the City of Los Angeles.

Beyond providing much needed new multi-family rental housing in this area of the County, the project has been designed to blend into the neighborhood and to enhance its character. Special care has been taken in designing the project to ensure its physical compatibility with adjacent land uses, which consist of single-family residences to the north, high-density apartments to the south, commercial office and light industry to the west and a mixture of residential properties and businesses to the east. For example, the apartment building has been stepped in height from one and two stories along the northern edge of the complex (in proximity to the single-family residences located north of the site), increasing to a maximum of four stories as the building transitions from north to south across the site toward the existing (denser) apartment complexes that are located adjacent to and southerly of the subject property. Ample

Hon. Regional Planning Commission of the County of Los Angeles

May 6, 2010

Page 2

landscaping and a large building setback (undulating from a minimum of 35 feet to as much as 100 feet) have been provided along the northerly edge of the site to appropriately buffer the apartment building from the single-family residences sited to the north. On the south side of the project, the units have been oriented toward the north into private courtyards, to maintain the privacy for the existing apartment residents to the south. To appropriately buffer the project from the apartments to the south, the building has been set back a minimum of 7 feet from the alley and substantial landscaping has been provided along this edge. A "green screen" will also be incorporated onto the parking garage façade to visually buffer the garage from the apartments it will face.

We are aware that a few letters have been submitted commenting on the project and the adequacy of the project's EIR. We believe that the County has carefully prepared the EIR in full compliance with the California Environmental Quality Act. Many of these are the type of comments that the County regularly receives on projects it approves. Nonetheless, Din/Cal has taken the concerns of its neighbors very seriously. In fact, Din/Cal has performed, and is continuing to undertake, a tremendous amount of outreach regarding the project to neighbors and community groups in the project vicinity. These efforts are summarized in the "Millennium Playa del Mar Outreach" memorandum provided in your staff report package. In direct response to the input received through this outreach process, and from meetings with the Planning Director and his staff, Din/Cal has made the following project modifications:

- Reduced the overall height of the project by 4 feet. As a result, over 91% of the building is 47-foot-tall or less. The highest point calculated by the County is 54 feet, 6 inches, and this tallest portion of the building comprises less than 1% of the building height;
- Reduced the height/mass of the parking garage by approximately one-half level;
- Enlarged the east courtyard by 27% to provide greater levels of light and ventilation into the courtyard;
- Both of the project's "captured" courtyards will have light colored exterior finishes to reflect light toward the north facing units;
- The east/west interior corridor (north/east of the parking structure) has been aligned. An open stair has been positioned at the end of this corridor and the stair doors will be on a hold-open device to allow light and ventilation at the end of this corridor;
- Entry stoops have been added at the east and west ends of the building;
- The 1st floor patios have been enlarged on the east and west sides of the building and in the captured courtyards; and
- Private bike lockers have been added at the first floor adjacent to the pedestrian building entrances on the east and west ends of building.

To facilitate its planned development, Din/Cal is requesting a General Plan Amendment, a Zone Change, and a Development Program Conditional Use Permit (to aid your Commission's evaluation of the appropriateness of the proposed project design and density for the subject property, Din/Cal has submitted burden of proof statements/findings for an "Urban Infill" project, even though Din/Cal has not made application for an Urban Infill project). Please note that Din/Cal's requested General Plan Amendment, from Low-Density Residential to High-Density Residential on the site, is not as dramatic as it may first appear, because the County failed to update its General Plan designation for the site when the

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Hon. Regional Planning Commission of the County of Los Angeles

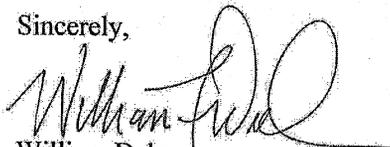
May 6, 2010

Page 3

site was up-zoned from R1 to R3 in the 1980's, so there is disagreement between the site's current R3 zoning and its Low-Density General Plan land use designation. Nonetheless, we trust you will concur Din/Cal's burden of proof statements for its proposed General Plan Amendment and Zone Change (from R3-DP to R4-DP) provide ample background and justification for these requests.

We respectfully urge your approval of this outstanding project. Thank you very much for your valued consideration of these matters, which we look forward to discussing with you at your May 12, 2010 public hearing on this case.

Sincerely,



William Delvac

cc: Tom Malloy
Paul Novak, Planning Deputy to Hon. Michael D. Antonovich, Supervisor, 5th District
Josh Vasbinder, Din/Cal

Kim, Mi

From: susiestree@aol.com
Sent: Friday, April 30, 2010 3:56 PM
To: susiestree@aol.com; Child, Mark; Maxmoz@aol.com
Cc: KKatona@bos.lacounty.gov; Kim, Mi; Curzi, Anthony; drosenfeld@bos.lacounty.gov
Subject: your suggestion re: land use and noise impact for the configuration at the SH Oaks Galleria

Dear Mr. Child:

I just wanted to update you and thank you again for your interest and thoughtfulness when we met this week with Ms. Katona. I appreciated your remembering **one** place in this city that has a parking garage that faces the units of an apartment complex. I had been studying the landscape for weeks since seeing the Dinerstein plans and had not found any building configured with neighboring buildings as they have designed.

I visited the Sherman Oaks Galleria at your suggestion and specifically the Grand Apt Complex that fronts Sepulveda and faces the parking garage of the Galleria to it's rear. As I noted in my earlier e-mail, this apartment property was built **after** the building of the Galleria and at the **choice** of the builder.

The entire complex had double pane windows and central air that we, at Club Marina, do not have. Unlike our building that has all rear units with patios and all front loft units with rooftop decks that face the rear, this building at the Galleria had only a "fake facade of a patio and merely windows that open to this garage.

I must say that the noise from Sepulveda and the parking garage were all quite profound with car radios blaring as cars pulled into the garage to park, but all of this noise didn't compare to the 405 frwy and the 101 that cross at that intersection. It was all very loud and unpleasant.

The people who live in the complex must not open their windows at all and only use their AC. I was thinking that the people who chose to live in this complex, must have just moved to LA from maybe Manhattan, where noise like this is more common.

Also, the Galleria parking garage was not 20 feet taller than the Grand Apartments. They were about the same height. The proposed height of the Dinerstien project is 20 feet + higher than our building and it will absolutely take away our entire view and light. Even though the Sherman Oaks apartments were about the same height and not 20+ feet taller than the Galleria garage, it was still very dark in the roadway between the two buildings. It was late afternoon when I was there and only the very top floor of the apartment complex in the rear of the building facing west got just a little sun light peeking over the parking structure.

I walked off the drive between the garage and building and it was a little more than 30 feet from the parking structure, which is similar to our configuration according to the

Dinerstein plans.

The Grand is over 200 units, like Dinerstein wants to build, and their parking was underneath their building. Obviously the Galleria parking garage was for the Galleria, not these units.

My visit unfortunately only affirmed my resolve that the plans for this project at the City of Angels Church property are highly inadequate and the density of this project out of proportion to the neighborhood, but it was an excellent and thoughtful suggestion. It gave me a first hand visual of what to expect and what I have to expect, if this project goes forward as planned, is disastrous for my building and my tenants.

I thank you.

Most sincerely-
Susan Boyer
owner of 12435 West Jefferson
818 995 8772

-----Original Message-----
From: susiestree@aol.com
To: mchild@planning.lacounty.gov; Maxmoz@aol.com
Sent: Tue, Apr 27, 2010 12:24 pm
Subject: thank you for meeting with us

Dear Mr. Child,

Wayne, Debby and I would all like to thank you for your time and interest yesterday at our meeting arranged by Mr. Thomas's office.

I really found you to be informative and most thoughtful. I plan to visit the Sherman Oaks Galleria tomorrow and observe the configuration of their parking garage to their apartment complex. I gave it further thought last night and I would like to note that their apartment building at the Galleria was built **after** the development of the Galleria--at the choice of the developer. Our apartment complex and it's design came first to this situation we are now faced with.

Many thanks again-

Susan Boyer
818 995 8772

REGIONAL PLANNING COMMISSION Transmittal Checklist

Hearing Date

April 28, 2010

Agenda Item Number

7

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

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

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

Reviewed By: 



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

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

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

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

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

ACCESS Grosvenor Blvd to the west and Juniette Blvd to the east	ZONED DISTRICT Playa Del Rey
ASSESSORS PARCEL NUMBER 4211-003-038, -040, -041, -042, -068	COMMUNITY West Fox Hills
SIZE 4.93 acres	COMMUNITY STANDARDS DISTRICT N/A

	EXISTING LAND USE	EXISTING ZONING
Project Site	Church and single family residence	R-3-DP; R-1
North	Single family residence	R-1
East	Office buildings, single family residences (unincorporated county). City of Los Angeles, elementary school.	City of Los Angeles
South	City of Los Angeles, apartments	City of Los Angeles
West	City of Los Angeles, office buildings, manufacturing, gymnastics center	City of Los Angeles

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

ENVIRONMENTAL DETERMINATION
 Environmental Impact Report

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

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

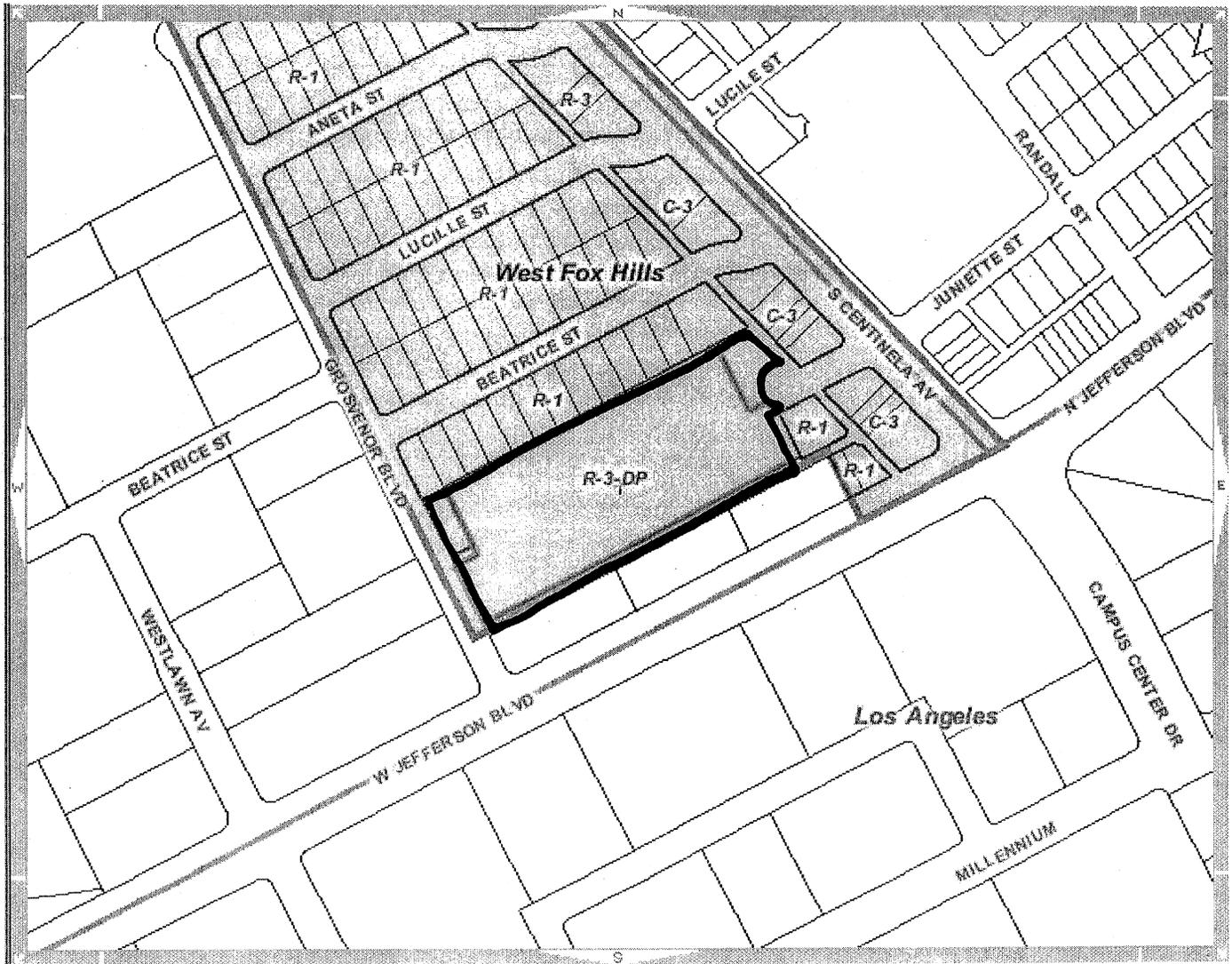
TO BE COMPLETED ONLY ON CASES TO BE HEARD BY THE BOARD OF SUPERVISORS

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

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

PROPERTY LOCATION MAP

Site Address:
5550 Grosvenor Boulevard
Los Angeles, CA 90066



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

ENTITLEMENTS REQUESTED

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

PROJECT DESCRIPTION

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

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

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

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

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

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

DESCRIPTION OF SUBJECT PROPERTY

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

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

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

EXISTING ZONING

Subject Property: R-3-DP

Surrounding Properties:

North: R-1

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

South: City of Los Angeles

West: City of Los Angeles

EXISTING LAND USES

Subject Property: Church and single-family residence

Surrounding Properties:

North: Single-family residences

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

South: City of Los Angeles: apartments

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

PREVIOUS CASES/ZONING HISTORY

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

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

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

EXISTING SITE CONDITIONS

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

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

PROPOSED SITE PLAN

The project site is a rectangular, 4.93 gross acre (4.36 net acre) property spanning from Grosvenor Blvd on the west to nearly Centinela Ave on the east. Prior to the construction of the proposed project, existing structures will be removed. In its place, a new 216-unit apartment building and parking structure with a maximum height of 56 inches is proposed.

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

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

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

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

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

COUNTYWIDE GENERAL PLAN CONSISTENCY

Land Use Policy Map Designation

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

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

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

Housing Element Goals and Policies

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

Housing Availability

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

Housing Affordability

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

STAFF ANALYSIS

- Goal 6:** An adequate supply of housing preserved and maintained in sound condition, located within safe and decent neighborhoods.
- Goal 7:** An affordable housing stock that is maintained for its long-term availability to low and moderate income households and those with special needs.

Equal Housing Opportunity

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

Implementation and Monitoring

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

COMPLIANCE WITH APPLICABLE ZONING STANDARDS

R-4-DP Zone Development Standards

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

Yard Requirements

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

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

Dwelling Unit Density

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

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

Parking

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

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

Green Building Program

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

Green Building

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

Low Impact Development (LID)

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

Drought Tolerant Landscaping

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

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

BURDEN OF PROOF/FINDINGS

Conditional Use Permit Burden of Proof

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

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

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

Applicant's CUP Burden of Proof responses are attached.

Zone Change Burden of Proof

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

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

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

General Plan Amendment Burden of Proof

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

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

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

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

Urban Infill Burden of Proof

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

ENVIRONMENTAL DOCUMENTATION

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

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

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

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

STAFF ANALYSIS

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

COUNTY AGENCY COMMENTS AND RECOMMENDATIONS

Department of Public Works

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

Fire Department

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

Department of Public Health

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

LEGAL NOTIFICATION/COMMUNITY OUTREACH

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

PUBLIC COMMENTS

In Opposition

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

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

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

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

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

STAFF ANALYSIS

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

In Support

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

STAFF EVALUATION

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

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

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

STAFF ANALYSIS

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

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

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

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

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

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

STAFF RECOMMENDATION

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

SUGGESTED APPROVAL MOTION

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

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

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

PAGE 14 OF 14

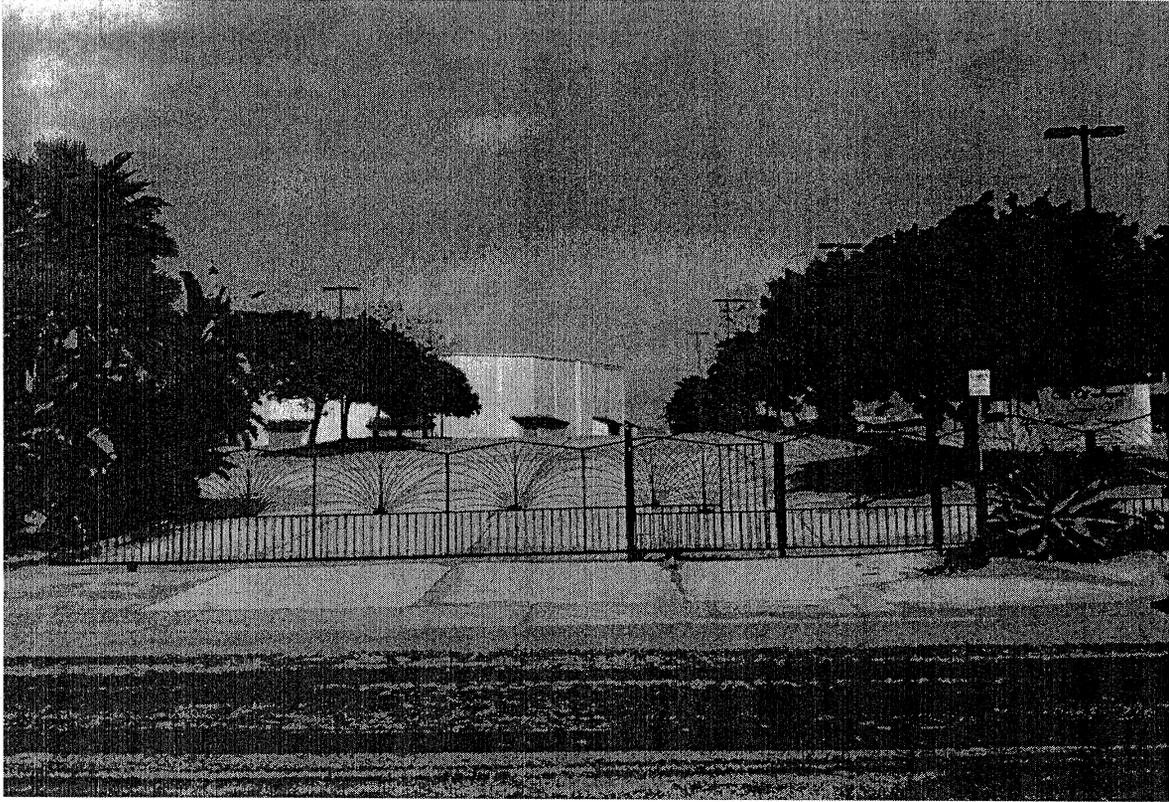
STAFF ANALYSIS

Attachments:

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

MC:MKK 4/28/10

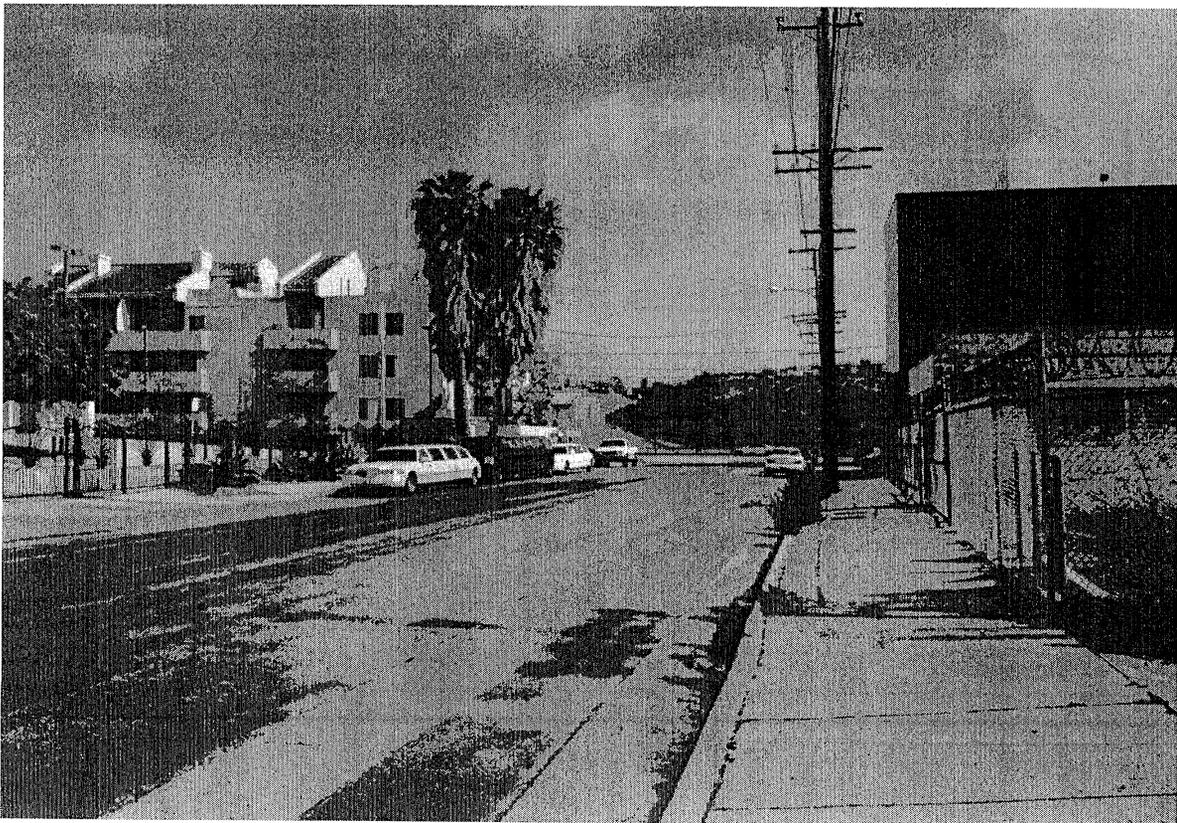
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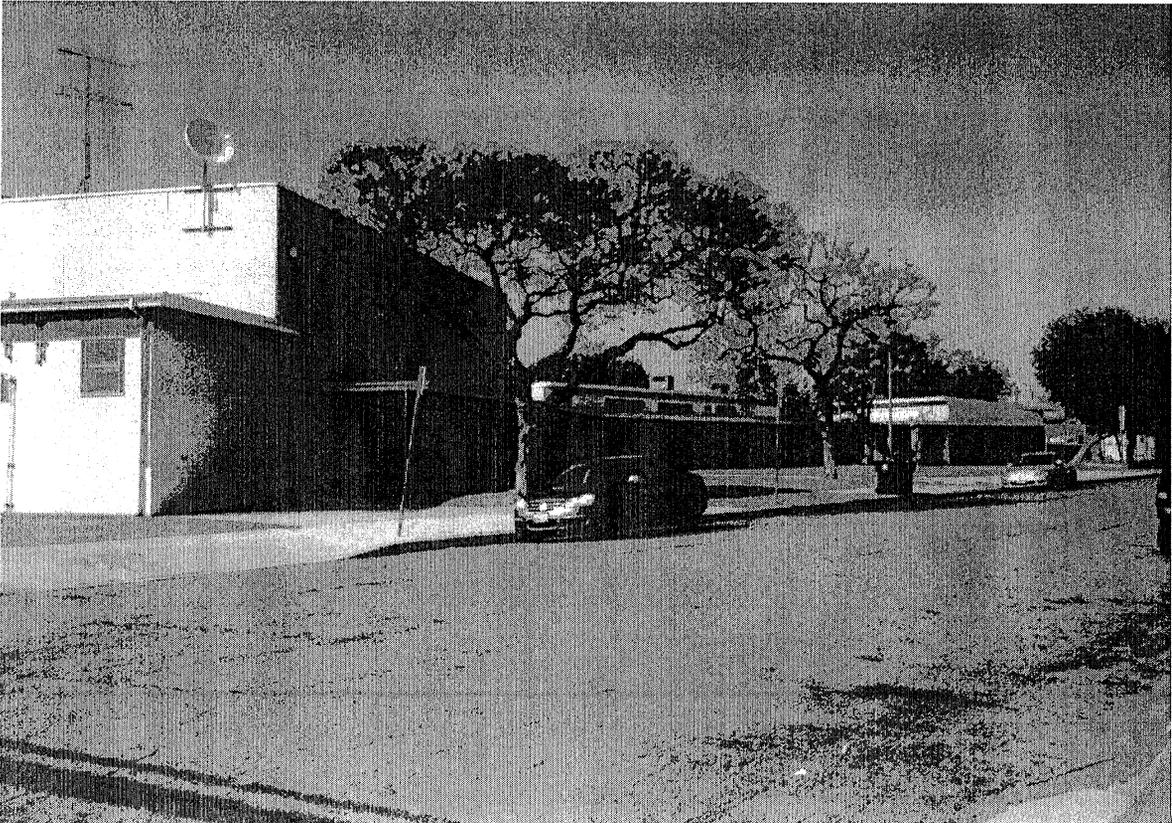
View North:



View South:



View East:



View West:

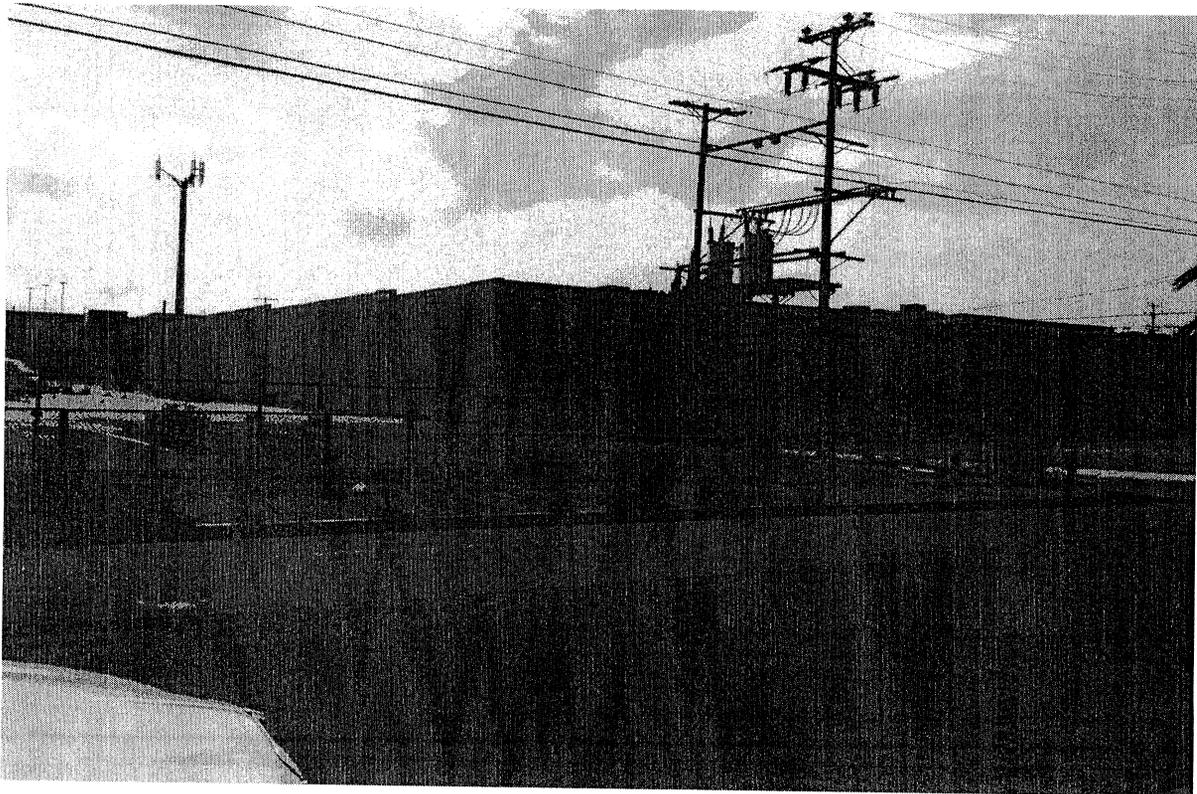
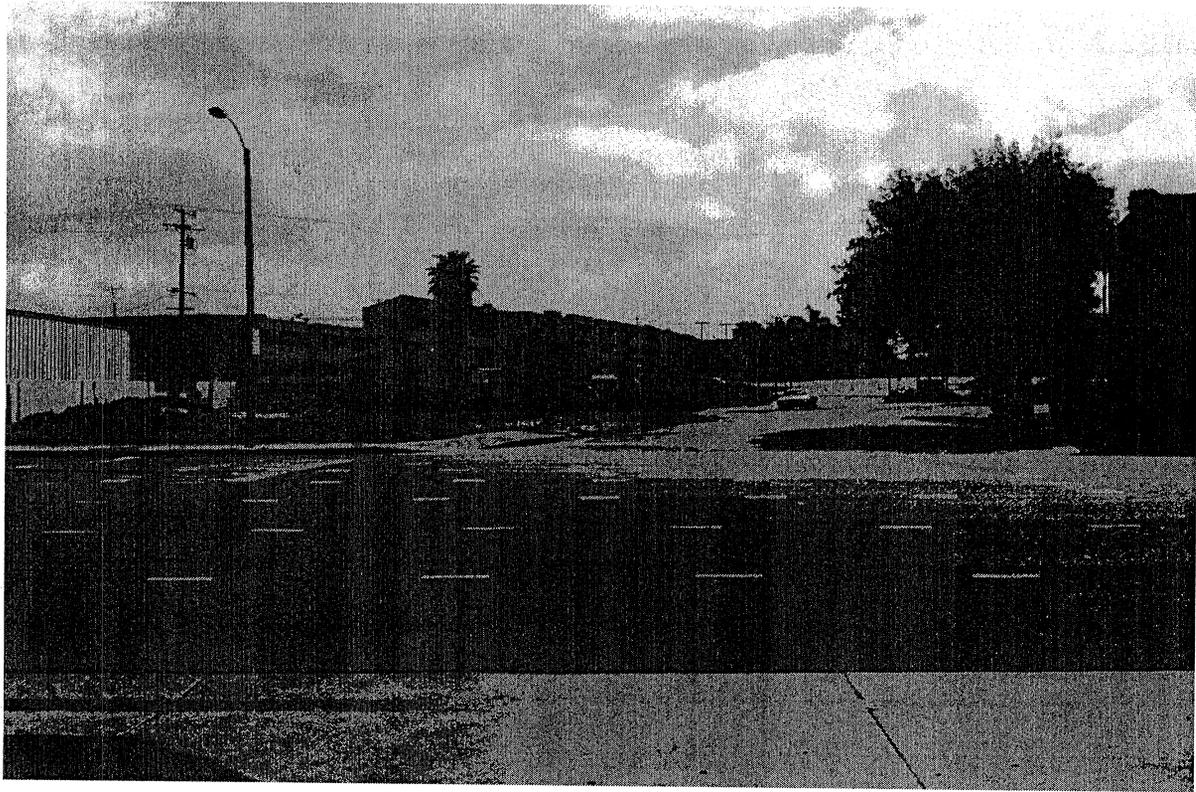


Exhibit B

Millennium-Playa del Mar Apartments: Din/Cal, Inc. (Applicant)

Burden of Proof Statements (General Plan Amendment, Zone Change & Conditional Use Permit-DP)

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

Required Findings for the Project General Plan Amendment:

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

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

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

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

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

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

¹ 2008 GPHE, Page 1-2.

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

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

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

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

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

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

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

³ 2008 GPHE, pages I-1 and I-2.

⁴ 2008 GPHE, pg. 2-4.

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

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

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

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

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

⁵ SB AB 2348 Mullin

⁶ SB 2292 Dutra

⁷ 2008 GPHE, Pages 2-32 and 2-33

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

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

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

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

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

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

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

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

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

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

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

- Cool Roof to reduce Heat Island Effect;

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

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

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

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

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

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

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

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

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

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

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

Required Findings for the Project Zone Change:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

project site.

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

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

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

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

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

C. That the proposed site is adequately served:

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

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

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

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

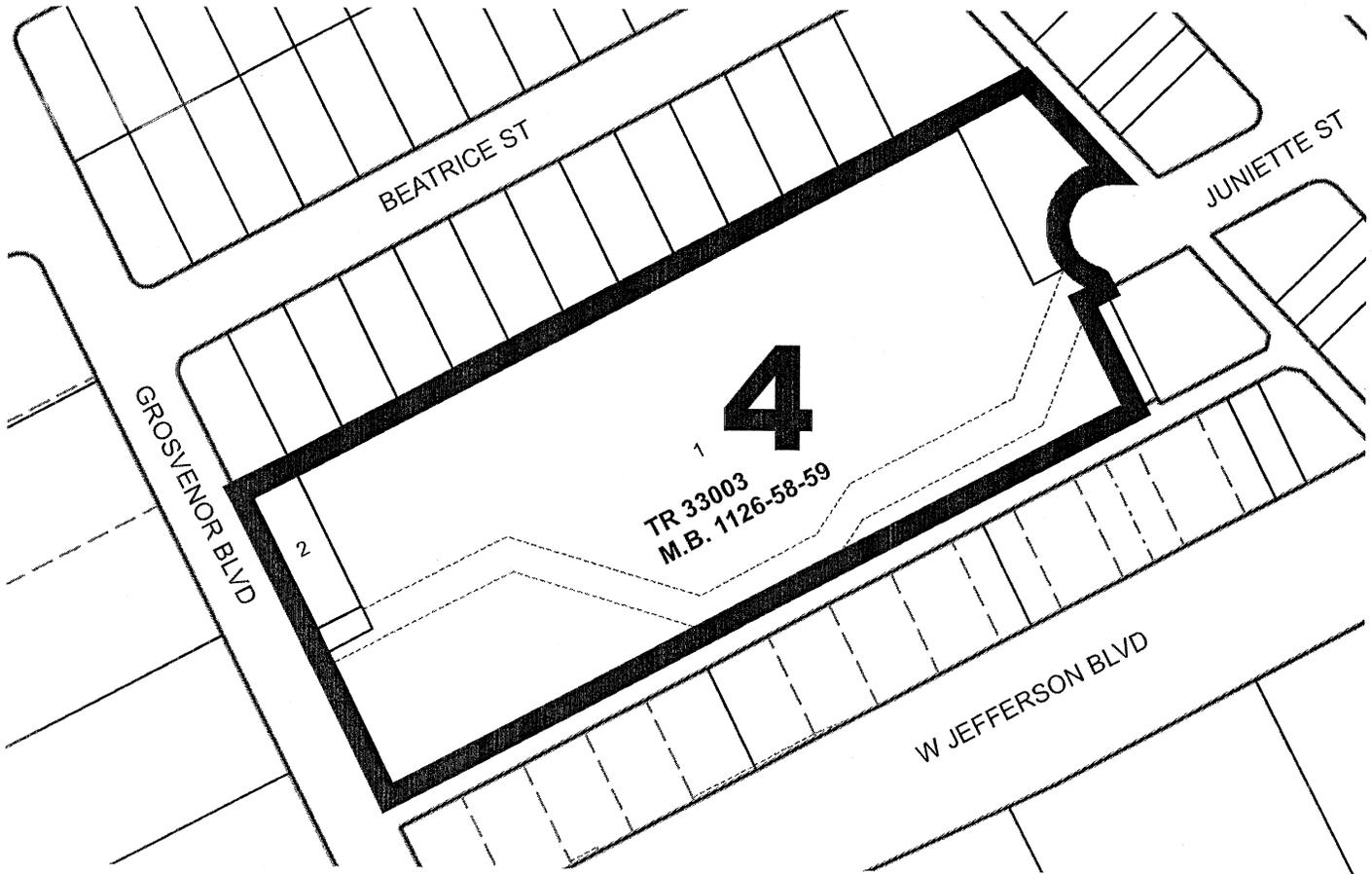
AMENDMENT TO COUNTYWIDE GENERAL PLAN
WEST FOX HILLS COMMUNITY

PLAN AMENDMENT: 200900013

ON: _____

CATEGORY 1 TO CATEGORY 4

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



LEGAL DESCRIPTION:

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

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

LEGEND:

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



0 75 150
FEET

COUNTY ZONING MAP
105H161

DIGITAL DESCRIPTION: \ZCO\ZD_PLAYA DEL REY

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

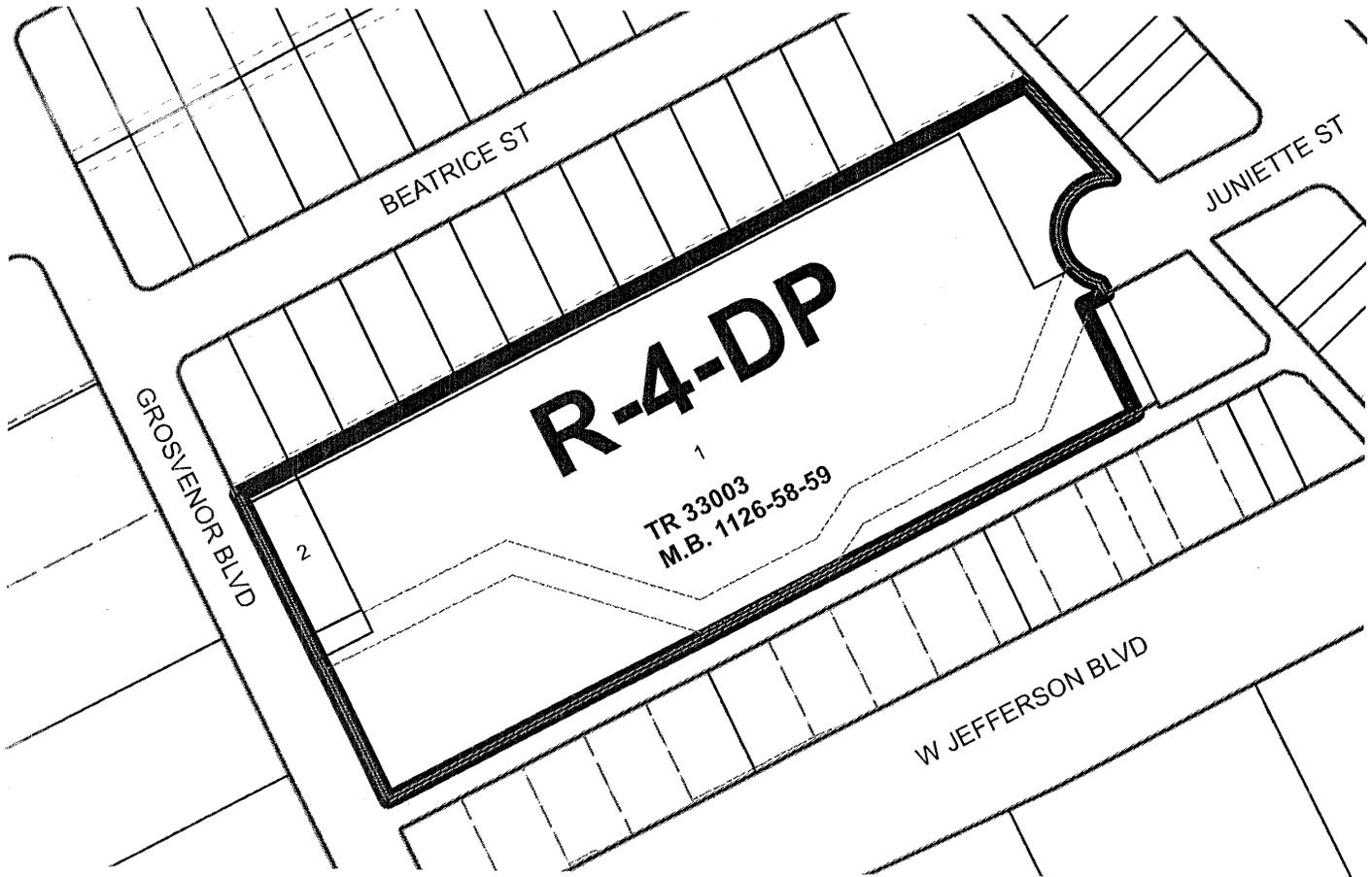
CHANGE OF PRECISE PLAN
PLAYA DEL REY ZONED DISTRICT

ADOPTED BY ORDINANCE: _____

ON: _____

ZONING CASE: **ZC 200900013**

AMENDING SECTION: 22.16.230 OF THE COUNTY CODE



LEGAL DESCRIPTION:

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

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

LEGEND:

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



0 75 150
FEET

COUNTY ZONING MAP
105H161

DIGITAL DESCRIPTION: \ZCO\ZD_PLAYA DEL REY

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

2.0 EXECUTIVE SUMMARY

PURPOSE

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

2.1 PROJECT OVERVIEW

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

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

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

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

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

2.2 TOPICS OF KNOWN CONCERN

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

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

2.3 IMPACTS, MITIGATION MEASURES, AND UNAVOIDABLE ADVERSE IMPACTS

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

2.4 ALTERNATIVES

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

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

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

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

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

2.5 ISSUES TO BE RESOLVED/AREAS OF CONTROVERSY

Areas of known or reasonably anticipated controversy are identified below,

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

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

Table 2.0-1
Summary of Project Impacts

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

Impacts	Mitigation Measures	Level of Significance After Mitigation																				
<p>4.2 Geology (continued)</p> <p>Impact 4.2-2 (continued)</p>	<p>4.2-7 The liquefaction downdrag acting on a single pile, under a design basis earthquake event, is estimated to be on the order of 68 kips. This maximum downdrag load of 68 kips is based on the assumption that no settlement of the piles occurs due to the application of the downdrag load. It is estimated that piles could settle about 0.25 inch as the downdrag load is applied. This settlement would significantly reduce the downdrag load. Consequently, an ultimate capacity of 400 kip shall be required for piles, assuming the full downdrag of 68 kip for seismic conditions. The ultimate and allowable pile capacity shall be estimated by conducting a static load-testing program to the satisfaction of the Los Angeles County Department of Public Works.</p> <p>4.2-8 Pre-drilling shall not be permitted for test piles and production piles.</p> <p>4.2-9 The minimum torque required to indicate penetration into the bearing layer shall be set at 60 ft-kip, unless shown to be otherwise during the load testing program.</p> <p>4.2-10 The following capacities shall be used for the 16-inch-diameter APGD pile that may be used for the building foundation:</p> <p style="text-align: center;">Lateral Pile Capacity for a 16-in. Square Driven Concrete Pile</p> <table border="0" style="width: 100%;"> <tr> <td colspan="2" style="text-align: center;">Free Head Condition</td> </tr> <tr> <td>Pile Head Deflection</td> <td style="text-align: center;">0.5</td> </tr> <tr> <td>Max Shear (Kips)</td> <td style="text-align: center;">9</td> </tr> <tr> <td>Max. Moment (Kip-feet)</td> <td style="text-align: center;">30</td> </tr> <tr> <td>Depth to Max Moment (feet)</td> <td style="text-align: center;">9.5</td> </tr> <tr> <td colspan="2" style="text-align: center;">Fixed Head Condition</td> </tr> <tr> <td>Pile Head Deflection</td> <td style="text-align: center;">0.5</td> </tr> <tr> <td>Max Shear (Kips)</td> <td style="text-align: center;">17</td> </tr> <tr> <td>Max. Moment (Kip-feet)</td> <td style="text-align: center;">-80</td> </tr> <tr> <td>Depth to Max Moment (feet)</td> <td style="text-align: center;">0</td> </tr> </table>	Free Head Condition		Pile Head Deflection	0.5	Max Shear (Kips)	9	Max. Moment (Kip-feet)	30	Depth to Max Moment (feet)	9.5	Fixed Head Condition		Pile Head Deflection	0.5	Max Shear (Kips)	17	Max. Moment (Kip-feet)	-80	Depth to Max Moment (feet)	0	
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Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>4.2 Geology (continued)</p> <p>Impact 4.2-2 (continued)</p>	<p>4.2-11 Pile-load-testing shall be conducted, which would consist of monitoring the installations of four test piles at selected locations and performing a test loading according to American Society for Testing and Materials (ASTM) 1143-81. The testing program shall be carried out as a separate mobilization by the pile contractor. It is expected that the testing program shall require 26 hours to perform each pile load test in the field plus an additional week of geotechnical analyses by the project engineer to provide the pile length and allowable load recommendations to the satisfaction of the Los Angeles County Department of Public Works.</p> <p>4.2-12 Test piles shall be continuously installed to various depths of penetration into dense granular material (Layer 6) below about elevation -26 to -28 feet below mean sea level, using a Bauer BG25 drilling machine, or equivalent, delivering drill torque up to 180,000 foot-lbs. Final tip elevations for test piles shall be at about elevation -33 feet below mean sea level; however, some variability should be expected. Each test pile location requires a cone penetration test (CPT), which shall be completed prior to the load-testing program.</p> <p>4.2-13 A creep test is required at the recommended allowable load. The creep test holds the allowable load for at least two hours to demonstrate displacement of the test pile slows to less than 0.005 inch per hour, which is half the rate recommended ASTM 1143-81. Test piles not meeting this requirement shall be rejected.</p> <p>4.2-14 The project engineer shall monitor the indicator-pile and production pile installations to verify that piles are installed in accordance with the geotechnical recommendations and have achieved a satisfactory pile length to the satisfaction of the Los Angeles County Department of Public Works.</p> <p>4.2-15 Per the County requirement, one CPT sounding shall be performed per 12 production piles used in the building foundation. Depending on the actual number of production piles, additional CPT soundings shall be required prior to installing production piles.</p> <p>4.2-16 For resistance to lateral loads, an allowable passive fluid pressure of 300 pounds per cubic foot (pcf) may be used for design, for grid beams and pile caps placed in structural fill or in undisturbed, stiff or dense, native soils. Sliding resistance shall not be used due to potentially high liquefaction settlement.</p>	

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

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

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

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

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

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

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

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

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

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

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

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



GAIL FARBER, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

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

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

IN REPLY PLEASE
REFER TO FILE: T-4

March 3, 2010

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

Dear Mr. Raju:

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

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

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

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

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

Mr. Srinath Raju
March 3, 2010
Page 2

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

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

Very truly yours,

GAIL FARBER
Director of Public Works

A handwritten signature in cursive script, appearing to read "William J. Winter".

WILLIAM J. WINTER
Assistant Deputy Director
Traffic and Lighting Division

IW:cn

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

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



COUNTY OF LOS ANGELES

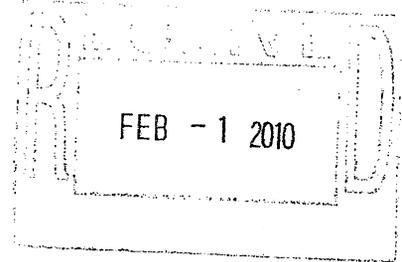
FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

(323) 890-4330

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

January 26, 2010



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

Dear Mr. McCarthy:

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

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

PLANNING DIVISION:

1. We have no comments at this time.

LAND DEVELOPMENT UNIT:

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

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

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

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

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

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

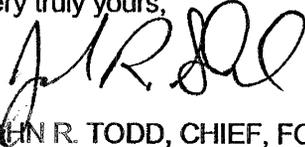
1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and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

HEALTH HAZARDOUS MATERIALS DIVISION:

1. We have no comments at this time.

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

Very truly yours,



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

JRT:lj

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

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

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

Sincerely,

The Undersigned Citizens of Los Angeles County

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

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

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Sincerely,

The Undersigned Citizens of Los Angeles County

RESIDENT SIGNATURE	RESIDENT NAME	ADDRESS	TELEPHONE/EMAIL
<i>Edna S. Saito</i>	EDNA S. SAITO	12444 Anita St LA 90066	
<i>Kevin Short</i>	KEVIN SHORT	12423 Anita St. Glendale	
<i>Selma Duhovic</i>	SELMA DUHOVIC	3722 S. Canfield Ave 90034	

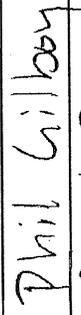
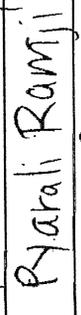
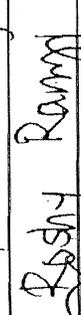
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Sincerely,

The Undersigned Citizens of Los Angeles County

RESIDENT SIGNATURE	RESIDENT NAME	ADDRESS	TELEPHONE/EMAIL
	Phil Gilboay	9119 Billowista Dr	
	Pyarali Ramji	11030 Barman Ave	
	Rosny Ramji	11030 Barman Ave	
	Julie Fleckenstein	4527 Alakood	
	Elizabeth Griffith	90845 Fairbanks Way	
	Carlos Ortiz	927 E. HING PARK	

Aisha Gumbo	Aisha Gumbo	12434 Lucile St LA, CA 90066
Carol Gumbo	Carol Gumbo	12434 Lucile St.
Sae Gumbo	Sae Gumbo	12434 Lucile St
Adam Gumbo	Adam Gumbo	12434 Lucile St.
Karen Tokuho	KAREN TOKUHO	5315 S. CENTINELA AVE
Nina Lopez	Nina Lopez	5309 S Centinela Ave
Victor Azevêdo	VICTOR AZEVEDO	5313 S. Centinela Ave
Catherine Gonzalez	Catherine Gonzalez	5331 S. Centinela Ave
Mary Starnes	Mary Starnes	5331 S. Centinela Ave
Robert Gonzalez	Robert Gonzalez	5331 S. Centinela Ave
JOHN F. ALESSANDRI	JOHN F. ALESSANDRI	5501 S CENTINELA
Cesar Chavez	Cesar Chavez	12414 Juniette St
Irene Avucij	Irene Avucij	12416 Lucile St
Ashubhadrasubudhi	YAS # 140 JAMBHATE	" "
MARCEL BRUNO GOMBARDI	MARCEL BRUNO GOMBARDI	12439 Lucile St
Rogay	RAQUEL BEHREAN	12439 Lucile St

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

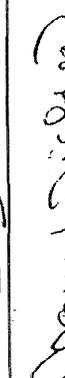
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Sincerely,

The Undersigned Citizens of Los Angeles County

RESIDENT SIGNATURE	RESIDENT NAME	ADDRESS	TELEPHONE/EMAIL
	Suzanne Furtz Suzanne Furtz	5010 MATILIA AVE STUBBINS QUARTERS - CA 91423	
	CHRISTINE DONOVAN	803 N KEMP ST BURBANK 91505	
	Arthur Wang	12455 W. Jefferson #120	
	YUNI IKEBA	12435 W. Jefferson #102 Los Angeles CA 90066	
	Mary A. Wickser	13435 W. Suberenson #1 Los Angeles, CA 90066	
	ERIN MILLER	12435 W. Jefferson #31 90066	

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

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

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The Undersigned Citizens of Los Angeles County

RESIDENT SIGNATURE	RESIDENT NAME	ADDRESS	TELEPHONE/EMAIL
	MALCOLM WALKER	12210 Hammond St.	
	Nellie M. Walker	12210 Hammond St.	
	JUSTIN J. SMERDON	12423 Lucile St	
	LORAYNE WAKINO	12429 Lucile St	
	DAVID ADACHI	12416 Lucile St	

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

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Sincerely,

The Undersigned Citizens of Los Angeles County

RESIDENT SIGNATURE	RESIDENT NAME	ADDRESS	TELEPHONE/EMAIL
<i>A. K. Ashikawa</i>	ARTHUR ASHIKAWA	12450 Lucile St. L.A.	
<i>Shizue Ashikawa</i>	Shizue Ashikawa	12450 Lucile St. L.A.	
<i>Edward S. Stewart</i>	EDWARD STEWART	12442 Lucile St. L.A.	
<i>Jane M. Stewart</i>	JANE M. STEWART	12442 Lucile St. L.A.	
<i>Roland Dreisel</i>	ROLAND DREISEL	12430 Lucile St. L.A. 90044	
<i>Erinda Shrenger</i>	ERINDA SHRENGER	12423 Lucile St. L.A., CA, 90066	
<i>Matsuzaki Alan</i>	Matsuzaki Alan	12433 Lucile St.	
<i>Jane S. Matsuzaki</i>	Jane Matsuzaki	12433 Lucile St.	

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



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

January 14, 2010

VIA EMAIL AND U.S.P.S.

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

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

Dear Mr. Curzi:

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

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

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

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

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

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

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

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

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

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

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

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

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

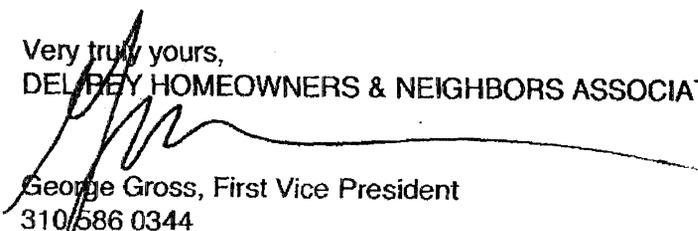
View Impacts. If the zoning change were granted, the apartments would be 60 feet high, the parking structure 56 feet high. (NOP p. 7). However, if the R-1 & R-3 zoning were retained, the maximum height would be 35 feet from the existing or excavated grade (Los Angeles County Zoning Ordinance). The NOP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

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

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

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

Very truly yours,
 DEL REY HOMEOWNERS & NEIGHBORS ASSOCIATION


 George Gross, First Vice President
 310 586 0344

*Del Rey Neighborhood Council
Planning Committee*

Memorandum

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

Dear Mr. Curzi,

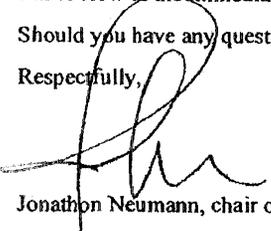
Recently the proposed project located at 5550 Grosvenor Boulevard was heard before the Del Rey Neighborhood Council ("DRNC") for its consideration. Present at the meeting were numerous community members that spoke out against the size and scope of the project.

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

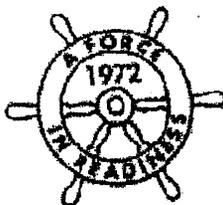
Of utmost concern of the council is the burden that the increased density will put on the surrounding streets. Parking and traffic flow in the immediate area are of concern already and the increased density of this project will compound the problem.

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

Respectfully,


Jonathon Neumann, chair of planning for Del Rey Neighborhood Council

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



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

March 14, 2008

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

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

Dear Mr. Curzi:

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

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

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

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

The NOP (p. 16) anticipates that the proposed project will generate approximately 155 peak hour trips, i.e. 155 vehicles leaving the parking structure and entering Grosvenor Blvd. during a single hour, i.e. one car entering every 23 seconds. It is not realistic to expect that the vehicles can get from the alley onto Grosvenor Blvd. quickly enough to keep the traffic flowing, particularly if Archstone installs the promised traffic light at the Grosvenor Blvd./Jefferson Blvd. intersection.

The ingress/egress onto Centinela Avenue is even more problematic. The nearby intersection of Centinela Ave./Jefferson Blvd. already is considered to have congestion that cannot be mitigated. Northbound Grosvenor Blvd. is a cul de sac, and there are no traffic controls to protect people entering Centinela Ave. from the residential streets that connect Grosvenor Blvd. with Centinela Avenue.

Parking. Presently, the property serves as a parking lot for about 500 cars driven by employees of local businesses – Chiat Day, Rhythm & Hues, Investor's Business Daily. Where are those people going to park if this property is developed? There is already insufficient parking on the surrounding streets.

In short, our knowledge of the area suggests to us that the NOP has concluded incorrectly that the project will not result in any hazardous traffic conditions and will not result in parking problems with a subsequent impact on traffic conditions. (NOP, p.16)

Geology. We have serious reservations about the geotechnical aspects of the project. With the water table just 10 feet below the surface and the methane gas problems that have surfaced at Playa Vista, what impact will the weight of these structures have on the geology of the subsurface?

Parkland. When Archstone representatives spoke to our board on April 9, 2007, they said they were planning to build 218 residential rental units, a clubhouse, business center, fitness center, pool, spa and landscaped courtyards. The project is expected to generate \$370,000 of Quimby funds.

Del Rey has a dearth of parkland. The 5550 Grosvenor property is centrally located and the last big piece of relatively open land in Del Rey. Ideally, we would like to see the entire parcel dedicated for use as a park, but if the county is going to allow Archstone to build this project, the recreational facilities should be

Impact Analysis Section
Department of Regional Planning
320 West Temple Street, Room 1348
Los Angeles, CA 90012
Attn: Anthony Curzi
March 14, 2008
Page 2

made available to the general public, and the roof of the parking structure should be used for a greenscape of some kind.

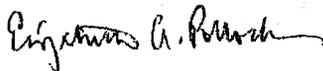
Economics. In their meetings with our board on April 9 and October 1, and with members of the community on September 27, 2007, Archstone said that 10 per cent of the units will be "workforce housing," but reportedly, they have told the County that only five percent of the units will be "workforce housing." The rent for a workforce housing unit should be about \$1500 per month, calculated using 120% of an annual income of \$62,000 as "workforce" income. However, we also were told that half of the units will be one bedroom and are expected to rent for \$2000 per month. The two bedroom units will rent for about \$2600 per month. Given that the developer has applied for a tract map so that the units can be sold as condominiums or rented as apartments, we have our doubts that this project will do anything to increase the availability of affordable housing in Del Rey.

View Impacts. If the zoning change were granted, the apartments would be 60 feet high, the parking structure 56 feet high. (NOP p. 7), However, if the R-3 zoning were retained, the maximum height would be 35 feet from the existing or excavated grade. (Los Angeles County Zoning Ordinance) The NOP states (p.15), "Building height may create winter shadows on properties to the north. Parking structure may cause light and glare problems on properties to the south." These problems could be avoided if the county would simply say "no" to the proposed zoning change.

The Del Rey Homeowners and Neighbors Association is very concerned about the proposed magnitude of this project and its potential impact on the Del Rey community. When the draft environmental impact report is being prepared, we strongly urge that each of the issues above be meticulously examined.

Very truly yours,

DEL REY HOMEOWNERS & NEIGHBORS ASSOCIATION



Elizabeth A. Pollock
Recording Secretary



Chris Nevil
President

Lucile St

To: Department of Regional Planning, Los Angeles County

We, the undersigned citizens of Los Angeles, strongly **OPPOSE** changing the current zoning to allow high-density residential type buildings over the limit currently allowed to be built at 5550 Grosvenor Boulevard. We **OPPOSE** the current plans in development for the 4 Story Playa del Mar Apartments. We further **OPPOSE** a request for a tract map to combine two parcels into one; a zone change from R-3-DP to R-4-DP; a general plan amendment to change the land use designation from Low Density 1 to High Density Residential; and a Conditional Use Permit to allow 218 apartments in one building with a maximum height of four stories (60 feet) along with a 448-space parking structure with maximum height of five and one half stories (56 feet).

We believe that the character and quality of life of Los Angeles **MUST** be preserved through intelligent planning and design that considers proper scope and scale along with the composition of surrounding neighborhoods.

Sincerely,

The Undersigned Citizens of Los Angeles County

RESIDENT SIGNATURE	RESIDENT'S NAME	ADDRESS	TELEPHONE OR EMAIL
<i>Kelly L. Zullo</i>	Kelly L. Zullo	---	---
<i>Ronald L. Zullo</i>	RONALD L. ZULLO	1 LUCKE ST.	---
<i>Arthur Ashikawa</i>	ARTHUR ASHIKAWA	1 LUCILE ST.	---
<i>Shize Ashikawa</i>	SHIZE ASHIKAWA	LUCILE ST.	---
<i>Saz Gamba</i>	SAZ GAMBAA	LUCILE ST.	---
<i>Aisha Gamba</i>	AISHA GAMBAA	LUCILE ST.	---
<i>Adam Gamba</i>	Adam Gamba	LUCILE ST.	---
<i>Aswanda Gamba</i>	Aswanda Gamba	LUCILE ST.	---
<i>Card Gamba</i>	Card Gamba	LUCILE ST.	---
<i>Roland Desele</i>	ROLAND DRESEL	LUCILE ST.	318

LUCILE ST
18 LUCILE
1 CENTINELA

Melissa Kurtz	Melissa Kurtz	Lucile St
Atire Rashidi	Atire Rashidi	Lucile St
Erinda Shrenger	Erinda Shrenger	Lucile St
Matsuzaki, Alan	Matsuzaki, Alan	Lucile St
Matsuzaki, Jane	Matsuzaki, Jane	Lucile St
Matsuzaki, John	Matsuzaki, John	Lucile St
Matsuzaki, Mark	Matsuzaki, Mark	Lucile St
Shigekawa, Judy	Shigekawa, Judy	Lucile St
Shigekawa, Grace	Shigekawa, Grace	Lucile St
Shigekawa, Yoshimi	Shigekawa, Yoshimi	Lucile St
Shigekawa, Yoko	Shigekawa, Yoko	Lucile St
Lisa Naitana	Lisa Naitana	Lucile St
Jason Hanel	Jason Hanel	Lucile St
Carolyn Goldsmith	Carolyn Goldsmith	Lucile St
Betty Goldsmith	Betty Goldsmith	Lucile St
Ed Stewart	Ed Stewart	Lucile St
La Stewart	La Stewart	Lucile St
Karen Tokub	Karen Tokub	Centinela Ave

Petition to OPPOSE zoning variances and increased residential density at 5550 Grosvenor Blvd.
Playa Del Mar Apartment Complex - County Project Number TR067206
Page 2

18-2, 10

LUCILE ST
 500 FT
 14 WHITE ST

	Sal Delia	S. Centineola Ave	
	Hilda E. Delia	S. Centineola Ave	
	MARIA ALESSANDRI	S. CENTINEOLA	
	JOHN F. ALESSANDRI	CENTINEOLA AV	
	Gied LA FERRARA	24 Lucile St	
	IRENE FIORI	LUCILE ST	
	DAVID ADACHZ	LUCILE ST	
	YOSHIKO WASHITA	LUCILE ST	
	MARCELO BELTRÁN	WULF ST	
	RAQUEL BELTRÁN	WULF ST	
	OHIO FAR DUVARADO	WULF ST	
	DEAN FUJINAMI	Lucile St	
	YUTAKA KAYEDA	LUCILE ST	
	SAM FUJINAMI	LUCILE ST	
	BRENDA FUJINAMI (ALSO KNOWN AS BAILEY)	Lucile St	
	MARY L. SHACKLEY	Lucile St	
	DENNIS KITAGAWA	Lucile St	
	HUI HSIANG CHOU	Lucile St	
	LUCIA DIAZ	Lucile Ave	

Handwritten initials or mark.

ANETA STREET

To: Department of Regional Planning, Los Angeles County

We, the undersigned citizens of Los Angeles, strongly **OPPOSE** changing the current zoning to allow high-density residential type buildings over the limit currently allowed to be built at 5550 Grosvenor Boulevard. We **OPPOSE** the current plans in development for the 4 Story Playa del Mar Apartments. We further **OPPOSE** a request for a tract map to combine two parcels into one; a zone change from R-3-DP to R-4-DP; a general plan amendment to change the land use designation from Low Density 1 to High Density Residential; and a Conditional Use Permit to allow 218 apartments in one building with a maximum height of four stories (60 feet) along with a 448-space parking structure with maximum height of five and one half stories (56 feet).

We believe that the character and quality of life of Los Angeles **MUST** be preserved through intelligent planning and design that considers proper scope and scale along with the composition of surrounding neighborhoods.

Sincerely,

The Undersigned Citizens of Los Angeles County

RESIDENT SIGNATURE	RESIDENT'S NAME	ADDRESS	TELEPHONE OR EMAIL
<i>Ted R. Endow</i>	TED R. ENDOW	ANETA ST. L.A. 90066	
<i>Toru Endow</i>	TORU ENDOW	ANETA ST. L.A. 90066	
<i>Edna Saito</i>	EDNA SAITO	ANETA ST. L.A. 90066	
<i>Ethel Yasuda</i>	Ethel Yasuda	ANETA ST. L.A. 90066	
<i>Gail Yasuda</i>	GAIL YASUDA	ANETA ST. L.A. 90066	
<i>Henry Otono</i>	Henry Otono	ANETA 90066	
<i>Robert Saida</i>	ROBERT SAIDA	ANETA ST. 90066	
<i>Mick Kayahara</i>	MICK KAYAHARA	ANETA	
<i>Alicia Saito</i>	ALICIA SAITO	ANETA ST. L.A.	
<i>April May Katman</i>	April May Katman	ANETA ST	

Petition to OPPOSE zoning variances and increased residential density at 5550 Grosvenor Blvd.
Playa Del Mar Apartment Complex - County Project Number TR067206
Page 1

ANETA ST

TELEPHONE OR E-MAIL

SIGNATURE	PRINT NAME	ADDRESS	TELEPHONE OR E-MAIL
Mario Silva	MARIO SILVA	Aneta St	
Tony Fuler	Tony Fuler	Aneta St	
Michael Fuler	Michael Fuler	Aneta St	
Dolores Phillips	Dolores Phillips	Aneta St	
Robert Phillips	Robert Phillips	Aneta St	
Patrick J. Dempsey	Patrick J. Dempsey	Aneta St	
Welly Effendy	Welly Effendy	3 Aneta St	
Leni Kumalasari	Leni Kumalasari	Aneta St	
Gwen Learned	GWEN LEARNED	0 ANETA ST. 90006	
Robert Learned	Robert Learned	ANETA ST. 90006	
M.L. Sawicki	M.L. SAWICKI	ANETA ST. CA 90006	
Tom Birt	TOM BIRT	ANETA ST. CA 90006	
Evangelina Esquivel	EVANGELINE ESQUIVEL	" "	
Joan M. Lara	JOAN LARA	Aneta St.	
Mark Lara	MARK LARA	" "	
Nico Volz	Nico Volz	Aneta St.	
Diane Dempsey	Diane Dempsey	Aneta St.	
Volie James Vera	Volie James Vera	20 Aneta St	
Bruce B. James	Bruce B. James	" "	

Hammack Street

To: Department of Regional Planning, Los Angeles County

We, the undersigned citizens of Los Angeles, strongly **OPPOSE** changing the current zoning to allow high-density residential type buildings over the limit currently allowed to be built at 5550 Grosvenor Boulevard. We **OPPOSE** the current plans in development for the 4 Story Playa del Mar Apartments. We further **OPPOSE** a request for a tract map to combine two parcels into one; a zone change from R-3-DP to R-4-DP; a general plan amendment to change the land use designation from Low Density 1 to High Density Residential; and a Conditional Use Permit to allow 218 apartments in one building with a maximum height of four stories (60 feet) along with a 448-space parking structure with maximum height of five and one half stories (56 feet).

We believe that the character and quality of life of Los Angeles **MUST** be preserved through intelligent planning and design that considers proper scope and scale along with the composition of surrounding neighborhoods.

Sincerely,

The Undersigned Citizens of Los Angeles County

RESIDENT SIGNATURE	RESIDENT'S NAME	ADDRESS	TELEPHONE OR EMAIL
<i>Elizabeth Zamora</i>	ELIZABETH ZAMORA	12415 Hammack St.	elizabeth.zamora@gmail.com
<i>Mary Starnes</i>	Mary Starnes	S. Centinela Ave.	
<i>Aurelia Barrera</i>	Aurelia Barrera	Hammack St.	
<i>Veronica Perez</i>	Veronica Perez	Hammack St.	
<i>Shirley Bean</i>	SHIRLEY BEAN	Hammack	
<i>Irene Babo</i>	Irene Babo	Hammack St.	
<i>PHYLICIA SQUEJARA</i>	PHYLICIA SQUEJARA	1 HAMMACK ST.	
<i>ROMULO CLAU E JARA</i>	ROMULO CLAU E JARA	HAMMACK ST.	
<i>Sachito Ito</i>	SACHITO ITO	HAMMACK ST.	

Beatrice St

To: Department of Regional Planning, Los Angeles County

We, the undersigned citizens of Los Angeles, strongly **OPPOSE** changing the current zoning to allow high-density residential type buildings over the limit currently allowed to be built at 5550 Grosvenor Boulevard. We **OPPOSE** the current plans in development for the 4 Story Playa del Mar Apartments. We further **OPPOSE** a request for a tract map to combine two parcels into one; a zone change from R-3-DP to R-4-DP; a general plan amendment to change the land use designation from Low Density 1 to High Density Residential; and a Conditional Use Permit to allow 218 apartments in one building with a maximum height of four stories (60 feet) along with a 448-space parking structure with maximum height of five and one half stories (56 feet).

We believe that the character and quality of life of Los Angeles **MUST** be preserved through intelligent planning and design that considers proper scope and scale along with the composition of surrounding neighborhoods.

Sincerely,

The Undersigned Citizens of Los Angeles County

RESIDENT SIGNATURE	RESIDENT'S NAME	ADDRESS	TELEPHONE OR EMAIL
<i>Paul Suzuki</i>	Paul Suzuki	Beatrice St, LA	
<i>Richard Andersen</i>	Richard Andersen	Beatrice St	
<i>Abigail Camacho</i>	ABIGAIL CAMACHO	Beatrice St	
<i>Steve Camacho</i>	STEVE CAMACHO	BEATRICES ST	
<i>Trinidad Camacho</i>	TRINIDAD CAMACHO	BEATRICES	
<i>Darwin Foyt</i>	Darwin Foyt	Bechic St	
<i>Martina March</i>	Martina March	Beatrice St.	
<i>Jacqueline J. Gottlieb</i>	Jacqueline J. Gottlieb	Beatrice St.	
<i>Louis A. Gottlieb</i>	Louis A. Gottlieb	Beatrice St.	
<i>Max Gottlieb</i>	MAX GOTTIEB	Beatrice St.	

DEMANICE

SIGNATURE NAME ADDRESS PHONE

	NOAH GOTLIB	Beatrice St	
	EUGENE TANABE	1-110 Beatrice St	
	Anaw Mehar	1110 Beatrice St	
	William Wilfong	1111 Beatrice St	
	Colleen Yoshimura	1211 Beatrice St	
	Angel Alvarez	1-1-1 Beatrice St.	
	Eusebio Zamora	1-1 Beatrice St	
	Carlos Zamora	Beatrice St. (510, 10)	
	Ruby Zamora	1-1 Beatrice St	
	Ropelia Zamora	1-1 Beatrice St	
	Florentina Zamora	Beatrice St.	
	Cory Watkins Suzuki	1-1-1 Beatrice St	
	BRONIA TOOLEY	BEATRICE ST.	
	MANUEL S. YIKAY	BEATRICE ST.	
	Theresa Luo	Beatrice St	
	SARA FRATELLA	1-1-1 Beatrice	
	Gto Masalci	1-1-1 Beatrice St.	
	April Ligato	Beatrice St	

Re: 12435 West Jefferson Blvd. and the Dinerstein Project

Dear Ms. Kim and Mr. Curzi:

We are writing to express our sincere concerns about the proposed development at 5550 Grosvenor Blvd. in an unincorporated part of the County of Los Angeles as proposed. Our attorney Wayne Avrashow will give you a detailed review of our objections for the record but we also wanted to make a statement for the record to you both on behalf of the 62 families who live in our building and will be greatly impacted by this project. Their health and quality of life is our concern.

There are land use / zoning issues with this project if an up zone is granted.

While development is good for jobs and the economic growth of Los Angeles, a development of this size and density in a low-density residential area is out of character for this neighborhood of single family homes to the north and the existing apartment buildings to the south.

We do not oppose a development on this parcel. We do oppose a development of the size, density and design that a zone change would allow for. We oppose it because of it's environmental impact on those living in close proximity.

This project will tower 20 + feet taller then the three existing apartment buildings on Jefferson Blvd. to the south. This parcel does not front any busy thoroughfares like Jefferson Blvd. or Centinella, yet it will be larger and taller then the apartments on these busier streets.

One architect when reviewing this project wrote, " They have designed a massive wall of structure to the south side. The north side of the property is proposed to be built with a graduated structure that will be more architecturally appealing. The south side is proposed with a block wall of structure. The proposed design actually pushes the bulk of the structure toward the south property line to achieve the lessened impact to the north. There is no buffer of green and a narrow alley is little separation. It is highly unusual for a parking structure to be opposite the patios, windows and decks of an apartment complex, yet this proposed design allows for that."

To give you a perspective: our property is directly to the south of this development and almost the entire length of their garage is behind the entire length of our building.

To the south it will be separated from our property by only a small 28-foot alley. All 3 apartment buildings to the south are configured at R-3 zoning and the tallest is 35 feet high. This project will be out of character to their size, as well, since it is proposed at it's highest points over 55 feet. This is 20 feet higher than any buildings on Jefferson.

None of the existing apartment buildings on Jefferson enters or exits on the alley but this project wants total access to this alley for their moving vans, 433 cars and garbage trucks.

In summary, Up zone to R-4 for this property will allow 218 units to be built and a 433-above ground car parking garage all interior to any busy streets. This proposed dense complex would enter and exit on to a small narrow alley. This entire project is out of scale for this area and will place an enormous burden on this small alley. While Dinerstein proposes a 3 feet widening which is minimal at best, they do not explain how they will widen the full length of this alley since it is not all part of their purchase agreement.

Most importantly, the flawed design because of its density and configuration has our property at 12435 West Jefferson looking **solely** at the 433 open parking structure, at 28 feet from the windows, patios and decks of our apartment units on the back side of our building.

30 of our units on the backside of our building face this garage venting fumes into the alley and their patios will now look directly at the open air parking structure. Six side units have bedroom windows that will also look into this garage and all 18 top floor front-facing units with lofts, will have their lofts and decks also facing this parking structure. Therefore, 55 of the 62 units in our building will be directly impacted by the faulty design and extreme density of this project. None of our units have AC, only energy saving ceiling fans. The lack of light, view, air, increased noise and emissions will make leasing these 55 units impossible because of the hazards to our tenants' health that will be encountered.

When visiting a similar complex that is being built by this company with a similar above ground parking garage, no units from their complex or those nearby were forced to look at a similar parking structure. It would be highly

unusual to find a parking garage at a 28 ft distance away from the decks, windows and patios of another apartment building.

Environmental issues that this project will cause have not been adequately addressed.

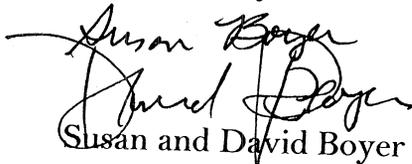
Our property will face the open air-parking garage that will have entrance and exit to this small alley creating traffic and traffic noise on this alley from the ~~433~~ cars parked there. Air pollution, loss of light, car alarms at all hours of the day and night as well as the noise from moving vans and garbage trucks will affect our tenant's quality of life after construction.

During construction this large complex has foundations proposed that require it to be 26-33 feet below mean sea level. As the site is 14-26 feet above sea level, the foundations will need to be approximately 50' below the existing grade. The piles are to be drilled with at BG25 drilling machine. There will likely be a significant noise impact to the surrounding neighborhood from this drilling and especially our units that have no AC to close their windows to the noise and vibrations.

They are proposing construction time to be 16-18 months. The first month is proposed for demolition of the existing structure and facility and would require approximately 750 round trip hauling trucks, or an average of about 38 per day. They propose that the subsequent grading will also take about a month, with approximately 9-13 round trip trucks per day. Please note that footnote 4 of section 3.4.3.3 reads 15000 cubic yards / 58 days. That is a tremendous amount of dirt to be moved! The EIR states in TABLE 4.4-13 Estimated Unmitigated Construction Emissions of proposed project would have a SIGNIFICANT impact on air quality. The EIR did not adequately address this issues.

We were very disappointed that the planning commission did not find it essential to view this project site from our apartment units. I extend an invitation to you both again in hopes of better illustrating our concerns.

Most sincerely,


Susan and David Boyer

Alan and Debby Berg

Alan Berg Debby Berg

Owners of 12435 West Jefferson

April 7, 2010

APR 21 2010

Attention: Anthony Curzi
Department of Regional Planning
320 West Temple Street, Room 1348
Los Angeles, CA 90012

RE: Millennium Playa del Mar Apartment Project, County Project Number R2009-02015
Case Nos.: RENV200600147, RCUP200900150, RZCT200900013, RPAT2009000013

I am writing to oppose any change of zoning to accommodate the Millennium Playa Del Mar Project. The project proposes to add 216 apartment units (60 feet tall) along with a 433-space parking structure (56 feet tall) in the heart of a neighborhood of single story homes in Del Rey. The General Plan calls for low density in this area. The enormity of this project conflicts with existing land use plans of the General Plan. I am a resident of Del Rey and I believe our families will be negatively impacted by the increased noise, diminished air quality, dangerous traffic and access, and incompatible aesthetics that will rob all neighbors of the quality of life we enjoy today.

The General Plan land use map currently designates the project site as Low-Density 1 (1 to 6 du/acre) while the zoning code designates the project site as R-3-DP (4.22 net acres) and R-1 (0.14 net acre). The proposed project wants a change in these land use designations. As proposed, General Plan Land Use designation will be changed from Low-Density 1 to High Density 4 (22 or more du/acre), while the zoning designation will be changed from R-3-DP and R-1 to R-4-DP. This is an extreme upzoning that is discordant with our existing neighborhood.

The density limits in the General Plan are intended to mitigate the aesthetic and harmful effects of mismatched development being located adjacent to one another. This project conflicts with the intended density of the General Plan designation for the project site.

In 2008 a development of the same height and same density was proposed in this location. Residents requested a reduction of the height and density. The project was also opposed by the Del Rey Neighborhood Council, the Del Rey Homeowners & Neighbors Association and our neighboring LA City Councilmember Bill Rosendahl.

I do not oppose the project outright, I only ask that the project be built out as it is allowed under the General Plan today, with no upzoning.

Sincerely,

Dennis KITAGAWA



4-19-10

Hwei-Hsiang CHOW



4-19-10

From:

Sent: Wednesday, December 16, 2009 10:53 AM

To: Curzi, Anthony

Cc:

Subject: Dinerstein Project / City of Angreles Church

To the County Regional Planning Center:

Re: a zone change for county project # R2009-02015

From: Susan Boyer -owner 12435 West Jefferson

Last week the Dinerstein Company of Texas revealed a proposed plan for a 4.9 acre parcel behind a 62 unit building that I am co-owner of at 12435 West Jefferson. My property that is also Playa Vista adjacent has suffered with construction from the Playa Vista development down the street for many years. Jefferson has been torn up; the property that Playa Vista owns across the street has produced construction noise, dust and debris on a daily basis for all who have lived nearby.

The idea of an assault on our property from the rear is absolutely intolerable. It will be a huge assault if the proposed zone change (R-3 to R-4) is allowed to go through--160 units will be bad, but 216 WORSE. It will produce even more noise, congestion, debris and dirt than the construction from Playa Vista did as it is closer and touches my property from the rear and it will have a lasting impact from the increase in density with the cars, traffic, and noise in the alley and on the surrounding streets. 216 families will bring possibly 800-1,000 more people to what was a quiet residential area for many years.

This project if allowed to go forward as planned, creates many problems for the single family homes as well as the three apartment complexes that join it at the alley on the south border of the Dinerstein property.

This project would be built on a lot that doesn't face any large streets--only small streets that are used by the single family homes to the north of my property at 12435 West Jefferson. Even a 160 unit apt complex will be a problem for the nearby residents. Certainly if there was an allowed zone change, 216 would be far too dense and would create many too many traffic and congestion problems for all those residents that surround it. The increase in auto emissions and noise will certainly affect everyone's quality of life and it will decrease property values for the homes and the three apartment complexes, as well.

I have underground parking. My parking does not open to the alley. The two buildings on either side of me have underground parking and do not open to the alley either. Why is this project allowed to propose a huge and ugly parking structure taller than my building to add to the traffic on a small alley that will become a shortcut for their units? It will tower over our property! We are only 3 floors. This will be 4!

Dinerstein wants to build a 433 4 story car parking structure directly behind my property with an opening to the alley. It will tower over my property. It will block the views my tenants presently have of the mountains and will probably block all the sunlight as well. I have neither double paned windows for noise or air conditioning because of the proximity to the beach, but with no light and no air and the noise of a 433 car parking structure directly behind me, my tenants will want to move out and I will be financially hurt by the losses that I will most certainly incur with this proposed project behind my building.

The Dinerstein Company tried to scale down the height of their units that face the single-family homes to appease the homeowners but when asked that they put the parking structure underground--they didn't want to have the extra expense. They don't care if the 3 buildings on Jefferson are adversely affected! At the meeting last week, Dinerstein didn't even provide elevations for the 3 properties that join it at the alley. Presently we have a beautiful view of the mountains.

They don't care, but I hope the county does! This project should never be allowed! Put their parking underground and keep the height limit of this project to correspond with the rest of the neighborhood. I hope that the city will consider the interests of the current landowners over this outside group wanting to move in and profit for there Texas based company.

Thank you-
Susan Boyer

Debby Berg other owner's

Sent: Friday, March 19, 2010 9:13 PM

To: Guzi, Anthony

Subject: Playa del Mar Apartment Project (County Project No. R2009-02015)

Case Nos. RENV200600147, RCUPT200900150, RZCT200900013, PAT2009000013

As a neighbor of the apartment project proposed for the former church site at Centinela north of Jefferson, I am once again struck by the absence of restraint regarding projects in my area (Mar Vista/Del Rey). Residents of this area are not fundamentally anti-development, but they ask: What has happened to scale? Developers are unfettered, and permitted to squeeze inappropriately large projects onto small lots, without regard to traffic (which is already gridlocked), the overall community, environmental concerns, and lastly aesthetics (a quaint concept that has disappeared almost completely). We are inevitably led to the conclusion that developers must run local government, because they so blatantly get their way. How else to explain the total absence of common sense and concern for consequences of recent developments?

The proposed Playa del Mar Apartment project is a prime example of this. This project is adjacent to established, single family neighborhoods. Who with any scruples would consider a 60 foot monolith looming over these modest homes? No one is saying all development is evil, but how about something sympathetic to the neighborhood? Must greed and a quick buck always prevail? We are hoping Los Angeles County Planning will at last take the high road and say "no" to overdevelopment. Do something you will be proud of and maybe, just maybe, this idea will catch on.

Leonard and Valerie Brownrigg
4220 Neosho Avenue
Los Angeles, CA 90066
(310) 391-5603

Carolyn Goldsmith	CAROLYN Goldsmith	12464 Lucile St. L.A., CA. 90066	CA
Betty Goldsmith	BETTY Goldsmith	12464 Lucile St. L.A., CA. 90066	CA
Shawn Vignano	Shawn Vignano	5555 S. Centinela, Lt. L.A. 90066	CA
Andrew Hosmer	Andrew Hosmer	5555 S. Centinela L.A. 90066	CA
Edith Valencia	Edith Valencia	12414 Juniette St. LOS ANGELES, CA 90066	CA
Jason Havel	JASON HAVEL	5571 Centinela Ave L.A. CA 90066	CA
Shawn Ravel	Shawn Ravel	12470 Lucile St. L.A. CA 90066	CA
Diana's K. Talavera	Diana's K. Talavera	5465 S. Centinela Ave L.A. CA 90066	CA
Hweihsiang Chou	Hweihsiang Chou	12459 Lucile St L.A. 90066	CA
Rosa Zamora	ROSA ZAMORA	12459 Lucile St L.A. CA 90066	CA
Alejandro Ponce	Alejandro Ponce	12414 Beatrice Street 5519 Inglewood Blvd,	CA
Katie Stevens	Katie Stevens	5517 Inglewood Blvd,	CA
Elizabeth Zamora	Elizabeth Zamora	12415 Hammack St,	CA

Petition to Oppose zoning variances and increased residential density at 5550 Grosvenor Blvd.
 County Project NO. R2009-02015 | General Plan Amendment NO. 200900013 | Zone Change NO. 200900013
 Conditional Use Permit NO. 200900150 | Environmental Case NO. 200600147

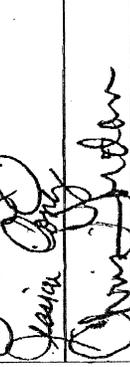
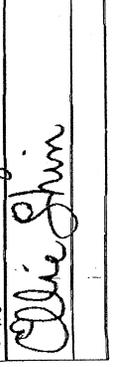
To: Department of Regional Planning, Los Angeles County
 Los Angeles County Regional Planning Commission

Re: DEIR for the Millennium-Playa Del Mar Apartments Project (Project No. R2009-02015)

We, the citizens of Los Angeles, strongly OPPOSE changing the current zoning of the property located at 5550 Grosvenor Blvd. We OPPOSE the proposed project MILLENNIUM PLAYA DEL MAR APARTMENTS. We OPPOSE the request for a plan amendment from Low Density Residential 1 to High Density Residential 4, a zone change from R-3-DP and R-1 to R-4-DP, and a conditional use permit to develop a 216 unit, maximum four story apartment building on approximately five acres in the unincorporated area. We believe this development will negatively impact the quality of life of the immediate community because of its out of scale height and density.

Sincerely,

The Undersigned Citizens of Los Angeles County

RESIDENT SIGNATURE	RESIDENT NAME	ADDRESS	TELEPHONE/EMAIL
	L. Boland	5545 W. 78 th St. LA 90045	
	Scot Boland	5545 W. 78 th St. L.A., CA 90045	
	Jessica Bong	6435 W Jefferson LA 90046 Apt # 113	
	Chris Corday	12435 W Jefferson LA 90046	At 710
	AMBER LAUGESON	12435 West Jefferson LA 90046	711-4
	ELLIE SHIN	Apt 115 12435 West Jefferson LA 90046	LA 90046

To: Department of Regional Planning, Los Angeles County
 Los Angeles County Regional Planning Commission

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Sincerely,

The Undersigned Citizens of Los Angeles County

RESIDENT SIGNATURE	RESIDENT NAME	ADDRESS	TELEPHONE/EMAIL
	LISA CAHILL	10819 WESTMINSTER AV	909 234 - -
	R. S. Hillier	5055 Burbank St	818 242 2000
	GARRY ROGAN	2823 Malibu Village Gln	310 441 - -
	Tom Loeffler	358 Hampton Dr	818 - - -
	Mark Primack	1941 Santa Monica Blvd	310 0100
	JUAN FLORES	11476 BRADDECK DR	310 - - -

Lynn Matsuzaki	Lynn Matsuzaki	12433 Lucile St.	
Mark Matsuzaki	Mark Matsuzaki	12433 Lucile St	10000010100
Sam Futinami	Sam Futinami	12443 Lucile St.	
Brenda Fujinami	Brenda Fujinami	12443 Lucile St	" "
Yutaka Mayeda	YUTAKA MAYEDA	12449 Lucile St	
Kelly Zullo	Kelly Zullo	12454 Lucile St.	
Ronald Zullo	RONALD ZULLO	12454 Lucile St	
Kim Shockley	KIM SHOCKLEY	12460 Lucile St	
Patricia Cancel	PATRICIA CANCER	12460 Lucile St	
Timothy V. Cancel	TIMOTHY V. CANCEL	12463 Lucile St	
Mike Shockley	MIKE SHOCKLEY	12460 Lucile St.	
Brian Reed	BRIAN REED	12412 Lucile St	
James S. Haskins	JAMES HASKINS	12412 Lucile St	
Melissa Kurtz	Melissa Kurtz	12430 Lucile St	
Judy S. Mikawa	JUDY S. MIKAWA	12114 Buxner St	

Petition to Oppose zoning variances and increased residential density at 5550 Grosvenor Blvd.
 County Project NO. R2009-02015 | General Plan Amendment NO. 200900013 | Zone Change NO. 200900013
 Conditional Use Permit NO. 200900150 | Environmental Case NO. 200600147

To: Department of Regional Planning, Los Angeles County
 Los Angeles County Regional Planning Commission

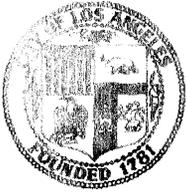
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Sincerely,

The Undersigned Citizens of Los Angeles County

RESIDENT SIGNATURE	RESIDENT NAME	ADDRESS	TELEPHONE/EMAIL
<i>[Signature]</i>	FRANCISCO LARA	11970 S. TRULIP AVE HAWTHORNE, CA 90230	
<i>[Signature]</i>	LEO GRIN	12475 W. JEFFERSON AVE LA CA 90046	
<i>[Signature]</i>	JAY KACIN	2435 W. JEFFERSON AVE LA CA 90046	
<i>[Signature]</i>	IGNACIO SANDOVAL	3657-W 106 ST INGLESIDE, CA	
<i>[Signature]</i>	MARK GERRARD	2209 MILLWATER RD BURBANK, CA	
<i>[Signature]</i>	SARA BURTON	12435 WEST JEFFERSON LA CA 90046	



BILL ROSENDAHL

City of Los Angeles
Councilmember, Eleventh District

Committees

Chair, Transportation
Vice Chair, Trade, Commerce & Tourism
Member, Budget & Finance
Member, Ad Hoc on Economic Recovery &
Reinvestment
Member, Board of Referred Powers

April 27, 2010

Anthony Curzi
Department of Regional Planning
320 West Temple Street, Room 1348
Los Angeles, CA 90012

Re: Draft Environmental Impact Report, Playa Del Mar Apartments Project
5550 Grosvenor Boulevard

Dear Mr. Curzi:

I am writing to express my concerns regarding the proposed project located at 5550 Grosvenor Boulevard, in an unincorporated section of the county. Although this property is outside of the City of Los Angeles, the district I represent surrounds the project area, and the families who will be most impacted by this project reside within the City of Los Angeles.

My constituents who live near this project, in the Los Angeles community of Del Rey, have serious concerns about this project. With the proposed increases in height and density, this 216 unit apartment complex potentially threatens this neighborhood's quality of life. My constituents' concerns include, but are not limited to: increased traffic congestion on already gridlocked residential streets, and noise and air pollution from an above-grade parking structure that is out of character and scale with the adjacent community.

As a result of these concerns, I join the Del Rey Neighborhood Council and the Del Rey Homeowners and Neighbors Association in urging Los Angeles County to deny the request for a general plan amendment and to deny the request for a zone change. If you have any questions, please contact my Field Deputy, Nancy Franco, at nancy.franco@lacity.org (310)568-8772.

Regards,

BILL ROSENDAHL
Councilmember, 11th District

Cc: Los Angeles County Supervisor Mark Ridley Thomas

BR:Nf/nf

Westchester Office
7166 W. Manchester Boulevard
Westchester, CA 90045
(310) 568-8772
(310) 410-3946 Fax

City Hall
200 N. Spring Street, Room 415
Los Angeles, CA 90012
(213) 473-7011
(213) 473-6926 Fax

West Los Angeles Office
1645 Corinth Avenue, Room 201
Los Angeles, CA 90025
(310) 575-8461
(310) 575-8305 Fax



April 28, 2010

Attention: Anthony Curzi
Department of Regional Planning
320 West Temple Street, Room 1348
Los Angeles, CA 90012

*RE: Millennium Playa del Mar Apartment Project, County Project Number R2009-02015
Case Nos.: RENV200600147, RCUPT200900150, RZCT200900013, RPAT2009000013*

I am writing to oppose the change of zoning to accommodate the Millennium Playa Del Mar Project. The project proposes to add 216 apartment units (60 feet tall) along with a 433-space parking structure (56 feet tall) in the heart of a neighborhood of single story homes in Del Rey. The General Plan calls for low density in this area. The enormity of this project conflicts with existing land use plans of the General Plan. The families in the community stand to bear a the burden of the environmental impacts such as a permanent increase in ambient noise levels in the project vicinity, a significant impact on air quality, a significant and unavoidable impact on VOC emissions and significant visual impacts. If the project were to be built by the density limit allowed under the existing zoning much of these impacts could be mitigated.

The density limits in the General Plan are intended to mitigate the aesthetic and harmful effects of mismatched development being located adjacent to one another. This project conflicts with the intended density of the General Plan designation for the project site.

Enclosed please find a letter from our Councilman Bill Rosendahl opposing the project, a petition from the residents closest to the project who oppose the proposed development and a recent letter sent by the Del Rey Homeowners & Neighbors Association.

In 2008 a development of the same height and same density was proposed in this location. Residents opposed the project due to the environmental impacts. The project was also opposed by the Del Rey Neighborhood Council, the Del Rey Homeowners & Neighbors Association and our neighboring LA City Councilmember Bill Rosendahl. Please see the attached letters and extensive petition that was submitted in 2008 about the identical project.

I do not oppose the project outright, I only ask that the project be built out as it is allowed under the General Plan today, with no upzoning.

Sincerely,

Elizabeth Zamora
President, Del Rey Homeowners & Neighbors Association

The EIR attempted to mollify the adjacent single family residents with a mitigation of a 6-foot block wall to decrease vehicle noise. Yet there was no study to assess the noise generated or the effectiveness of this mitigation. The EIR sought to appease the apartment's residents visual impacts from the parking garage by proposing a "green screen," later described as a, "wire screen with vines." This is a ludicrous and inadequate mitigation measure for a 4.5 story Garage looming over adjacent residents.

The EIR also relies upon faulty, broad brushed statements of the area's "unmet housing need" in the Project Objectives. However a recent study by The University of Southern California Marshall School of Business disclose no housing need in this area which is immediately adjacent to Playa Vista and their projected 5,200 housing units.

The EIR's Traffic Report analyzed traffic from the property's existing Church use. However since almost all of the Church's traffic is on weekends, the amounts of "net" vehicle trips are misleading. Also the current traffic has ingress and egress at an existing Church driveway, while the Project's proposed access is through a private driveway adjacent to single family residences and a second access through an alleyway abutting more than 300 apartment residents.

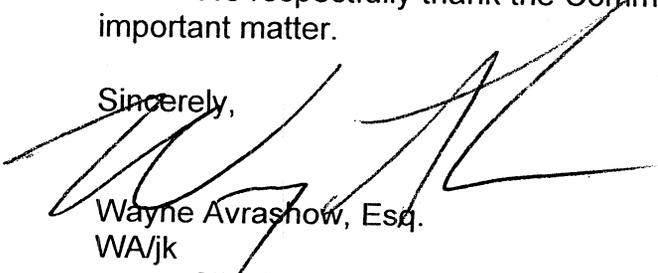
The EIR presents misleading and economically non-feasible alternatives, such as, 26 single family homes on nearly 5 acres of R-3 zoned property, and a six-story high rise which would dwarf adjacent uses. The Alternatives fail to include the most obvious alternative, described in my attached letter as the Reasonable Alternative.

The offered Reasonable Alternative has a zone of R-3 for the entire project, a height limit of 35', and would replace the massive 4.5 story parking structure with either on-grade parking or two parking structures and may have subterranean parking. That Alternative would reconfigure the land plan to avoid having 1,433 daily vehicle trips transverse past single family homes and apartment residents by extending the existing public Juniette Street as a primary point of access.

The EIR's inadequacy requires that the EIR be revised to include a series of studies assessing the environmental impacts to the immediately adjacent residents. Accordingly the EIR must be re-circulated.

We respectfully thank the Commissioners for their time and attention to this important matter.

Sincerely,



Wayne Avrashow, Esq.

WA/jk

cc: Clients

Los Angeles County Supervisor Mark-Ridley Thomas, Attn: Ms. Karly Katona

THE LAW OFFICE OF
WAYNE AVRASHOW

16133 VENTURA BLVD. SUITE 920
ENCINO, CALIFORNIA 91436-2413
TEL: (818) 995-1100 • FAX: (818) 995-4801
E-MAIL: walaw@sbcglobal.net
www.walawpro.com
April 28, 2010

VIA MESSENGER

Honorable Planning Commissioners
c/o Ms. Mi Lee, Department of Regional Planning
Los Angeles County
320 West Temple Street
Los Angeles, CA 90012

Re: County R2009-02015/Millennium-Playa Del Mar Apartments (the "Project")

Honorable Planning Commissioners:

This office represents the ownership of the apartment building at 12435 W. Jefferson Boulevard, the Club Marina Apartments (the "Apartment"). This cover letter summarizes the details expressed in the nine-page that is included by DRP staff.

My clients support reasonable development at the property, specifically a zone change of the property from R-1 to R-3. The Project proposal of 216 apartments with a maximum height of four stories (58 feet), a 4.5 story, 433-space parking structure with a maximum height of 56 feet; and a zone change to R-4, is not compatible with adjacent land uses of single family homes and 2-4 story apartment buildings and must be denied.

The significant environmental impacts arise from the Applicant's land plan which is far more intense than typical R-3 or even R-4 zoning. The southern and majority portion of the property crams 64.7 units/acre and locates the 4.5 story garage in immediate proximity to apartment residents (EIR Figure 4.1-2). The land plan funnels the 1,433 daily vehicle trips onto the existing 25' alleyway (proposed widened to 28'), or a future private driveway abutting single family residents. A 54' height parking garage looming adjacent to a 3 story residential use is not a "transitional use" as claimed by the applicant.

As you know, an EIR must not only identify and analyze a project's significant short-term and direct impacts, but must include the indirect and long-term effects. The long term environmental impacts of noise, light, increased shadows and decreased air quality each severely impact the adjacent residents of the single family homes, the Apartment and the adjacent apartment buildings. These impacts arise from the mass, height and location of the garage and the poorly planned access. While the EIR studied the surrounding community to assess these same environmental impacts, there were no comparable studies on the impacts to the immediately adjacent residential neighbors.

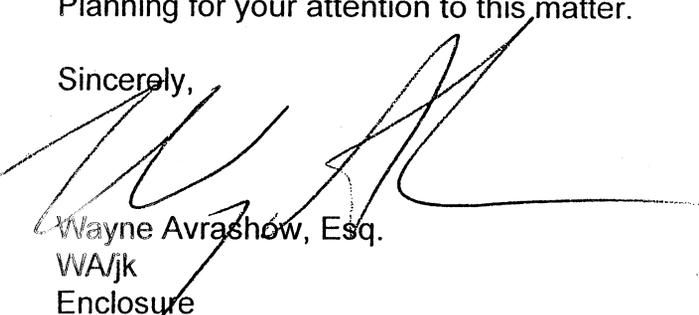
The EIR must provide decision makers with sufficient information to “intelligently take account of environmental consequences,” (Guideline §15151). The failure of the Traffic Report to assess the accurate total number of vehicle trips and the location change of the trips to abut residents, the inaccurate Project Objectives and the lack of analysis of the Unmitigated Impacts combine to provide an inadequate level of information.

Examples of when a recirculation is required are incorporated in Guideline §15088.5(a). The two relevant examples for the instant matter are: (i) “When new information shows a substantial increase in the severity of an environmental impact.” In this EIR the long-term Unmitigated Impacts and the inaccurate Traffic Study are, “severe environmental impacts.” The second example is (ii) when new information, “shows a feasible alternative or mitigation measure, considerably different from those considered in the EIR,” that would lessen the environmental impacts of the Project. The Reasonable Alternative is the feasible alternative.

The lead agency should make a, “good faith effort to find and disclose all that it reasonably can,” Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova 40 Cal 4th, 412 (2007). Only an amended Traffic Study and re-circulated EIR that addresses the points raised herein would disclose all relevant information.

We respectfully thank the Commissioners and the Department of Regional Planning for your attention to this matter.

Sincerely,



Wayne Avrashov, Esq.

WA/jk

Enclosure

cc: Clients
Los Angeles County Supervisor Mark-Ridley Thomas, Attn: Ms. Karly Katona
Los Angeles City Councilman Bill Rosendahl, Attn: Ms. Nancy Franco

Recycled Land Plan Creates Severe & Unmitigated Environmental Impacts

My clients support a zone change of the property to R-3 and its corresponding height limit, such would be compatible with the General Plan designation. The EIR's inadequacy and the poor land planning do not justify a zone change to R-4 and 216 dwelling units.

The land plan is a recycled plan, nearly identical to one proposed by another development entity years ago which was rejected (see Geo-technical Report prepared for the same firm). This is not inherently wrong, but since the earlier site plan was rejected, the recycled plan indicates a lack of response to legitimate community concerns which were expressed years ago and have been raised anew.

The land plan is far more intense than typical R-3 and R-4 zoning. In an effort to compensate for the adjacent single family homes, the southern and majority portion of the property is left with an extremely dense 64.7 units/acre and deposits the Garage in immediate proximity to the apartment's residents. (Figure 4.1-2).

The EIR's inadequate assessment of the environmental impacts arise from the land use configuration which does not include the components of the Reasonable Alternative. Due to the Centinela Avenue on and off ramps for the 90 Freeway, many, if not most of the Project's future residents will access the alleyway just south of Juliette since that is the nearest to the freeway point of access. The extension of the existing public Juliette Street would avoid channeling 1,433 daily vehicle trips into a 28' wide alleyway and a driveway adjacent to single family homes.

Inadequate EIR Requires Recirculating

Public Resources Code §21092.1 requires circulation of the EIR if there is "significant" new information. The information presented herein is significant and has not been addressed in the EIR and the Traffic Study does not accurately analyze the traffic impacts.

The herein described Reasonable Alternative and corresponding land plan would reconfigure the Access to lessen the impacts on the single family and apartment residents. This Alternative does not alter the basic nature of the Project, it is economically feasible, has greater density than the 26 dwelling units of Alternative 2, avoids the Unmitigated Impacts with either on-grade parking, or two well designed parking structures to lessen the visual impact and may include subterranean parking. The EIR should explain the basis for excluding this feasible and obvious alternative (Guideline §15126.6(c)).

CEQA requires an explanation of how the alternatives were selected, and also an identification of any alternatives that were rejected as infeasible with an explanation as to the reasons they were rejected (Guideline §15126.6(c)).

not the 1,078 increased generation trips.

For the abutting neighbors, the 1,433 daily trips is the true and accurate amount of vehicle trips arising from the Project. Accordingly, the Traffic Study needs to be amended to analyze the 1,433 daily vehicle trips that will be squeezed into an alleyway and a private driveway.

The EIR accurately cited Appendix G of the CEQA Guidelines, (4.5-11), that a project has a significant traffic and access impacts if it would, "cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system" (emphasis added). In the instant matter, one of the two portions of the "street system" is but an alleyway, not a public street.

Air Quality

The EIR notes that, "motor vehicles are the primary sources of pollutants within the project vicinity (4.4.-24 and 4.4-71). The 108 page "Air Quality" section of the EIR addresses such important impacts as; Regional Climate, Local Climate, Pollutants, Global Climate Change, Greenhouse Gases, the air quality impacts on the South Coast Air Basin, including nine counties from San Diego County, to Imperial County, San Bernardino County and Santa Barbara County (Figure 4.4-1).

Despite this lengthy review, the EIR omits to analyze air quality impacts from those motor vehicles on the adjacent single family homes and apartments. (4.4). While we applaud the County for mandating all multi-family developments receive a LEED Certification, that Certification rings hollow when the Unmitigated Impacts damage the adjacent residents.

Visual Resources

The EIR omits to fully analyze the visual impacts of the 4.5 story Garage upon the adjacent single family homes and approximately 300 total residents in the three apartment buildings to the south.

The EIR offers two mitigation measures for visual impacts. The first is a "green screen" (4.6-17), further described as a, "wire screen with vines," (4.6-17). This is a ludicrous and inadequate mitigation measure for a 4.5 story Garage looming over adjacent residents. The EIR adds that a row of tall, planted trees, that, "when mature, would provide additional screening," is too vague and speculative as an adequate mitigation for the imposing Garage.

Without studies or analysis, the EIR offers that, "shade impacts associated with the proposed project are not considered significant" (4.6-21). This conclusionary view is apparently supported by a series of small, 2" x 3" computer generated renderings (4.6-9a). These renderings fail to detail a visual perspective from any of the single family homes or any of the residences in the multi story apartments.

The EIR accurately cites Appendix G of the CEQA Guidelines, (4.3-14), that a project would have a significant noise impact if it would, "result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project."

There were no studies or decibel readings to calculate long-term, permanent noise generated by the Project to its immediate neighbors, the single family homes to the north and east, and the approximately 300 total apartment residents to the south.

To address the noise to the single family residents to the north, a mitigation of a "a 6-foot block wall is proposed along the property line to the north of the access alley." Yet without a study of noise generated, there is no method to assess if the 6' wall is adequate mitigation. A mitigation measure must minimize the adverse impact (Guidelines §15126.4(a) (1). The EIR's statement that such "impacts would be less than significant" is conclusionary, without foundation, and must be deemed inadequate.

The proposed Garage will accommodate 1,433 daily vehicle trips. The EIR concedes of a, "substantial permanent increase in ambient noise levels" to the single family homes and the Apartments" (4.3-19). The EIR describes that the noise generated by the parking structure will include, "tires squealing, car alarm sounding, car stereos and horns honking," (4.3-19). Yet there were no studies to specifically assess the Garage's noise impacts to approximately 300 adjacent apartment residents, and address mitigation measures. The Apartment residents cannot close their windows to shutter this din since the building relies on ocean breezes and does not have air conditioning.

Without facts or studies as justification, the EIR offers the conclusionary statement that the "proposed parking structure is not anticipated to introduce a substantial permanent noise source that exceeds County Standards." (4.3-20). County Standards are not the CEQA test for environmental impacts.

Traffic & Access

The Traffic Study of December, 2009 deceptively relied upon two faulty premises affecting the location of the access and the amount of vehicle trips generated by the Project.

The present use of the property is a Church. The present traffic has ingress and egress to the Church at an existing Church driveway, a different location than the Project's proposed access of the existing alleyway and future private driveway adjacent to the single family homes. Obviously the Church's main traffic volumes are on the weekends, not a.m. or p.m. peak weekday hours.

The premise of the Traffic Study is that there will be 1,078 net daily trips (page 26 of the Traffic Study). However nearly all of the current Church traffic occurs on weekends, so the projected 1,433 daily vehicle trips should be the amount analyzed,

4's underground parking (6.0-10) confirms subterranean parking is feasible for the Project. The immediately adjacent apartments on Jefferson Boulevard have underground parking; 12505 Jefferson has one and one-half levels of subterranean parking, the Apartment at 12435 Jefferson has one subterranean level and to the east at 12427 Jefferson has one-half level of subterranean parking. To mitigate or avoid the long term Unmitigated Impacts, the Project should consider extending the public street Juniette, utilize on-grade parking, and some subterranean parking.

The Omitted Reasonable Alternative

CEQA guidelines require a "rule of reason" when discussing which Alternatives are necessary to permit the reasoned choice (Guideline § 15126.6 f). The Alternatives fail the basic CEQA test of proposing alternatives designed to minimize a project's environmental impacts, cited in innumerable cases, including, Citizens of Goleta Valley v. Board of Supervisors, 197 Cal. App. 3d 1167 (1988), Laurel Heights Improvement Association v. Regents of University of California, 47 Cal. App. 3d 376 (1988) et. al.

The EIR omits the most reasonable Alternative, one with a greater density than the 26 single-family homes of Alternative 2, but less than the proposed 216 units. This Alternative would include a zone of R-3 for the entire project, a height limit of 35', and the requested plan approval to High Density 3. That Alternative would include either on-grade parking or two parking structures with some amount of underground parking spaces (the "Reasonable Alternative").

The Reasonable Alternative would also reconfigure the land plan to avoid having 1,433 daily vehicle trips transverse past single family homes and apartment residents. That land plan would extend the existing public Juniette Street as a primary point of access. Juniette is a wider access than either of the two Project proposed access points. A Juniette primary access and elimination of the Garage would avoid the Unmitigated Impacts. CEQA mitigation measures include avoiding an impact by not taking a certain action (Guidelines §15370). This Alternative would strike the proper balance between economic growth and environmental protection.

EIR Fails to Analyze Long Term Impacts of Noise, Air Quality and Light

An EIR must not only identify and describe the project's significant short-term, direct environmental effects, but must include the indirect and long-term effects, (Guidelines §15126.2(a)). (emphasis added).

Noise

The noise levels during construction are termed, "significant and unavoidable during project construction" (2.0-11). The EIR failed to study or project the level of decibel readings to the adjacent neighbors from the construction of the massive Garage. This must be addressed and if deemed significant, mitigation measures proposed.

EIR Omits a Feasible and Reasonable Alternative—The “Reasonable Alternative”

The number and description of the Alternatives are based in part on the disingenuous Project Objectives. The Alternatives fail to comply with CEQA Guidelines which require, “a range of reasonable alternatives to the Project...which would feasibly attain most of the basic objectives of Project that would avoid or substantially lessen any of the significant affects of the Project” (Guideline §15126.6).

The Alternatives address the environmental impacts during construction (6.0-2) however fail to state or analyze the long-term environmental impacts that arise from the Unmitigated Impacts.

Alternative 2

Constructing 26 single-family detached homes on 4.9 gross acres of R-3 zoned property does not meet the CEQA test of being economically feasible and accordingly should not have been included in the EIR.

Notwithstanding the reasons for its exclusion, the EIR deceptively seeks to justify the Project by stating that 26 single-family homes will only “incrementally reduce” the number of vehicle trips compared to the 216 dwelling unit apartment building. Alternative 2 also states that the construction noise impact would be similar to that arising from the proposed Project. This statement strains credibility, the Alternative’s 26 single family homes would certainly result in a greater reduction of vehicle trips than merely “incremental.”

The EIR states this Alternative would “not substantially reduce” the significant construction-related noise and air quality impacts “ (6.0-7). However since this Alternative would not include the Garage, this Alternative would “substantially reduce” the long-term significant noise and air quality impacts.

Alternative 3

Due to the omission of a site plan or details as to the parking design and location of ingress/egress, the lead agency should require further analysis of this Alternative. Alternative 3 claims to generate 835 additional vehicle trips instead of the Projects 1,078 “net” daily trips (6.0-9). This is a significant reduction and should be further analyzed.

Alternative 4

This Alternative of a six-story building is prima facie not feasible for many reasons, the height restriction of the property, the resulting increase in environment impacts and the greater cost of construction. The inclusion of such appears as another diversion from feasible and reasonable alternatives that are omitted. This Alternative should have never been included.

Notwithstanding the above, since all Alternatives must be “feasible,” Alternative

Objectives. The University of Southern California Marshall School of Business recently published the "Casden Real Estate Economics Forecast, Southern California Multi-family 2010 Report." This report was quoted in the Los Angeles Times article of April 8, 2010, "Southern California Apartment Rents Are Expected to Keep Falling." The Times quoted the USC Report as detailing the, "high number of foreclosures and rampant overbuilding during the housing bubble has resulted in a glut of rentals as demand has slackened."

Located 2.2 miles away, within the same sub-housing market is Playa Vista. This development received recent approval for 2,800 housing units (stated in EIR as 2,600 dwelling units 4.5-17), adding to its previous approved 3,246 housing units (4.5-17). The Project Objectives supporting an intense land use, dramatic height increase and significant environmental impacts adjacent to lower density uses is contradicted by the area's glut of housing which will be exacerbated by Playa Vista's 5,846 housing units, the existing housing unit vacancies, and the numerous approved and planned housing developments.

This housing statistical data may not be relevant in many environmental impact reports, however this EIR extensively relied upon and seeks justification for the Project, by quoting generalities from the County's General Plan. The Project Objectives that there is an, "unmet demand" for housing, and that this, "geographic zone has a defined housing need" is contrary to third party expert studies.

Project Objectives–Misleading Avoidance of Environmental Impacts

Another Project Objective is to, "avoid unnecessary environmental impacts associated with grading and excavation by building structures above the level grade to the extent feasible." This Objective is misleading. The construction of the Garage immediately adjacent to the 3 story Apartment and the apartments will create long term Unmitigated Impacts and not avoid such. However these impacts could be avoided by the land use plan addressed in the Reasonable Alternative, page 4 herein.

Project Objectives–R-4 & 58' Height Not Compatible with Single Family and R-3 Uses

Another stated Project Objective is to construct, "high quality multi-family housing at a density, physical scale...that is compatible with and complimentary to adjacent uses in the surrounding neighborhood." The Project has numerous elements that are not compatible nor complimentary, including; R-4 zoning in between R-1 and R-3 zoning at a maximum height of 58' and 4 stories, a 4.5 story Garage adjacent to residents, and two Access points of an alleyway and private driveway immediately adjacent to existing residential uses.

One Project Objective seeks to justify the Project by providing, "a height transition between the single family homes northwest of the project site and the multi family homes to the southeast." The Garage is not a transition, but is a harsh, immense, commercially appearing structure adjacent to residential uses. Its mass and location create severe environmental impacts to its residential neighbors.

Inadequate EIR Ignores Environmental Impacts & Omits Reasonable Alternative

a) Environmental impacts of noise, light, increased shadows and decreased air quality, combine to severely impact the adjacent residents of the single family homes, the Apartment and the adjacent apartment buildings. These impacts directly and solely arise from the mass and height of the Garage and the poorly planned Access (this series of impacts are collectively referred to herein as the “**Unmitigated Impacts**”). Numerous Court rulings have confirmed that all of the project’s environmental impacts must be considered, City of Santee v. County of San Diego, 214 Cal. App. 3d 1438 (1989), yet the EIR fails to analyze or mitigate these Unmitigated Impacts.

b) The EIR fails to offer sufficient reasoning how the Unmitigated Impacts are not substantial environmental impacts that require mitigation. CEQA requires that reasoning to support a determination of insignificance must be disclosed, (numerous cases, including Protect the Historic Amador Waterways v. Amador Water Agency, 116 Cal. App. 4th 1099 (2004).

c) Alternatives presented in an EIR are described as the “core of an EIR,” Citizens of Goleta Valley v. Board of Supervisors, 197 Cal. App. 3d 1167 (1988). The EIR is inadequate since it fails the CEQA mandate to identify feasible alternatives that could avoid or substantially lessen the Project’s significant environmental impacts (CEQA Guidelines §21002, 21002.1(a)). (Note: all references herein to “Guidelines” are to those CEQA Guidelines as incorporated in the California Code of Regulations).

d) The Traffic Report analysis was based upon a misleading “net” amount of vehicle traffic. The property’s existing use is a Church with almost all of their traffic occurring on the weekend. While the current traffic has ingress and egress at an existing Church driveway, the Project’s proposed access is through a private driveway adjacent to single family residences, and a second access through an alleyway abutting more than 300 apartment residents.

Project Objectives are Conclusionary and Based Upon Non-Relevant Information

In several instances the EIR cites numerous conclusions but omits critical facts and the required analysis. These conclusionary remarks violate CEQA, that an EIR must contain facts and analysis, not just bare conclusions and/or opinions, Citizens of Goleta Valley v. Board of Supervisors, 197 Cal. App. 3d 1167 (1988).

Project Objectives–Unmet Housing Need

Project Objectives justify the Project by proclaiming there is a, “significant unmet demand for housing,” and the area is a, “geographic zone with defined housing need.” (3.0-2). These opinions are not verified by any specific data, but merely rely on broad brushed, general language in the County-wide General Plan.

Recent, current and objective economic data prove the falsity of the Project

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April 28, 2010

Via e-mail & Messenger

Ms. Mi Lee & Mr. Anthony Curzi
Department of Regional Planning
Los Angeles County
320 West Temple Street
Los Angeles, CA 90012

Re: County R2009-02015/Millennium-Playa Del Mar Apartments (the "Project")

Dear Ms. Lee & Mr. Curzi:

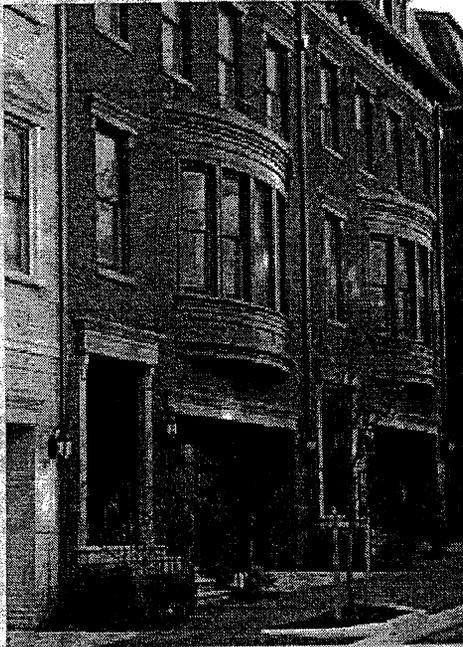
This office represents the ownership of the apartment building located at 12435 W. Jefferson Boulevard, commonly known as the Club Marina Apartments (the "**Apartment**"). The EIR for the Project is inadequate for the numerous reasons detailed in this letter.

My client's Apartment has three levels of residents to a maximum height of 35 feet (some have a loft). It is located between two other apartment buildings on Jefferson Blvd., immediately abutting the alleyway and the Project.

The Project proposal of 216 apartments has a maximum height of four stories (58 feet), a 4.5 story, 433-space parking structure with a maximum height of 56 feet, (the "**Garage**"); and seeks discretionary approval of a zone change from R-3-DP and R-1-DP to R-4. This does not correspond nor conform to the existing land uses of single family homes to the north and west, and 2-4 story apartment buildings to the south.

All of the environmental impacts directly arise from the Applicant's poorly designed land plan which crams the desired R-4 zoning and 216 dwelling units, and the 4.5 story Garage onto the site instead of accepting a slightly less, but still reasonable density. The land plan also creates various environmental impacts. Apartment residents will be severely impacted by the Project's adjacent, massive Garage and the 1,433 daily vehicle trips (EIR page 4.5-22) which would be funneled onto either a narrow, existing 25' alleyway (proposed widened to 28'), or a future private driveway that abuts single family residents (collectively the "**Access**").

Southern California
Multifamily
2010 Report



elijah.lazo

@latimes.com

Times staff writer E. Scott Reckard contributed to this report.

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perform the worst."

In Los Angeles County, the average monthly rent fell to \$1,488 at the end of 2009, a 5.8% decline from a year earlier.

More than 5,700 apartment units were completed in the county in 2009, about 42% of the new supply for the region last year. This year, 4,805 units are scheduled to be built, representing more than half of new construction in Southern California.

Property owners are feeling the pinch.

"It is a way more competitive marketplace now, where before at the high end you could still rent an apartment quickly," said Mark Howell, who owns the historic La Fontaine building in West Hollywood as well as several smaller rental properties in West Hollywood and Beachwood Canyon.

"You really have to sit on that apartment to get that tenant, so you will often wait two or three months to get what the apartment is worth. You really have to lower the rents," he said.

Howell estimates the income from his buildings has fallen 2% to 3% since 2007. While rents at La Fontaine and other high-end properties have held up, he said he has had to lower his price on units in another building, to \$2,200 from \$2,500 for a two-bedroom apartment, for example, or to \$1,550 from \$1,700 for a one-bedroom. His portfolio hasn't declined more because he has brought other units up to market value as tenants have left, he said. Nevertheless, 2009 was intimidating, he said.

"Everywhere you would go in West Hollywood you would see a 'for rent' sign," he said. "It was scary."

The average Orange County apartment rented for \$1,464 in 2009, a 4.4% decline from 2008, as the fallout from the subprime mortgage crisis took its toll.

Jessica Nicole Filicko, 30, said she was renting a condominium in Fullerton last year for \$1,100 a month when it was foreclosed on by the lender. While the experience was stressful, she said, the lender ultimately paid her \$3,500 to vacate the property, and she found a comparable unit in the same complex for \$995.

"It definitely is a noticeable change," she said. "I do see a little bit more of my income, and I don't have to live paycheck to paycheck. If something were to happen, there is that cushion, which is a little less stressful."

The average rent in the Inland Empire -- San Bernardino and Riverside counties -- fell 3.8% to \$1,024 in 2009 from the year before.

Seslen of USC said that, while investors have poured money into the region snapping up foreclosed properties, they are not putting many on the market as rentals but are rather holding on to them.

"Their holding costs are relatively small compared to your average Joe," she said. "So they may find that it is worthwhile to keep the home unrented until they decide the time is right to resell."

San Diego County's average monthly rent had the smallest decline in the region, 1.3% to \$1,323 at the end of 2009 compared with a year earlier.

business/la-fi-apartment-rents8-2010apr08,0,5251110.story

latimes.com

REAL ESTATE

Southern California apartment rents are expected to keep falling

A study shows the average cost dropping as much as 3.5% in L.A. County this year, 2.4% in Orange County and less than 1% in San Bernardino and Riverside counties but inching up in San Diego County.

By Alejandro Lazo

April 8, 2010

Apartment rents are expected to fall as much as 3.5% in Los Angeles County this year, according to a study released Wednesday, as landlords compete for tenants in a market battered by stubborn joblessness and saturated with freshly constructed housing units.

For apartment dwellers, falling rents have been the housing bust's thin silver lining: During the boom, rents had climbed in tandem with housing prices.

Southern California's high number of foreclosures and the rampant overbuilding during the housing bubble has resulted in a glut of rentals as demand has slackened with high unemployment, according to the Casden Real Estate Economics Forecast

Meantime, many struggling young adults have moved back in with their parents, and older people who have lost their homes have started living with relatives, according to a separate study for the Mortgage Bankers Assn.

That study -- by Gary Painter, a professor in USC's School of Policy, Planning and Development -- found that a net 1.2 million American households disappeared from 2005 to 2008.

While rents are likely to fall 3.5% in Los Angeles County and 2.4% in Orange County, those declines are expected to be more moderate than in 2009. Rents should fall less than 1% in Riverside and San Bernardino counties but inch up less than 1% in San Diego County, according to the Lusk Center study.

"The take-away is that the economy is showing some small signs of improvement. All markets are going to perform better than the previous year, but for some that still means a decline," said Tracey Seslen, a professor at the USC Lusk Center for Real Estate who co-wrote the Casden study. "L.A. is going to

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**IN
OPPOSITION**

- **February 1, 2010-** Walked door-to-door addressing questions/comments/concerns. Left a letter with a project update for any resident not at home.
- **February 1, 2010-** Had MMW representative, Peter Brown, attend DRH&NA meeting. Members requested information on any “new” changes to the project
- **Monday March 1, 2010-** Met with Playa Del Rey Elementary School principal to inform her about the project, provide contact information and address any comments
- **Monday March 1, 2010-** First formal introduction of project to DRH&NA, addressed DRH&NA letter of opposition dated January 12, 2010. Architect attended the meeting to address any comments
- **Saturday March 6, 2010-** Meet with adjacent property owners and neighborhood stakeholders to discuss project and potential mitigation solutions. Left letter and community benefits questionnaire at homes where homeowner wasn't available.
- **Wednesday March 10, 2010-** Distributed 500 community benefits questionnaires to parents at Playa del Rey Elementary School.
- **Thursday March 18, 2010-** Met with DRH&NA Board members and adjacent property owners to discuss project and address concerns. Left letter and community benefits questionnaire at homes where homeowner wasn't available.
- **Friday March 19, 2010-** Met with Playa del Rey Elementary School PTA president to introduce project and discuss potential concerns. Asked to explore neighborhood pocket park feasibility
- **Wednesday March 24, 2010-** Attended Playa del Rey community meeting- spoke to various board members about the project
- **Friday April 2, 2010-** Met with incoming Del Rey Neighborhood Council President and Treasurer to introduce them to the project
- **Monday April 5, 2010-** DRH&NA meeting- discussed lowering the height of the project and new overall heights

Millennium Playa del Mar Outreach

- **Thursday November 5, 2009-** Walked door-to-door, along Beatrice Street and Lucile Street, introducing new development team. Left informational letter, including contact information, at homes where homeowner wasn't available
- **Thursday November 12, 2009-** Walked door-to-door, along Lucile Street, Aneta Street and Hammack Street, introducing new development team. Left informational letter, including contact information, at homes where homeowner wasn't available.
- **Thursday November 12, 2009-** Spoke during the public comment period at the Del Rey Neighborhood Council (DRNC), introduced the Dinerstein Companies (applicant)
- **Thursday November 19, 2009-** Walked door-to-door, along Hammack Street and Beatrice Street, updating homeowners of project status. Left letter at homes where homeowner wasn't available.
- **Week of November 30, 2009-** Distributed Notice of Preparation mailer to residences within 500 feet of the proposed site
- **Tuesday December 1, 2009-** Walked door-to-door informing homeowners of Notice of Preparation hearing on December 8th and 15th. Left letter at homes where homeowner wasn't available.
- **Wednesday December 2, 2009-** Walked door-to-door informing homeowners of Notice of Preparation hearing on December 8th and 15th. Left letter at homes where homeowner wasn't available.
- **Monday December 7, 2009-** Informed Del Rey Homeowners & Neighbors Association (DRH&NA) of NOP dates introduced the Dinerstein Companies and project timeline.
- **Tuesday December 8, 2009-** Initial Scoping Meeting, held at subject property
- **Tuesday December 15, 2009-** DRNC- Land Use and Transportation Subcommittee, informational item to introduce project
- **Wednesday December 16, 2009-** Second Scoping Meeting, held at subject property
- **Thursday January 28, 2010-** DRNC- discussed project in greater detail, addressed questions/comments from board members.

design of the proposed multi-family residential structures will be of the utmost quality; the proposed development's high-quality architecture and design will ensure the project's compatibility with surrounding uses.

As described above, the applicant has designed the project with great attention to its single-family residential neighbors to the north. The applicant has addressed compatibility with the residences to the north by buffering the project's northerly edge with attractive landscaping and hardscaping, a combined 34 feet in width, consisting of a new fire lane and landscaped parkways; by setting the planned multi-family residential buildings back from the northerly property line by a substantial distance of between 35 feet and 100 feet and by providing a lush landscape buffer along the northerly property boundary; and by designing the project with a "transitional height" program for the northerly lot frontage (i.e., lower-height one- and two-story residential structures will be sited closest to the northerly property line, and building heights will increase to four stories with the transition from north to south across the property).

In summary, the proposed massing and scale of the planned development is in keeping with the established development pattern immediately south and west of the site (apartments and light industrial and commercial office uses), yet is responsive to and respectful of existing single-family residences to the north of the site. As described above, the project layout and design aim to ensure compatibility between the proposed multi-family buildings and the single-family residences adjoining the site to the north. Compatibility is achieved through the provision of substantial landscaping and building setbacks on the north property line and through designing the project with a transitional building height program, as described above.

Intensity/Density

- The proposed project provides appropriate density and building height transitions from the single family homes to the north of the project site (which have a density of approximately 5.5 DU/AC) to the high-density, multi-family projects to the immediate south of the project site (which have a density of approximately 99 DU/AC). The proposed density for the most northerly approximately 80-foot portion of the subject project (i.e., the portion of the project that is in closest proximity to the single-family homes to the north of the project site) is approximately 17.5 DU/AC while the density of the remaining middle and southerly portions of the project are approximately 65 DU/AC, for a composite project density of 50 DU/AC. As described above, the project has been designed with transitional height, allowing for lower building heights along the project's northerly edge (where the project is in closest proximity to the single-family homes situated north of the project site), transitioning to a higher building as one moves from north to south across the project. The density layout and transitional height of the project ensures a smooth, appropriate transition from 5.5 DU/AC for the single-family residences to the north of the project site, to 17.5 DU/AC over the northerly portion of the project, to 65 DU/AC over the middle and southerly portions of the project, to 99 DU/AC for the existing apartments located adjacent to and southerly of the project south.

Design

The surrounding neighborhood exhibits an eclectic mix of product types and architectural styles. These range from simple utilitarian warehouse and industrial buildings to urban apartment blocks to ranch style single family residences. The vocabulary of the proposed project is a Traditional Urban Residential style that bridges the eclectic styles found within the existing built environment.

As noted above, the subject property is currently developed with a church, appurtenant surface parking and a single-family residence which is owned by the church. In contrast to the existing church building and residence, which lack architectural interest and quality design, the architecture and exterior and interior

spaces being provided for this project would be adequate and no significant impacts to parking in the local area adjacent to the site due to neighborhood parking intrusion or parking spillover are projected to occur due to the implementation of the proposed project. The parking and internal circulation system will function satisfactorily.

5. Describe how does the proposed site plan will ensure compatibility of the proposed project with surrounding uses, in terms of scale, intensity and design?

As set forth below, the proposed project has been designed to ensure compatibility with the adjacent uses.

Scale and Edge Conditions

- As depicted on the project site plan, along the northern property edge of the project, the building setback has been undulated from 35 feet to 100 feet in order to sufficiently buffer the proposed building from the single-family residences to the north. In order to further soften this key northerly boundary of the project, three courtyards with interior facing units have been programmed along this edge. The entire building is stepped down along the northern edge to two stories maximum height. In addition, there are a series of one story elements along the northern side, further reducing the building height along this portion of the project.
- Along the project site's eastern edge, the building has been setback a minimum of 15 feet to as much as 35 feet from the adjacent alley, cul-de-sac, and business storage yard. This side of the proposed project has been well landscaped and steps down from four stories on the south end to one and two stories on the northern end, in closest proximity to the single-family residences situated to the north of the project site.
- The southern edge is bounded by high density multi-family apartment buildings that are separated from the subject site by an east-west running alley. These existing buildings have zero setbacks from the ROW and have windows facing directly north. Along this edge, the project has been set back 7 feet from the edge of the alley. To maintain the privacy for the existing apartment residents to the south, all the dwelling units along this edge were oriented toward the north into private courtyards, so that no units faced in a southern direction.
- The western property edge fronts on Grosvenor Boulevard. The project is set back a minimum of 15 feet from the Grosvenor Boulevard right of way. As depicted on the landscape plan submitted with the application, this set back has been attractively landscaped. The dwelling units face towards the street, encouraging a safer "eyes-on-the-street" neighborhood.

3. Describe why the proposed project will not overburden existing public services and facilities.

The project will not overburden existing public services and facilities because, as outlined in the DEIR, sufficient public services (i.e., fire safety, law enforcement, libraries and schools) and facilities (i.e., roads, sewer, water, electrical and gas) are available to service the project without creating adverse impacts or disruptions to such services and facilities. Moreover, in full conformance with applicable regulations, the project applicant will pay all applicable development impact fees intended to offset potential project burdens/impacts to public services (for example, school fees). (See attached letter from project civil engineering firm confirming availability of public services for the project.)

4. Describe why the proposed use will not disrupt or adversely impact local traffic and parking conditions.

Implementation of the proposed residential project will not result in significant impacts to traffic and transportation. The proposed project is estimated to add a net 1,078 daily trips, of which 88 trips and 115 trips are projected to occur during the morning and evening peak hours, respectively. As outlined in the County and City of LA-approved project traffic report, these trips do not result in a substantial increase in traffic within the circulation system; as such, vehicle trips generated by the project will not cause significant impacts to any of the County intersections or roadways and, therefore, would not require any mitigation measures. The increase in traffic resulting from the proposed project is not expected to conflict with any applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

The project traffic report recommends that the proposed project provide for the installation of a traffic signal along with Automated Traffic Surveillance and Control and Adaptive Traffic Control Systems for improved and enhanced operations. With the installation of the traffic signal at the Grosvenor Boulevard and Jefferson Boulevard intersection, the operations at this currently failing, un-signalized intersection are projected to operate at a very good level of service ("LOS A") in the future with the proposed project.

Additionally, the construction impacts associated with the proposed project are also expected to not be significant since the traffic associated with same would be small and the effects due to the construction traffic would be temporary and not substantial.

The proposed project is also providing a parking structure with the county-required number of parking spaces per code, on site. The number of parking

The housing project is being proposed on what can be considered an underutilized urban infill site that is appropriate for multi-family housing development at the density being proposed. As noted, the existing church intends to cease church operations at the property. Moreover, the subject site is located close to an expanding commercial office sector, is adjacent to apartments of similar density and is located proximate to public transportation lines. The subject property is located within close walking distance to substantial forthcoming retail uses at Playa Vista's "Village," is adjacent to an assortment of high-quality corporate employers to the west (including the world headquarters of the renowned Chiat/Day advertising agency, which is located just down Grosvenor Boulevard from the site to the northwest), and is located in close proximity to public transit lines on Jefferson and Centinela Boulevards. Moreover, the University of Southern California is in the process of locating 300 employees to an office building across Jefferson Boulevard from the subject property, and, within the next six months, Belkin International will also be locating 500 employees to offices located across Jefferson Boulevard from the subject site. In total, over 1,000,000 square feet of office space has recently been completed or is under construction in close walking distance from the subject property, so the proposed housing will be an ideal "walk to work" living alternative for employees of the existing and future offices in the neighborhood. The project site is also within close walking distance to Playa del Rey Elementary School (a public elementary school), so it is likely that the school's teachers and employees will find the proposed apartments a convenient (and affordable, when compared to the cost of home ownership in the project vicinity) place to reside in close proximity to their work place. All these factors evidence that the property is well situated for the type of high-quality multi-family development proposed.

2. Describe why the proposed project site is of sufficient size to accommodate design features (setbacks, landscaping, buffering, etc.) necessary to ensure compatibility with surrounding uses.

The size and proportions of the site allowed it to be planned in a manner that efficiently placed a majority of the dwelling units in the core of the parcel nestled around two internally facing courtyards. This allowed flexibility on each of the four perimeter edges so that they could be tailored to interface with the adjacent uses in an appropriate but individual manner. As set forth in greater detail in finding no. 5 below, this included increased setbacks and lower building heights on the north edge (where the project is in closest proximity to the single-family residences located north of the property), a soft well landscaped buffer facing the cul-de-sac and alley to the east, internally facing units on the south edge, and units facing to Grosvenor Boulevard on the west edge.

Millennium Project at 5550 Grosvenor Boulevard, Los Angeles, CA

Supplemental Findings for Urban Infill Project

Though the applicant is not seeking entitlement for an Urban Infill Project per the county code, it has prepared these findings to demonstrate how the proposed project nonetheless meets of the various Infill Project burden of proof requirements; this demonstration helps further justify the proposed project density and associated General Plan Amendment and Zone Change being sought by the applicant.

1. Describe why the proposed project will not disrupt sound residential neighborhoods nor adversely affect the character of the established community.

The subject property is currently developed with a church, appurtenant surface parking and a single-family residence which is owned by the church. In contrast to the existing church building and residence, which lack architectural interest and quality design (and which, it could be argued, serve to detract from the character of the established community), the architecture and design of the proposed apartments will be of the utmost quality; in turn, rather than disrupt sound residential neighborhoods or adversely affect the character of the established community, the proposed project's high-quality architecture, design and site plan layout will contribute positively to the quality of the character of development of the established community. The proposed project will also enhance the neighborhood aesthetic through the replacement of outdated structures and acres of surface parking with attractive, environmentally-sensitive housing and lush landscaping.

As further detailed in finding no. 5 below, the proposed massing and scale of the planned development is in keeping with the established development pattern immediately south and west of the site (apartments and light industrial and commercial office uses), yet is responsive to and respectful of existing single-family residences to the north of the site, thereby ensuring compatibility with these nearby homes so as not to adversely affect the established character of the single-family residential community to the north of the site. The project layout and design aim to ensure compatibility between the proposed multi-family buildings and the single-family residences adjoining the site to the north. Compatibility is achieved through the provision of substantial landscaping and building setbacks on the north property line and through designing the project with a transitional building height program, as further described in finding no. 5 below.

21 April 2010

TO: Dinerstein Companies

FROM: Matthew Murray

Resident / Adjacent North Boundary to proposed project located at the intersection of Centinela avenue and Jefferson Avenue, in Los Angeles CA 90066.

Subject: Local resident input and HOA representation.

Sir / Ma'am,

This letter has two (2) purposes. One is to provide documented support from local residences adjacent to the proposed development project located at Jefferson and Centinela intersections, in Los Angeles California 90066. Second, is to illustrate the possibility of misrepresentation by local HOA organizations opposed to the project.

My address is identified below. I reside at the North boundary of the project location. If there were an impact or merit scale afforded to residences based on impact, those of us physical abutted to the project boundary would score the maximum. I am supportive of the project based on the following reasoning and thresholds:

- a) The project meets and exceeds all required impact thresholds.
- b) Dinerstein (Josh Vasbinder) has actively engaged the surrounding community with the following mitigation initiatives (none of which are required by law or impact limits):
 - multiple community awareness / disclosure meetings
 - local resident visual impact simulations
 - updated / revised traffic + engineering report data
 - additional traffic lights (none of which are required to be installed)
 - local school landscaping
 - adjacent resident filters / dust screens / relief landscaping
 - continuous open dialogue with local residence (physically/email/phone)
 - revised project scale, class mix and vertical height plans based on input from local HOA organizations.
- c) These type project occur frequently in L.A. County. This specific project is not askew or different from the historical precedence, and it is an inevitable, logical, and legal answer to the growing population of Los Angeles County.
- d) This project does not violate any impact thresholds, nor does it exceed any current environmental limitations imposed by L.A. County. Thus, there is no empirical data to justify blocking the project.
- e) Everyone wants a green pasture adjoining their property. In a perfect world that would be a legitimate desire....but property is scarce in L.A. County, and the population is growing...and there is no specific data or reason to justify denying this project. If there were such a reason, I would be the first to actively pursue an alternate plan.

A local HOA organization has claimed to "represent" the voice of the surrounding residences. There has been no active voting process to make such claims. 390 total HOA members (of which ten are continually active) claiming to represent 30,000 individuals is not only false, but borderline illegal. I have no direct contact with Dinerstein group. I am not affiliated nor have any business dealings with them. My support is strictly based on what is fact, what is required, and whether the impact is within the County guidelines....all else is subjective opinion.

I would love to have a green pasture adjoining my property. That is not reality. There is no reason to block this project from proceeding. If there were, I would support a revision to the plan.

X *Matthew Murray*

Matthew Murray
12426 Beatrice Street, Los Angeles CA 90066
310-306-2067 home / 310-902-9641 cell
murray_m@msn.com

**IN
SUPPORT**



Civil Engineering/Land Surveying/Land Planning

160 North Riverview Drive, Ste. 100
Anaheim Hills, California 92808
Phone: 714-685-6860
Fax: 714-685-6801

March 25, 2010

Job No. 06-354C

Mi Kim
Principal Regional Planning Assistant
Los Angeles County Department of Regional Planning
320 West Temple Street, Room 1348
Los Angeles, CA 90012

RE: Project NO. R2009-02015 (CUP No. 200900150) Density Impacts

Dear Mi:

In regard to the comments concerning the density impact of the above project on public services and facilities, DRC Engineering, Inc. has obtained Will-Serve letters from the various utilities that service the project site - specifically sewer, water and storm drain. All letters from each of the agencies indicated the ability to provide service to the site. Electric, gas and telephone purveyors are required to meet the demands of a new development, so we do not anticipate that this will be an issue.

The previous developer had the same density and was going through the tentative map process with the County. The various department comments had been issued and there were not any comments that suggested the density posed a concern to existing public services or facilities. Additionally, the current project team has met with various departments and agencies and the issue of the density overburdening public facilities has not been cause for concern.

Please contact me should you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "G. Cooke".

Gregory R. Cooke, P.E.
Principal



CHARLES D. HERBERTSON
Public Works Director/City Engineer

Culver CITY

PUBLIC WORKS DEPARTMENT
9770 CULVER BOULEVARD, 2ND FLOOR
CULVER CITY, CALIFORNIA 90232-0507



Phone (310) 253-5600
FAX (310) 253-5626

April 22, 2010.

Mr. Srinath Raju
Raju Associates, Inc.
524 S. Rosemead Boulevard
Pasadena, California

Dear Mr. Raju:

Re: 5550 Grosvenor Boulevard - Millennium Playa Del Mar Residential Project

We have reviewed the Millennium Playa Del Mar Residential Project report dated December 2009. The development is located at 5550 Grosvenor Boulevard in an unincorporated area of Los Angeles County. It consists of 216 multi-family dwellings, estimated to generate a net total of 88 trips during the morning peak hour and 115 trips during the evening peak hour.

The report on page 5 and elsewhere should indicate the jurisdiction of each intersection. The intersections numbered 4, 13 and 14 are in Culver City. In Appendix B, Intersection Lane Configurations, the report should indicate which development is responsible for the changes between Existing 2009 and Year 2013 Conditions indicated at intersections 1, 4, 6, 7 and 10. Also indicate "ATSAC" instead of "A" at the intersections.

We agree with the findings of the report that the development should not have an impact at any intersection in Culver City.

Figure 6 should be labeled "Related Projects Only Peak Hour Traffic Volumes."

If you have any questions, please call Barry Kurtz at 310.253.5625.

Sincerely,

Charles D. Herbertson, P.E., L.S.
Public Works Director/City Engineer

1. SCAQMD defines sensitive receptors as: residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The following sensitive receptors were identified:
 - Multiple family residences are approximately 82.5 feet south of the project site, along Jefferson Boulevard.
 - Single and multiple family dwellings are approximately 155 feet west of the project site, along Centinela Avenue.
2. The construction and operation of the proposed project would not generate onsite emissions in excess of the site-specific localized significance thresholds for NO_x, CO, PM_{2.5} and PM₁₀.
3. Consolidate truck deliveries when possible.
4. Use propane or butane powered on-site mobile equipment instead of gasoline when economically feasible.
5. Suspend use of all construction equipment operations during second stage smog alerts. Contact SCAQMD at their hot line for daily forecasts.
6. Follow mitigation measures MM4.4-1 through MM-4.4-4, to reduce VOC gas emissions.
7. Toxic air contaminant emissions were identified as less than significant impact.
8. The project operation will not result in significant emissions of TAC and criteria air pollutants. The ratio of daily project-related population vehicle miles traveled (VMT) to county wide VMT would result in a significant cumulative impact.
9. The project will not have a significant impact on climate change, based on the projection submitted in the ADEIR.

These comments are presented in order to minimize public health issues regarding the potential noise impacts associated with the construction and operational phases of the project, regardless of jurisdictional matters.

We appreciate the opportunity to be of service on this project and look forward to working with you in the future. If you have any questions please contact Evenor Masis at (626)430-5430.

Sincerely,



Cole Landowski, MS, CIH
Head, Environmental Hygiene Program

3. The Operator shall brief employees and subcontractors on noise control guidelines and procedures prior to construction operations. The implementation of a noise control specific site program is recommended.
4. A noise and vibration complaint hot line shall be established and run by an independent contractor or consultant retained by the operator who can notify the proper authorities as complaints are received. Placement of contact information around the perimeter of the site, website, and email are good measures for proper channeling of complaints addressed by the general public.
5. Mitigation measure 4.3-3 should be revised to shorten the heavy exterior construction activities to the hours between 8:00 A.M. and 5:00 P.M.
6. When feasible, hydraulic equipment should be used instead of pneumatic impact tools and electric powered equipment instead of diesel powered equipment for exterior construction work.
7. For smaller equipment such as air-compressors and small pumps, line powered (electric) equipment should be used when feasible.
8. Any semi-stationary piece of equipment that operates under full power for more than sixty minutes per day should have a temporary noise attenuation barrier if there is a direct line of sight to any residential bedroom window from the equipment to homes along the site perimeter. Consult an acoustical engineer or environmental noise consultant for specific noise attenuation barrier design. Fire hazards and worker safety take priority over this recommendation.

Vibration

1. No operational ground borne vibration impacts were identified in the DEIR. All impacts were classified as less than significant, and therefore to mitigation measures are necessary.

Air Quality

The County of Los Angeles Department of Public Health has no authority over air pollution issues. However, due to the identification of sensitive receptors within 48 feet of the project site the following recommendations are presented:



JONATHAN E. FIELDING, M.D., M.P.H.
Director and Health Officer

JONATHAN E. FREEDMAN
Chief Deputy Director

ANGELO J. BELLOMO, REHS
Director of Environmental Health

ALFONSO MEDINA, REHS
Director of Environmental Protection Bureau

Environmental Hygiene Program

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Fifth District

February 22, 2010

Kim K. Szalay
Principal Regional Planning Assistant
Los Angeles County Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

RE: Millennium Playa del Mar Apartments Project, County Project Number R2009-02015

Mr. Szalay:

This is to inform you that after reviewing the Administrative Draft EIR for the above project, and upon visiting the proposed project site at 5550 Grosvenor Boulevard, Playa del Rey, it appears that the proposed project would not have a significant impact on surrounding land uses during the operational phase of the project. However, during the construction phase the noise impacts will remain significant and unavoidable even with mitigation measures. In order to minimize these impacts the following comments are presented:

Noise Element Review Comments (Section 4.3)

1. Environmental Hygiene staff reviewed the noise and vibration section of the ADEIR (section 4.3), and determined that the mitigation measures contained in the ADEIR are adequate in reducing noise impacts resulting from the implementation of the above project.
2. In addition to mitigation measures 4.3-2, idling mode of mobile equipment should be minimized. All equipment not in use longer than five minutes shall be turned off, unless proper silencing features are provided.