RICK KUHLE
JEFF AXTELL
KIM'S FILES: EIR/TRACT MAP
MARIO

CITY OF LOS ANGELES

CALIFORNIA

DEPARTMENT OF
CITY PLANNING
221 N. FIGUEROA STREET
LOS ANGELES, CA 90012-2601

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Decision Date: June 6, 1997
Appeal Period Ends: June 16, 1997

McDonnell Douglas Realty Co.
4060 Lakewood Blvd., 5th Floor
Long Beach CA, 90808-1700

Tait & Associates, Inc.
1100 Town & Country Road. # 1200
Orange, CA 92668

Re: Vesting Tract Map No. 52172
Council District :15TH.
Existing Zone: M3-1
Community Plan: Harbor Gateway
EIR No.: 96-0090-SUB(ZV)(CUB)(DA)
Fish and Game: Exempt

In accordance with provisions of Section 17.03 of the Los Angeles Municipal Code, the Advisory Agency approved Vesting Tentative Tract No. 52172-01 to 07 composed of 44 lots located at 1414 West 190th. Street for a maximum of 2,967,700 square-foot commercial/industrial project as shown on the revised map stamp-dated April 25, 1997. The subdivider is hereby advised that the Municipal Code may not permit this maximum approved density. Therefore, verification should be obtained from the Department of Building and Safety which will legally interpret the Zoning Code as it applies to this particular property. Conditions identified with a "#" may only be cleared by the Advisory Agency or a City Planner. For an appointment call (213) 580-5532. The Advisory Agency's approval is subject to the following conditions:

1. That a minimum 64-foot wide right-of-way be dedicated for "A" Street and "B" Street, including 15-foot radius property line returns at the intersections and 20-foot radius property line returns at the intersections with 190th Street and Western Avenue on an alignment satisfactory to City Engineer.

2. That a minimum 64-foot wide right-of-way be dedicated for "C" Street, including 15-foot radius property line returns at the intersection with "A" Street all satisfactory to the City Engineer.

3. That minimum 64-foot wide offsite public street dedications connecting proposed "B" Street and "C" Street to Normandie Avenue, together with 20-foot radius offsite property line returns at Normandie Avenue, be provided prior to the recordation of the final map. If this offsite street dedication cannot be obtained, a revised tentative map be submitted showing a different interior street layout satisfactory to the Advisory Agency, the City Engineer, the Department of Transportation and the Fire Department.

4. That all the tract boundary lines be properly established in accordance with Section 17.07.D of the Los Angeles Municipal Code prior to the recordation of the final map satisfactory to the City Engineer. (MM)

5. That the existing City boundary line along Western Avenue westerly of the tract area be correctly shown on the final map.

6. That Condition No. S1(a) of the Planning Department's standard conditions regarding payment of the Sewerage Facilities Charge deposit be based on 15 percent of the normal charge in that the sewage from this tract area will be treated by the Los Angeles County Sanitation District.

7. That a revised tentative map be submitted satisfactory to the Advisory Agency and the City Planner showing all the proposed lots in numerical sequence.

8. That the tract be permitted to record with final map phases in a number and sequence satisfactory to the Advisory Agency and the Bureau of Engineering.

9. a. That on-site drainage be provided in a manner satisfactory to the Department of Building and Safety, Grading Division.

   b. Prior to the issuance of any permits, an acceptable geological and soils engineering foundation report shall be submitted to the Department of Building and Safety to demonstrate the stability and safety of the proposed development.

10. That prior to recordation, satisfactory arrangements be made with the Department of Transportation to assure that:

    a. Transit Improvements

    (1) <u>Bus Transit Improvements.</u> The applicant should work with the appropriate transit districts (i.e., Gardena Transit, Torrance Transit and MTA) to improve transit service to the site. Further, sidewalks throughout the site should be designed to provide attractive

pedestrian routes to and from transit stops.

b. Signal System Improvements, Street Widening and Restriping, and Parking Restrictions

(1) Hawthorne Boulevard and 190th Street -- Restripe 190th Street and restrict parking to convert the existing eastbound and westbound right-turn-only lanes to through/right optional lanes. Modify the signal to remove the existing eastbound right-turn phase.

(2) Crenshaw Boulevard and 190th Street -- Remove median islands, restripe and restrict parking along 190th Street to convert the existing eastbound and westbound right-turn-only lanes to through/right optional lanes.

(3) Crenshaw Boulevard and Del Amo Boulevard -- Restripe Del Amo Boulevard and modify the traffic signal to provide two left-turn-only lanes, a through/left optional lane and a right-turn-only lane in the westbound direction.

(4) Western Avenue and Artesia Boulevard -- Restripe Western Avenue and restrict parking to convert the existing northbound and southbound right-turn-only lanes to through/right optional lanes.

(5) Western Avenue and San Diego Freeway Northbound On/Off-Ramps -- Widen and restripe the off-ramp from two lanes to three lanes to provide two left-turn lanes and a right-turn lane satisfactory to LADOT. Caltrans and the City of Torrance.

(6) San Diego Freeway Southbound On/Off-Ramps and 190th Street -- Flare the west leg of the intersection, restripe 190th Street, restrict parking and modify the signal to provide dual left-turn lanes in the eastbound direction.

(7) Western Avenue and 195th Street -- The applicant shall fund the installation of the Automated Traffic Surveillance and Control (ATSAC) system at this location satisfactory to LADOT.

(8) Western Avenue and Del Amo Boulevard -- Restripe the eastbound approach for dual left-turn lanes and modify the signal to provide east-west opposed phasing, satisfactory to LADOT, Caltrans and the City of Torrance. The proposed mitigation should also include removal of the north crosswalk. The applicant shall also fund ATSAC installation

at this location. This mitigation measure shall be implemented satisfactory to LADOT.

(9) Western Avenue and Sepulveda Boulevard -- Prohibit parking to add northbound and southbound right-turn lanes satisfactory to LADOT, Caltrans and the City of Torrance. The mitigation shall not include modification of the median islands on Western Avenue. The northbound right-turn lane can be installed utilizing existing red curb along the frontage of a mini-shopping center.

(10) Project Roadway and 190th Street -- That 190th Street should be widened at "A" Street satisfactory to DOT and the Bureau of Engineering to provide for dual westbound left-turn lanes and exclusive westbound left-turn signal phasing.

(11) Normandie Avenue and Artesia Boulevard -- Provide dual left-turn lanes in the southbound direction by restriping Normandie Avenue and modifying the signal.

(12) Normandie Avenue and San Diego Freeway Northbound On/Off Ramps -- Widen and restripe the northbound approach to provide two through lanes and an exclusive right-turn-only lane to facilitate freeway access. Fund ATSAC installation at this location.

(13) San Diego Freeway Southbound Off-Ramp/Project Driveway and 190th Street -- That traffic mitigation measures for the intersection of 190th Street, the San Diego Freeway southbound off-ramp and the project driveway just west of Normandie Avenue be modified to prohibit northbound left turns exiting the driveway, that traffic exiting the driveway be restricted to right turns only and that the new traffic signal proposed for this location operate as a three-phase signal with separate signal phases for: 1) east-west through traffic on 190th Street, 2) southbound traffic exiting the San Diego Freeway off-ramp and 3) concurrent dual westbound left turns on 190th Street and dual northbound right turns from driveway. A raised traffic island should also be installed in the driveway to reinforce the "No Left Turn" restriction. Furthermore, no future change in the "No Left Turn" restriction for the driveway should be permitted without prior DOT approval.

(14) Normandie Avenue and 190th Street -- Relocate the railroad gates and remove the raised median island from the west leg of 190th Street, subject to approval by the California Public Utilities

Commission (PUC). Without PUC approval there is insufficient roadway width to restripe 190th Street for dual left-turn lanes and three through lanes in both directions. Modify the signal to provide east-west left-turn signal phasing with a southbound right-turn overlap phase and fund the installation of ATSAC at this location. Install east-west left-turn signal phasing contingent on PUC approval to relocate the railroad gates so that 190th Street can be restriped for dual left-turn lanes and three through lanes in each direction. Install a southbound right-turn overlap signal and provide ATSAC funding at this location. This intersection is also under the jurisdiction of the Los Angeles County Department of Public Works.

(15) Normandie Avenue and Project Roadway/Francisco Street -- Construct the project roadway and restripe the eastbound approach for a left-turn lane, a through/left lane and a right-turn lane and modify the signal to provide opposed east-west phasing satisfactory to LADOT and the Los Angeles County Department of Public Works.

(16) Normandie Avenue and Torrance Boulevard -- Fund the installation of ATSAC at this intersection satisfactory to LADOT. The South Bay Phase II ATSAC system is proposed for this location.

(17) Normandie Avenue and Carson Street -- Fund the installation of ATSAC at this intersection satisfactory to LADOT. The South Bay Phase II ATSAC system is proposed for this location.

(18) Vermont Avenue and Artesia Boulevard -- Widen and restripe the northbound approach to Vermont Avenue for dual left-turn lanes. The additional left-turn lane can be installed within the existing 80 foot roadway width without any additional widening on Vermont Avenue. Provide a northbound right-turn phase overlapping the existing westbound left-turn phase. Install a northbound right-turn lane. This mitigation measure shall be implemented satisfactory to LADOT, Caltrans and the City of Gardena.

(19) Vermont Avenue and 190th Street -- Restripe 190th Street to provide three lanes in each direction and fund the installation of ATSAC at this intersection, satisfactory to LADOT.

(20) Vermont Avenue and Torrance Boulevard -- Restrict parking and restripe Vermont Avenue to provide a right-turn-only lane in the northbound and southbound directions, satisfactory to the Los Angeles County Department of Public Works.

(21) Vermont Avenue and Carson Street -- Restrict parking and restripe Vermont Avenue to convert the existing eastbound right-turn-only lane into a through/right optional lane, satisfactory to the Los Angeles County Department of Public Works.

(22) Harbor Freeway Southbound Off-Ramp and 190th Street -- Restripe 190th Street to provide three travel lanes in the westbound direction, satisfactory to LADOT.

Modify the signal to provide a southbound right-turn phase extension concurrent with the initiation of the eastbound through phase, satisfactory to LADOT and Caltrans. Fund the installation of ATSAC at this intersection.

(23) Harbor Freeway Northbound On-Ramp and 190th Street -- Install a traffic signal at this location. Modify the median island, prohibit parking on the south side of 190th Street and restripe 190th Street to provide dual eastbound left-turn lanes, including an HOV lane in the inside left-turn lane and two through lanes, satisfactory to LADOT and Caltrans. The on-ramp shall be striped for two lanes and the inside lane on the on-ramp shall be designated as an HOV lane.

(24) Figueroa Street and 190th Street -- Prohibit parking and add a right-turn lane on the southbound approach of Figueroa Street, satisfactory to LADOT and the City of Carson.

(25) Hamilton Avenue and Torrance Boulevard -- Restripe Hamilton Avenue to provide a left/right optional lane and a right-turn-only lane.

(26) Figueroa Street and Torrance Boulevard -- Remove the sidewalk along the south curb, restrict parking and restripe Torrance Boulevard to provide a left-turn-only lane, a through/left optional lane, and through/right optional lane in the eastbound direction. Modify the signal to provide opposed east-west phasing.

(27) Harbor Freeway Southbound On-Off Ramps and Carson Street -- Restripe Carson Street to provide a right-turn-only lane in the eastbound direction.

(28) Crossing gates and signals will be installed or upgraded, as appropriate, at "B" and "C" Streets plus a third retail center driveway off of Normandie Avenue that cross the Union Pacific Railroad tracks in accordance with State of California Public Utilities Commission

standards. The applicant is responsible for obtaining necessary agreement(s) with the Union Pacific Railroad Company for construction of "B" and "C" Streets across the railroad's property and for paying all costs involved in obtaining any required easements for public street purpose.

(29) The design of all internal roadways on the project site, off-site roadway improvements, sidewalks and associated improvements will be subject to the approval of the City of Los Angeles Bureau of Engineering.

(30) A detailed site plan for the retail center shall be submitted to LADOT for approval, indicating the number of parking spaces to be provided and shared.

(31) That "A", "B", and "C" Streets be identified with street names and constructed to collector street standards. That "B" and "C" Streets be constructed satisfactory to the Bureau of Engineering and DOT to connect with Normandie Avenue.

(32) That a parking area and driveway plan be submitted to DOT's Citywide Planning Coordination Section for approval prior to the submittal of building plans for the plan check by the Department of Building and Safety.

c. Parking

Provide parking spaces, as a minimum in compliance with Section 12.21.A(4) of the Los Angeles Planning and Zoning Code.

d. Permits

That a traffic mitigation phasing plan satisfactory to DOT be required for implementation of the traffic mitigation measures prior to obtaining any building permits. The traffic mitigation measures shall be guaranteed for each phase before the issuance of any building permit for that phase through the Bureau of Engineering B-Permit process or Caltrans encroachment permit process or permit process of other affected jurisdictions.

If for appropriate reasons the applicant is unable to implement any of the traffic mitigation measures referenced above, then DOT and/or other responsible agency may substitute an alternative mitigation measure of equivalent cost and effectiveness.

11. a. The land use on-site shall be limited to that delineated in the following chart and this limitation shall be recorded in a covenant and agreement, and Development Agreement, if any. (MM)

Regardless of the project size, any changes in use and scope of the development shall be subject to Department of Transportation (DOT) review and approval. DOT will collectively evaluate the changes as a total project, not as an individual project. If such changes result in trip generation beyond the number of trips evaluated under the project traffic study, as approved by the Department of Transportation, appropriate mitigation measures shall be required. (MM).

Tract Map No.	Lot No.	Lot Area (Sq. Ft)	* A maximum floor area permitted by the zone and the general plan (1.5:1 sq ft)	** Proposed project (Sq. Ft.)	Parking spaces proposed
52172-01	1-12	1,760,300	2,640,450	*** 450,000	
52172-02 to 07	1	165,000	247,500		per code
	2	165,000	247,500		
	3	165,100	247,500		
	4	165,100	247,500		
	5	165,100	247,500		
	7	165,100	247,500		
	8	144,000	216,000		
	9	113,800	170,700		
	10	80,400	120,600		
	11	80,400	120,600		
	12	80,400	120,600		
	13	80,400	120,600		
	14	80,400	120,600		
	15	154,100	231,200		
	16	346,500	519,800		
	17	279,500	419,200		
	18	253,500	380,200		
	19	234,000	351,100		
	20	258,600	387,900		
	21	87,300	130,900		
	22	87,200	130,800		
	23	88,200	132,300		
	24	94,100	141,200		
	25	262,300	393,400		
	26	250,100	375,200		
	27	238,000	357,000		
	28	237,900	356,900		
	29	238,000	356,900		
	30	92,300	138,400		
	31	91,900	137,800		
	32	92,400	138,700		
Subtotal		5,116,500		2,517,700	
TOTAL (7 Unit Maps)	44 lots	6,876,800 (approx. 158 acres)	10,313,650 (1.5:1 FAR)	2,967,700 (approx overall far 0.45:1)	

* Based on 1.5:1 FAR per Height District No. 1

** Any individual lot in Map No. 52172-02 to 07 with Floor Area Ratio (FAR) averaging can go up to 3:1 FAR, but overall floor area within the subject site shall not exceed 2,517,700 square feet, subject to Conditional use approval for lot area averaging. Buildings in lots adjacent to single-family dwellings in the southwestern portion of the site shall have a 45-foot maximum building height.

*** Includes up to 450,000 square feet of retail uses, including up to 30,000 square feet of restaurants. This first phase developments represent approximately 0.26:1 FAR.

**** Includes 507,000 square feet of office uses, and approximately 2,010,700 square feet of industrial park uses. An average FAR for these remaining phases is 0.52:1.

An average FAR on the entire site is approximately 0.45:1.

b. A construction relations officer shall be established by the applicant to act as a liaison with neighbors and residents concerning on-site construction activity, including resolution of issues related to PM10 (fugitive dust) generation, and on-site construction activities. If noise levels from construction activity are found to exceed 75 dBA at the property line and construction equipment is left stationary and operating for more than one day, a temporary noise barrier shall be erected between the noise source and receptor. (MM)

c. All construction roads within the project site that have a traffic volume of more than 50 daily trips by construction equipment, or 150 total daily trips for all vehicles, shall be surfaced with base material or decomposed granite. (MM)

d. Traffic speeds during construction on all unpaved roads shall not exceed 15 mph. (MM)

e. On-site office/industrial park development shall provide preferential parking for high occupancy vehicles and alternative fuel vehicles, as well as other forms of parking management that would encourage higher vehicle occupancy rates. (MM)

f. Construct all exterior walls, floor-ceiling assemblies (unless within a unit) and windows having a line of sight (30 degrees as measured from the horizontal plane) of 190th Street, Normandie Avenue and Western Avenue with double-pane glass or an equivalent and in a manner to provide an airborne sound insulation system achieving a Sound Transmission Class of 50 (45 if field tested) as defined in UBC Standard No. 35-1, 1982 edition.

g. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a building permit.

h. In order to mitigate the inadequacy of fire protection in travel distance, sprinkler systems will be required throughout any structure to be built, in accordance with the Los Angeles Municipal Code, Section 57.09.07. (MM)

i. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width. (MM)

j. Adequate public and private fire hydrants shall be required. (MM)

k. Where access for a given development requires accommodation of Fire Department apparatus, minimum outside radius of the paved surface shall be 35 feet. An additional six feet of clear space must be maintained beyond the outside radius to a vertical point 13 feet 6 inches above the paved surface of the roadway. (MM)

l. The proposed project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles (C.P.C. 19708). (MM)

m. Plot plans and specifications shall be submitted to the Los Angeles Fire Department for approval of and requirements regarding fire flow, hydrants, and access, and shall indicate access roads and turning areas, for necessary permits shall be satisfied prior to commencement of any portion of the proposed project. (MM)

n. The applicant shall submit plans that show the access road and the turning area for Fire Department approval. (MM)

o. On-site development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan D-22549. (MM)

p. During demolition, the Fire Department access will remain clear and unobstructed. (MM)

q. The width of private roadways for general access use and fire lanes shall not be less than 20 feet clear to the sky. (MM)

r. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane. (MM)

s. The on-site water delivery system shall be improved to the satisfaction of the Fire Department prior to occupancy. (MM)

t. All first-story portions of any commercial building shall be within 300 feet of an approved fire hydrant. (MM)

u. Fire lanes and dead-ending streets shall terminate in a cul-de-sac or other approved turning area. No dead-ending street or fire lane shall be greater than 700 feet in length without a secondary access being provided. (MM)

v. All access roads, including fire lanes, shall be maintained in an unobstructed manner. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the Los Angeles Municipal Code. (MM)

w. At least two different ingress/egress roads for each area, that will accommodate a major fire apparatus and provide for major evacuation during emergency situations, shall be required.

x. Construction of any public or private roadway in the proposed development shall not exceed 15 percent in grade.

y. Where access for a given development requires accommodation of a Fire Department apparatus, overhead clearance shall not be less than 14 feet.

z. Access for LAFD apparatus and personnel to and into all structures shall be required.

aa. Additional vehicular access may be required by the LAFD where buildings exceed 28 feet in height.

bb. Where a fire apparatus will be driven onto the road level surface of the subterranean parking structure, the structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot.

cc. The design, location, and operation of gates, if any are within the industrial /office component of the project, shall be to the satisfaction of the LAFD and the Deputy Advisory Agency. Warning sign and lighting shall be installed and maintained satisfactory to the LAFD and the Department of

Transportation. The names and phone numbers of the current officers of the property owners association shall be submitted to the Fire Department, the police Department, and the Deputy Advisory Agency. All necessary permits shall be secured from the Department of Building and Safety and from other City agencies.

dd. In order to provide assurance that the proposed common fire lanes and fire protection facilities for the project which are not maintained by the City are properly and adequately maintained, the subdivider shall record with the County Recorder, prior to the recordation of the final map, a covenant and agreement (Planning Department General Form CP-6770) to assure the following:

I) The establishment of a property owners' association which shall cause a yearly inspection to be made by a registered civil engineer of all common fire lanes and fire protection facilities. Any necessary maintenance and corrective measures will be undertaken by the association or organization required above and is automatically subject to a proportionate share of the cost.

ii) The future owners of affected lots with common fire lanes and fire protection facilities shall be informed of their responsibility for the maintenance of the devices on their lots. The future owner and all successors will be presented with a copy of the maintenance program for their lot. Any amendment or modification that would defeat the obligation of said association as required hereinabove must be approved in writing by the Advisory Agency after consultation with the Fire Department.

iii) In the event that the property owners' association fails to maintain the common property and easements as required by the CC and R's, the individual property owners shall be responsible for their proportional share of the maintenance.

iv) Prior to any building permits being issued, the applicant shall improve, to the satisfaction of the Fire Department, all common fire lanes and install all private fire hydrants to be required.

v) The common fire lanes and fire protection facilities shall be shown on the final map.

ee. Plot plans showing fire hydrants and access for each phase of the project must be approved by the LAFD prior to the recording of the final map for that

phase. Each phase shall comply independently with code requirements.

ff. On-site construction activity that generates noise in excess of 75 dBA at a distance of 50 feet shall be limited to between 7:00 A.M. and 6:00 P.M. Monday through Friday and 8:00 A.M. and 6:00 P.M. on Saturdays. (MM)

gg. All construction equipment shall be in proper operating condition and fitted with standard factory silencing features. (MM)

hh. Sound blankets shall be used on all construction equipment for which use of sound blankets is technically feasible. (MM)

ii. A minimum 8-foot high thematic wall shall be constructed between the southern boundary of Area 2 and adjacent residential properties as individual lots in this area are developed. Graffiti resistant paint shall be utilized in both sides of the wall. (MM)

jj. Buildings within lots located adjacent to the residential area south of the project site shall be set back a minimum of 25 feet from the southerly property boundary of the project site. (MM)

kk. That the subdivider consider the use of natural gas and/or solar energy and consult with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.

ll. All outdoor lighting shall be shielded and directed downward to the greatest extent possible taking into account the function of the proposed lighting. (MM)

mm. Mercury-vapor street light fixtures shall not be utilized on any public or private streets included within the project. (MM)

nn. Mercury-vapor exterior light fixtures shall not be utilized for outdoor lighting, unless substantial evidence supporting the need for mercury-vapor is presented to the Department of Building and Safety. (MM)

oo. Effective structural and/or vegetative screening shall be provided between sensitive land uses (i.e., the 203rd Street residential area) and all parking lot/structure lighting or other large area, high-intensity broadcast lighting sources. (MM)

pp. Exterior lighting shall be designed such that illumination is confined to the

project site or to areas which do not include sensitive uses. (MM)

qq. Exterior windows shall be tinted or contain a light-reflective film to reduce visible illumination levels from the building. Windows facing residential areas shall be constructed such that they are not allowed to be opened. Developers of future projects within the proposed subdivision shall consult with the Department of Water and Power regarding light-reflective film which would not interfere with energy conservation goals.

rr. Within 300 feet of the property lines of adjacent residences on the north side of 203rd Street, on-site building height shall be limited to 45 feet. (MM)

ss. To mitigate the unavoidable loss of desirable trees on the site, the subdivider shall either replace all trees that require removal and are 12 inches or more in diameter on a 1:1 basis. Credit shall be given on a 1:1 basis for any tree preserved and relocated on-site. All trees are to be located on the site. Additionally, a maximum feasible number of trees shall be planted in the parkway, to the satisfaction of the Street Tree Division of the Bureau of Street Maintenance and the Advisory Agency prior to the issuance of a certificate of occupancy. All trees, both on site and in the parkway, shall be minimum 24 inch box trees. The Street Tree Division shall be notified of the commencement of grading operations not less than 10 days in advance. (MM)

tt. All developed open areas on-site that are not used for buildings, walkways, and other hard scape shall be landscaped. (MM)

uu. That the owners of the property will maintain the private street free and clear of obstructions and in a safe condition for vehicular use at all times. (Covenant and Agreement)

12. Prior to recordation, or prior to the issuance of any grading or building permit, whichever occurs first, the applicant shall submit and record as a Covenant and Agreement a Mitigation Monitoring and Reporting Program satisfactory to the Advisory Agency that incorporates all mitigation measures required by the final EIR No.96-0096(SUB)(CUB)(ZV)(DA) and Condition Nos. 10, 11a, 11b through e, 11h through 11tt of the tract approval, taking into consideration any modified and additional mitigation measures required by the Planning Commission and/or City Council. The program shall require the subdivider to identify (a) mitigation monitor(s) who shall provide annual status reports for a period of ten years, beginning immediately after completion of construction of each phase of the development, to implement mitigation items required above. The mitigation monitor(s) shall be identified as to their areas of responsibility, and phase of

intervention (pre-construction, construction, post-construction/ maintenance) to ensure continued implementation of the above mentioned mitigation items.

13. a. That in the event final map units are submitted for recordation, a parking area driveway plan shall be submitted for each unit to the Department of Transportation and the Bureau of Engineering for approval prior to recordation.

    b. That the tract be permitted to record as 7 separate units.

    c. That final map units be submitted and approved by the Department of City Planning.

    d. That the tract be permitted to record with final map units in a number and sequence satisfactory to the Advisory Agency.

14. Existing Structures - That prior to recordation, building plans be submitted by the subdivider to the Department of Building and Safety for its review to verify compliance with all use, height and area requirements of the Zoning and Building Code unless a variance is granted by the Zoning Administrator prior to recordation of the final map. Should building plans not be available, a building survey shall be submitted in its stead.

15. That satisfactory arrangements be made with the cable television franchise holder for this area in accordance with policies adopted by the Department of Telecommunications to assure that cable television facilities will be installed in the same manner as other required improvements. Refer to the Los Angeles Municipal Code Section 17.05N. Written evidence of the arrangements made with the applicant must be submitted by the cable company to the Department of Telecommunications, Room 600, 120 S. San Pedro Street, Los Angeles, CA 90012, (213) 485-7969 before the condition can be cleared by the Department.

The current cable television holder for this area is:

Area M Copley/Colony Harbor
Cablevision, Inc.
605 East "G" Street, P.O. Box 159
Wilmington, CA 90748-0159
Telephone: (213) 513-1533
Ben Worth, Gen. Mgr.

S-1 (a) That the sewerage facilities charge be deposited prior to recordation of the final map over all of the tract in conformance with Section 64.11.2 of the

Municipal Code.

(b) That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.

(c) That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.

(d) That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.

(e) That drainage matters be taken care of satisfactory to the City Engineer.

(f) That satisfactory street, sewer and drainage plans and profiles as required, together with a lot grading plan of the tract and any necessary topography of adjoining areas be submitted to the City Engineer.

(g) That any required slope easements be dedicated by the final map.

(h) That each lot in the tract comply with the width and area requirements of the Zoning Ordinance.

(i) That 1-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting unsubdivided property. The 1-foot dedications on the map shall include a restriction against their use for access purposes until such time as they are accepted for public use.

(j) That any 1-foot future street and/or alley adjoining the tract be dedicated for public use by the tract, or that a suitable resolution of acceptancy be transmitted to the City Council with the final map.

(k) That no public street grade exceed 15%.

(l) That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 1990.

S-2 That the following provisions be accomplished in conformity with the improvements constructed herein:

(a) Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary monuments requires that other procedures be followed.

(b) Make satisfactory arrangements with the Department of Traffic with respect to street name, warning, regulatory and guide signs.

(c) All grading done on private property outside the tract boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.

(d) All improvements within public streets, private street, alleys and easements shall be constructed under permit in conformity with plans and specifications approved by the Bureau of Engineering.

(e) Any required bonded sewer fees shall be paid prior to recordation of the final map.

S-3 That the following improvements be either constructed prior to the recording of the map or that such construction be suitably guaranteed:

(a) Construct on-site sewers to serve the tract as determined by the City Engineer.

(b) Construct any necessary drainage facilities.

(c) Install street lighting facilities to serve the tract as required by the Bureau of Street Lighting.

(d) Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Street Tree Division of the Bureau of Street Maintenance. When the City has previously been paid for tree planting, the subdivider or contractor shall notify the Street Tree Division (485-5675) upon completion of construction to expedite tree planting.

(e) Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.

(f) Construct access ramps for the handicapped as required by the City

Engineer.

(g) Close any unused driveways satisfactory to the City Engineer.

(h) Construct any necessary additional street improvements to comply with the Americans with Disabilities Act (ADA) of 1990.

(i) After submittal of hydrology and hydraulic calculations and drainage plans for review by the City Engineer prior to recordation of the final map, drainage facilities required under Condition No. S-3(b) will include the construction of private storm drain systems and catch basin to drain the private streets to an outlet satisfactory to the City Engineer.

(j) Grade the streets being provided as required.

(k) Improve "A" and "B" Streets being dedicated onsite, together with "B" Street and "C" Street being dedicated offsite between the easterly tract boundary line and Normandie Avenue by the construction of the following:

(1) Concrete curbs, concrete gutters, and 10-foot concrete sidewalks.

(2) Suitable surfacing to provide 44-foot roadways.

(3) The necessary transitions to join the existing improvements satisfactory to the City Engineer.

(l) Improve Western Avenue adjoining the tract by the construction of full-width concrete sidewalk and tree wells satisfactory to the City Engineer.

NOTES:

Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power facilities due to this development. The subdivider must make arrangements for the underground installation of all new utility lines in conformance with Section 17.05N of the Los Angeles Municipal Code.

The final map must record within 36 months of this approval, unless a time extension is granted before the end of such period.

The Advisory Agency hereby finds that this tract conforms to the California Water Code, as required by the Subdivision Map Act.

The subdivider should consult the Department of Water and Power to obtain energy-saving design features which can be incorporated into the final building plans for the subject development. As part of the Total Energy Management Program of the Department of Water and Power, this no-cost consultation service will be provided to the subdivider upon his request.

FINDINGS OF FACT (CEQA)

In making the decision to approve Vesting Tentative Tract No. 52172, the Advisory Agency of the City of Los Angeles certifies that it has reviewed and considered the information contained in EIR 96-0090(SUB)(CUB)(ZV)(DA), together with all written communications and oral testimony regarding this subdivision. As part of this approval, the Advisory Agency, pursuant to Sections 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

On April 10, 1996 the Planning Department Environmental Staff Advisory Committee (ESAC) reviewed the project for an environmental clearance and required an Environmental Impact Report (EIR) be prepared for the project to address the following potential negative impacts of the project.

Earth (Grading, Drainage, Geologic Hazards)
Air (Stationary and Mobile Sources)
Water Conservation
Water (Ground and Surface Water)
Noise (Stationary and Mobile Sources)
Light and Glare (Artificial)
Plant Life
Human Health
Land Use
Risk of Upset
Transportation-Circulation, Driveway / Access, Parking and Regional Traffic Analysis
Public Services
Energy Conservation
Aesthetics / Views

The Draft Environmental Impact Report (DEIR) No. 96-0090 (SUB)(ZV)(CUB)(DA) circulated on February 6, 1997 through March 24, 1997 and the final Environmental Impact Report (FEIR) on May 16, 1997 analyzed the following potential negative impacts resulting from implementation of the proposed project.

Mitigation measures proposed in the EIR mitigate all of the impacts to less significant levels except for those identified with asterisks "*". The cumulative impacts are noted by "**".

Earth: Approximately 473,000 cubic yards of earth would be graded during project construction, of which 421,100 cubic yards would be imported fill material. The depth of excavation would be less than the depth to groundwater, which lies 80-90 feet below the surface level. With mitigation measures, impacts are considered less than significant.

***Air Quality:** Project construction would generate emissions of fugitive dust (PM10) and nitrogen oxides (Nox) that exceed SCAQMD daily and quarterly significance thresholds.

The combined mobile and stationary source emissions associated with operation of the project would exceed SCAQMD operational thresholds for NOx, carbon monoxide (CO), and reactive organic gases (ROG). Therefore, construction and operational impacts are considered significant.

Surface Water: On-site or off-site water retention would be designed to avoid damage to any on and off-site structures, and no significant impacts are anticipated.

Plant Life: All existing on-site trees with a trunk diameter greater than 12 inches will be replaced at a minimum ratio of 1:1 and no significant impacts are anticipated.

Noise: Project construction activity would have the potential to generate noise levels that exceed the 75 dBA level allowed for construction under the City Noise Ordinance. Nearby receptors that may be affected by construction noise include residential properties to the south, nearby commercial and industrial uses, and on-site uses. Construction-related impacts are considered potentially significant.

Project operation would not be expected to include any significant noise-generating activities on-site. Vehicle movement associated with project operation would increase noise levels along roadways in the site vicinity. However, in no case would the increase in vehicular noise be greater than 0.4dBA. Such noise level increases would not be discernable above ambient noise levels and considered less than significant. Therefore, no significant impacts are anticipated from the project operation including mobile source noise.

Light and Glare (Light): Lighting associated with the project would be perceptible from off-site and would increase ambient light levels in the site vicinity. However, lighting would generally be directed inward and would be reduced by minimum landscape parkway requirements for the site. No significant lighting impacts are anticipated.

Light (Glare): The use of concrete, metal panels, and limited reflectivity glass in building construction would minimize the potential for glare effects upon adjacent roadways. No significant glare impacts are anticipated.

Land Use: The proposed project would be allowed under the existing zoning and general plan land use designation. No significant compatibility conflicts are anticipated.

***Transportation/Circulation:** Project operation would result in significant traffic impacts at 30 of 41 study intersections during the morning and/or evening peak hours. It would also incrementally add to congested conditions on area freeways, resulting in significant impacts at up to three freeway locations.

With mitigation measures, impacts are reduced to a less than significant level except for freeway locations and four intersections (Western Avenue/190th Street, Western Avenue/Torrance Boulevard during AM and PM peak hours, and Western Avenue/Carson Street and Western Avenue/Pacific Coast Highway during AM peak hour only) at which impacts would remain as significant levels.

Based upon peak demand, 2,200 shared surface parking spaces are proposed in Area 1 where retail uses are proposed. For industrial and office park uses, parking spaces would be provided per code. No significant parking impacts are anticipated.

Public Services (Fire Protection): Although both project construction and project operation may cause minor delays in emergency response due to increased traffic in the site vicinity, neither would significantly affect fire response times in the area. Improved access to the project site and installation of fire sprinklers and other mitigation measures would reduce impacts to a less than significant level.

Public Services (Police Protection): The project may generate demand for additional police officers in order to maintain existing levels of service. Although the impacts are not considered significant, impacts to police protection service are therefore considered adverse and are not eliminated.

Energy Conservation (Electric Power): Full occupancy of the Harbor Gateway Center would increase on-site electricity consumption by about 21 million kilowatt hours per year. Because adequate infrastructure would be provided, no significant impacts are anticipated.

Energy Conservation (Natural Gas): At build out, the project is estimated to consume 76.1 million cubic feet (mcf) of natural gas per year, a net increase of 62.8 mcf as compared to existing on-site consumption. No significant impacts to natural gas service are anticipated.

Energy Conservation (Construction): Project construction would consume an estimated 2.79 quadrillion BTUs of energy. It would not, however, use energy in a wasteful manner or adversely affect energy supplies.

Utilities (Communications): With compliance with all applicable rules and regulations of

the telecommunications service provider and the serving cable television company, no significant impacts are anticipated.

Utilities (Water): Full occupancy of the project would consume an estimated 269.4 million gallons of water per year, which represents an annual increase in on-site demand of 263.4 million gallons. With infrastructure improvements proposed in conjunction with project build out, the water supply companies would be able to supply both domestic and fire water to the site. Therefore, no impacts are considered significant.

Utilities (Sewer): At project build out, on-site wastewater generation is estimated to be 244.6 million gallons per year, an increase of 239.1 million gallons per year over existing on-site conditions. With on-site sewer system improvements proposed in conjunction with project build out, no significant impacts are anticipated.

***Utilities (Solid Waste):** Project operation would increase annual on-site solid waste generation by an estimated 22,000 tons per year, an amount that represents about 0.5 percent of the waste generated annually in the City of Los Angeles. Impacts are considered significant because of ongoing concerns about available landfill capacity in the Southern California region.

Risk of Upset: Implementation of a remediation plan for the site would result in a long term reduction in hazards related to soils and groundwater contamination. A total of 26 on-site buildings have been found to have asbestos containing materials (ACM). Demolition of these structures with full compliance with applicable regulations relating to ACMs would eliminate on-site asbestos. Therefore, no significant impacts are anticipated.

Aesthetics: Project structures and signs would be visible from various public and private vantages in the site vicinity and may partially block distant view. However, on-site development would not block any unique or valued views or scenic vistas. Impacts to views are therefore considered less than significant.

Fish and Game:

The Initial Study prepared for the project identifies potential adverse impact on fish or wildlife resources as far as earth, air, water, plant life, risk of upset are concerned.

However, the project site, as well as the surrounding area is presently developed with industrial structures and does not provide a natural habitat for either fish or wildlife.

In light of the above, the project qualifies for the De Minimis Exemption for Fish and Game fees (AB 3158).

ALTERNATIVES

The following alternatives were analyzed in the EIR 96-0090 (SUB)(ZV)(CUB)(DA).

1. **No project**: No redevelopment of the project site would occur and on-site conditions would remain as they are today. This alternative would not change existing conditions on the project site. As such, it would have none of the significant, adverse impacts with respect to traffic and air quality, but also would not have any of the potentially beneficial impacts of the project related to aesthetics, remediation of soil contamination and asbestos removal.

2. **Master Planned Block Development:** This alternative involves the development of a master planned block-wise development on the proposed project site and the adjacent International Light metals site (adjacent to the west from the project site). This alternative would include 480,000 square feet of retail development including a 5,000 seat theater complex, 320,000 square feet of hotel/local service development including a 350 room hotel, and 3.347 million square feet of office/industrial park development.

   The impacts of this alternative to physical resources such as earth and water would be similar to those of the combined projects. Traffic generation would be reduced by approximately 16,000 daily trips, or 37 % compared to the combined projects due to the reduced retail uses.

3. **Alternative Land Use:** This alternative involves the redevelopment of the project site with a different mix of uses along the 190th Street frontage of the project site and increased intensity of development within the office/industrial park component. In place of the proposed 450,000 square foot retail theater/restaurant component on a 40 acre site facing 190th Street, a 192,000 square foot hotel/local service component consisting of a 200 room hotel, a sports club, supporting limited retail and restaurant development, and a one-half acre plaza, would be developed on a 12 acre site. The 2.5 million square foot office/industrial park component of the proposed project on a 115.6 acre site would be increased to 4.2 million square feet on a 148.4 acre site. The office/industrial park component would be developed at an FAR of 0.63:1, rather than the 0.44:1 FAR for the proposed project.

   The more intense office/industrial park development under this alternative would have somewhat greater impacts upon local drainage infrastructure, solid waste generation, water and utility consumption as well as a greater potential to adversely affect residences immediately south of the site in terms of aesthetics and nighttime lighting. Because trip generation associated with this alternative would be nearly identical to the proposed project, traffic, air quality, and noise impacts would be similar. Overall, the environmental impact of this alternative would be similar to the

proposed project.

4. **Reduced Intensity:** The types of on-site uses (retail and office/industrial park development) would be the same as those of the proposed project, but overall building area for each project component would be reduced by approximately 25 %. Overall on-site development at project build out would total about 2.2 million square feet, as compared to the nearly 3 million square feet that would be developed under the proposed project. The impacts of the alternative would generally be less than the proposed project due entirely to the reduced size of the alternative. Significant traffic impacts would occur under the alternative, although traffic impacts would generally be lower than those of the proposed project. Overall, this alternative would environmentally superior to the proposed project.

5. **Golf Course:** Retail uses would be identical to that of the proposed project. However, in place of the 2.4 million square feet of office/industrial park development, a 130.2 acre would be developed with a 18-hole golf course. Traffic and traffic-related air quality and noise impacts would be lower under this alternative, as would impacts to local drainage infrastructure, public services, and utilities.

6. **Large Parcelization:** The entire 170.2 acre site would be developed with an approximately 3.7 million square feet of office industrial park uses. This alternative would generate about 31 percent fewer vehicle trips than the proposed project. The impacts of this alternative with respect to traffic, noise, and air emissions would therefore be lower. Overall impacts would be similar to those of the proposed project.

7. **Environmentally Superior Alternative:** The No Project, Reduced Intensity and Golf Course alternatives would have generally lower impacts than the proposed project for most environmental issue areas. However, these alternatives do not meet all of the objectives of the project as proposed.

   The Master Planned Block Development alternative would be environmentally superior to the individual projects on the project site and adjacent former International Light Metals site. However, the Master Planned Block Development alternative may not be feasible because it would require the cooperation of the adjacent property owner, and the City has no authority to compel such cooperation.

STATEMENT OF OVERRIDING CONSIDERATIONS (FULL EIR)

The final EIR has identified unavoidable significant impacts which will result from implementation of the proposed Project. Section 15093(b) of the State CEQA Guidelines

provides that when the decision of the public agency allows the occurrence of significant impacts which are identified in the Final EIR but are not at least substantially mitigated, the agency must state in writing the reasons to support its action based on the completed EIR and/or other information in the record. Section 10 of Article VI of the City CEQA Guidelines requires that the decision-maker adopt a Statement of Overriding Considerations at the time of approval of a project if it finds that significant environmental impacts have been identified in the EIR which cannot be mitigated to an insignificant level or eliminated.

Accordingly, the Advisory Agency adopts the following Statement of Overriding Considerations. The Advisory Agency recognizes that unavoidable significant impacts will result from implementation of the Project. Having (i) adopted all feasible mitigation measures, (ii) rejected the alternatives to the Project discussed above, (iii) recognized all unavoidable significant impacts, and (iv) balanced the benefits of the Project against the Project's unavoidable significant effects, the Advisory Agency hereby finds that the benefits outweigh and override the unavoidable significant effects for the reasons stated below.

The reasons discussed below summarize the benefits, goals and objectives of the proposed Project, and provide, in addition to the above findings, the detailed rationale for the Project. These overriding considerations of economic, social, aesthetic and environmental benefits of the Project outweigh its environmental costs, and justify adoption of the Project and certification of the completed Final EIR. Many of these overriding considerations individually would be sufficient to outweigh the significant environmental impacts of the Project. In particular, the redevelopment of the property in a manner that replaces underutilized, obsolete and inefficient industrial facilities with a mix of economically viable, modern and efficient retail and office/industrial park uses would, alone, be sufficient to override the significant environmental impacts of the Project. Other related benefits of the project are summarized below.

- The creation of a master planned office/industrial park environment that meets the need for high quality industrial land in the City of Los Angeles, as cited in the Harbor Gateway District Plan and the General Plan Framework as well as the New Economy Project Report dated September 16, 1994 prepared for the Community Redevelopment Agency and the Department of Water and Power.

- The improvement of the aesthetic and community character of the area by the replacement of an older, underutilized manufacturing/warehousing facility with a new campus-like office/industrial park community and complementary retail center. Implementation of the project would reinvigorate occupation of the site with over 6,000 employees and visitors estimated to occupy the property daily at project buildout.

- The provision of high-quality employment opportunities in a range of occupations, including manufacturing, assembly, distribution, services, administration and

management.

- The provision of construction jobs within a variety of trades during the phased development of the 170-acre site.

- The provision of new retail development that meets community needs for goods and services and is responsive to the needs of future office/industrial development nearby.

- The realization of fiscal benefits to the City due to increased sales and property tax revenues from the proposed uses.

- The provision of direct and indirect economic stimulus associated with the development of up to 2,967,700 square feet of new retail, office, and industrial park uses.

- The provision of key development entitlements for the entire 170-acre site which are both sufficiently defined and flexible to attract high-quality tenants/occupants positioned for immediate development.

- The provision of opportunities to develop large scale, high technology, state-of-the-art industrial park activities which require large sites not available in other parts of the City of Los Angeles.

- The development of safe, efficient, and attractive pedestrian and vehicular circulation systems that minimize traffic impacts both within the development and upon the surrounding community and the adjacent cities of Torrance, Carson, and Gardena.

- The phased replacement of older, undersized infrastructure facilities onsite with new facilities that are adequately sized and phased to serve new development. Some project-related infrastructure improvements, such as certain circulation systems improvements proposed to mitigate traffic impacts of the project, will provide for improved circulation conditions beyond that which would otherwise occur if the project was not implemented.

The lead agency as part of certifying the EIR now finds that such EIR reflects the independent judgement of the lead agency.

FINDINGS OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of (Vesting) Tentative Tract No. 52172, the Advisory Agency of the City of Los Angeles, pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

(a) THE PROPOSED MAP IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

(b) THE DESIGN AND IMPROVEMENT OF THE PROPOSED SUBDIVISION ARE CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

The adopted Harbor Gateway Community Plan designates the subject property for Heavy Industry with corresponding zone of M3-1. The property contains approximately 155.8 acres and is presently zoned M3-1. The proposed development of approximately 2,967,700 square feet of floor area for retail, office and industrial park is allowable under the corresponding adopted Plan zone. The proposed commercial/industrial development is subject to the approval of a Conditional Use Permit for the sale of alcoholic beverages for on-site consumption for a maximum of four (4) establishments with two (2) of these establishments having live entertainment/dancing, for the sale and dispensing of alcoholic beverages for off-site consumption for a maximum of three establishments, and to allow floor area ratio averaging of 0.5:1 for the overall office and industrial portion of the project not to exceed on an individual lot basis a floor area ratio of 3:1 - ZA 97-0327 (CUZ)(CUB).

The site is not located in the Flood Plain Management Specific Plan area (special/flood hazard area/hillside area/mud prone area).

The project conforms with both the specific provisions and the intent of the Flood Plain Management Specific Plan (Section 5.B.4 of Ordinance 154,405)

Therefore, as conditioned, the proposed tract map is consistent with the intent and purpose of the applicable General and Specific Plans.

(c) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED TYPE OF DEVELOPMENT.

(d) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.

The site is level and is not located in a slope stability study area, high erosion hazard area, or a fault-rupture study zone.

The Department of Building and Safety, Grading Division, has tentatively approved the tract map subject to control of on-site drainage in a manner acceptable to that Departments and subject to submittal of an acceptable soils engineering report prior to permits.

(e) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The Initial Study prepared for the project identifies potential adverse impact on fish or wildlife resources as far as earth, air, water, plant life, risk of upset are concerned.

However the project site, as well as the surrounding area is presently developed with industrial structures and does not provide a natural habitat for either fish or wildlife.

In light of the above, the project qualifies for the De Minimis Exemption for Fish and Game fees (AB 3158).

(f) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

There appear to be no potential public health problems caused by the design or improvement of the proposed subdivision.

The development site is connected to the L.A. County sanitary sewer system, where the sewage is directed to the Carson Treatment Plant. The Bureau of Engineering has reported that the proposed subdivision does not violate the existing California Water Code because the subdivision will be connected to the public sewer system and will have only a minor incremental impact on the quality of the effluent from the Carson Treatment Plant.

(g) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

Needed public access for roads and utilities will be acquired by the City prior to recordation of the proposed tract.

(h) THE DESIGN OF THE PROPOSED SUBDIVISION WILL PROVIDE, TO THE

EXTENT FEASIBLE, FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES IN THE SUBDIVISION. (REF. SECTION 66473.1)

a. In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the applicant has prepared and submitted materials which consider the local climate, contours, configuration of the parcel(s) to be subdivided and other design and improvement requirements.

b. Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the tentative map was filed.

The lot layout of the subdivision has taken into consideration the maximizing of the north/south orientation.

c. The existing topography is generally level limiting the influence on passive or natural heating and cooling.

d. In addition, prior to obtaining a building permit, the subdivider considered building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the site in relation to adjacent development.

These findings shall apply to both the tentative and final maps for Vesting Tract No. 52172.

Con Howe
Director of Planning

DARRYL L. FISHER
Deputy to the Director of Planning

DLF:DK:oss

Note: If you wish to file an appeal, it must be filed within 10 calendar days from the decision date as noted in this letter. For an appeal to be valid to the City Planning Commission, it must be accepted as complete by the City Planning Department and appeal fees paid in Room 460-S, City Hall prior to expiration of the above 10-day time limit. Such appeal must be submitted in triplicate on Form CP-7769.

If you have any questions, please call Subdivision staff at (213) 580-5532.

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