



## DEPARTMENT OF CITY PLANNING

### RECOMMENDATION REPORT

#### City Planning Commission

**Date:** November 14, 2013  
**Time:** After 8:30 A.M.  
**Place:** Los Angeles City Hall  
200 N. Spring Street, Room 350  
Los Angeles, CA 90012

**Public Hearing Completed:** July 30, 2013;  
**Appeal Status:** Appealable to City Council  
**Expiration Date:** November 28, 2013  
**Multiple Approval:** General Plan Amendment, Zone Change, Specific Plan Concurrent Processing of Multiple Approvals pursuant to 12.36 E.

**Case No.:** CPC-2012-2558-GPA-ZC-SP-CA  
**CEQA No.:** ENV-2005-4516-EIR  
**Incidental Cases:** VTT-71886

**Related Cases:** None  
**Council No.:** 15 - Hon. Joseph Buscaino  
**Plan Area:** Wilmington - Harbor City  
**Specific Plan:** None  
**Certified NC:** Northwest San Pedro  
**General Plan:** Low Residential and Open Space  
**Zone:** OS-1XL and R1-1XL

**Applicant:** SFI Bridgeview, LLC  
**Representative:** David P. Waite  
Cox, Castle & Nicholson, LLP

#### LIMITED PUBLIC HEARING

**PROJECT LOCATION:** 26900 South Western Avenue

**PROPOSED PROJECT:** Establishment of a Specific Plan for approximately 61.5 gross acres to allow for the demolition and removal of 245 residential units, a community center, and commercial building (all a part of former U.S. Navy housing) for the new construction of up to 700 residential units and a 2.42 acre public park.

#### REQUESTED ACTIONS:

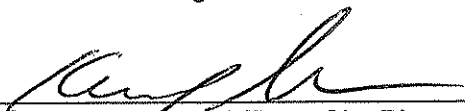
- Pursuant to Section 21082.1(c)(3) of the California Public Resources Code, recommend the **Certification** of the Environmental Impact Report (EIR), ENV-2005-4516-EIR, SCH No. 2010101082, for the above-referenced project, and the following:
  - Adoption** of the Statement of Overriding Considerations setting forth the reason and benefits of adopting the EIR with full knowledge that significant impacts may remain.
  - Adoption** of the proposed Mitigation Monitoring and Reporting Program and the required Findings for the adoption of the EIR.
- Pursuant to Section 11.5.6 of the Municipal Code, a General Plan Amendment to the Wilmington-Harbor City Community Plan map to:
  - change the land use designation from "Low Residential" and "Open Space" to "Low Medium II";
  - amend Footnote No. 2 to read "Maximum height of 30 feet from adjacent grade except for the PVSP zone."; and
  - add a footnote establishing the proposed Ponte Vista at San Pedro (PVSP) Specific Plan as the land use regulatory document for the project and provide correspondence of the Low Medium II residential land use designation with the PVSP zone;

3. Pursuant to Section 12.32 of the Municipal Code, a Zone Change from R1-1XL and OS-1XL to the proposed "PVSP" to reflect the establishment of the proposed Ponte Vista at San Pedro Specific Plan zone.
4. A Code Amendment to Sections 12.04 and 12.16.9 of the Code to establish the Ponte Vista at San Pedro Specific Plan zone.
5. Pursuant to Section 11.5.6 of the Municipal Code, the establishment of the Ponte Vista at San Pedro Specific Plan to provide regulatory controls and the systematic execution of the General Plan within the Project area.

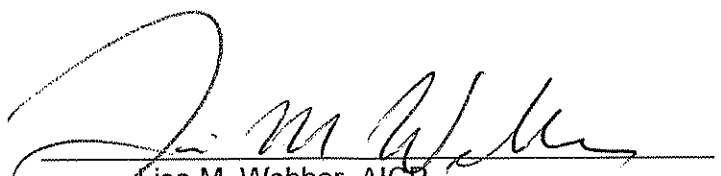
**RECOMMENDED ACTIONS:**

1. **Recommend** that the City Council **Certify** that it has reviewed and considered the information contained in the Draft and Final Environmental Impact Report, and Errata, Environmental Clearance No. **ENV-2005-4516-EIR**, (SCH. No. 2010101082).
  - a. **Adopt** the Statement of Overriding Considerations setting forth the reasons and benefits of adopting the EIR with full knowledge that significant impacts may occur; and
  - b. **Adopt** the Mitigation Monitoring and Reporting Program: **Adopt** the related Environmental Findings;
2. **Recommend that the City Council Approve a General Plan Amendment** to the Wilmington – Harbor City Community Plan map to:
  - a. change the land use designation from Open Space and Low Residential to Low Medium II Residential land use designation;
  - b. amend Footnote No. 2 to read "Maximum height of 30 feet from adjacent grade except for the PVSP zone."; and
  - c. add a footnote establishing the proposed Ponte Vista at San Pedro (PVSP) Specific Plan as the land use regulatory document for the project and provide correspondence of the Low Medium II residential land use designation with the PVSP zone.
3. **Recommend that the City Council Approve a Zone Change** from R1-1XL and OS-1XL to the proposed PVSP zone;
4. **Recommend that the City Council Approve a Code Amendment** to add the ordinance establishing the Ponte Vista at San Pedro Specific Plan;
5. **Recommend that the City Council Approve** the establishment of the **Ponte Vista at San Pedro Specific Plan**;
6. **Advise** the Applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that **mitigation conditions** are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring;
7. **Advise** the Applicant that pursuant to the State Fish and Game Code Section 711.4, a Fish and Game and/or Certificate of Game Exemption is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notices and Determination (NOD) filing.

MICHAEL J. LOGRANDE  
Director of Planning

  
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**ADVICE TO PUBLIC:** \*The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent out the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to this programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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- B1 Vicinity Map
- B2 Radius Map
- B3 General Plan Amendment Map
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- Draft and Final Environmental Impact Report, ENV-2005-4516-EIR, Errata, SCH No. 2010101082, separate Attachment contained in the Environmental Case File and sent to City Planning Commission under separate cover
- Mitigation Monitoring and Reporting Program
- Traffic Assessment Study for 700-unit Project

E – Ponte Vista Community Outreach Statement

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## PROJECT ANALYSIS

### Proposed Project

The Project Applicant, SFI Bridgeview, LLC, has proposed a residential project on a 61.5 acre site at 26900 South Western Avenue in the Wilmington – Harbor City Community Plan area. The site is the location of the former U.S. Navy San Pedro Housing complex, which is bordered by Western Avenue (State Route 213) to the west, Fitness Drive and multi-family residential developments to the south, the U.S. Navy's Defense Fuel Support Point (DFSP) to the north, and the campus for the Mary Star of the Sea High School to the east.

The Project proposes a new Specific Plan involving the demolition of existing and abandoned structures (former U.S. Naval Housing comprised of 122 duplexes and one single-family dwelling for a total of 245 residential dwelling units, and other structures), and the redevelopment of the site comprised of a maximum of up to 700 residential dwelling units, including single-family homes, townhomes, and flats with maximum heights of four stories or 55 feet. The Project will also include recreational facilities, parks, open space and a trail along the perimeter of the Specific Plan area. Streets within the Specific Plan area will be private, with access to the Specific Plan area from two entrances, including one from Western Avenue at Green Hills Drive and one new east-west road that would connect the Project from the southerly boundary of the Specific Plan area to the Mary Star of the Sea High School campus to the east. Vehicular access into the residential portions of the site would be restricted to residents and guests of the development via private gates. Pedestrian entrances will not restrict access and grant visitors access through the site. The access road to the Mary Star of the Sea High School campus will be publicly accessible.

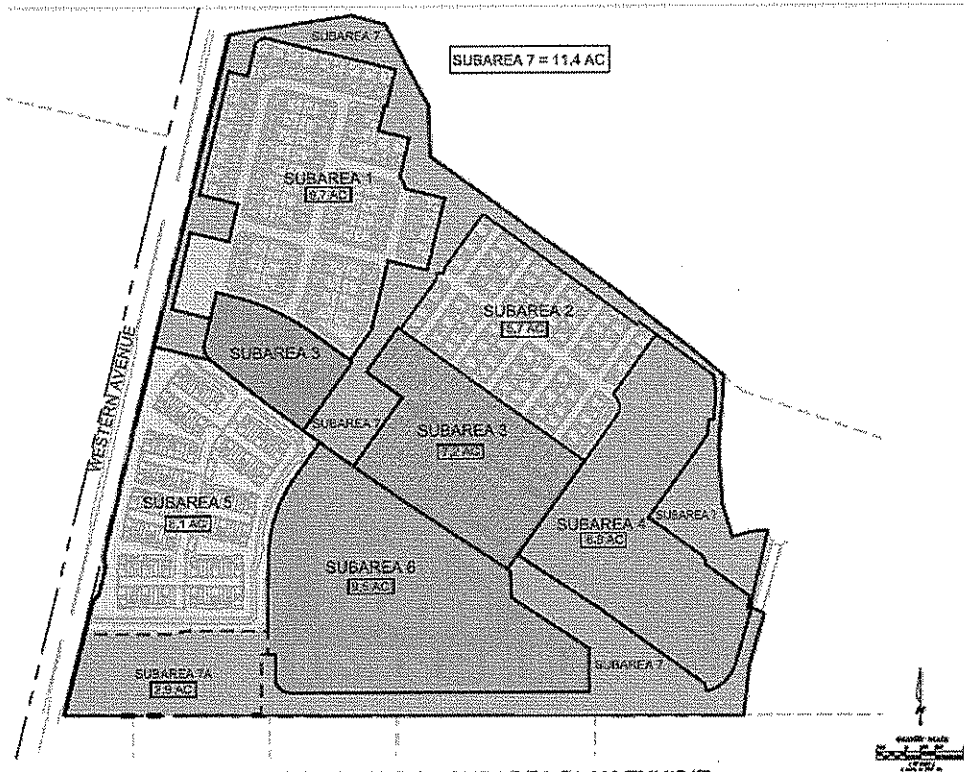
While the Specific Plan addresses a Project with a maximum of 700 residential dwelling units, the Applicant has proposed a site plan and tract map for the development of 676 residential dwelling units through a Vesting Tentative Tract Map 71886. The Specific Plan identifies seven subareas to be comprised of specific uses, development regulations, open space, and other regulations. Table 1 summarizes the project's components by subarea by listing the residential units and their corresponding count.

<b>TABLE 1 MAXIMUM PERMITTED DWELLING UNITS PER SUBAREA</b>				
<b>Subarea</b>	<b>Residential Use</b>	<b>Maximum Units</b>	<b>Maximum Dwelling Units/Acre</b>	<b>Area (gross acres)</b>
1	Single Family	69	8	9.7
2	Single Family	60	11	5.7
3	Single Family	79	11	7.2
4	Townhomes	140	21	6.9
5	Townhomes and Flats	140	18	8.1
6	Flats	212 (188*)	23	9.5
7*	Open Space	N/A	N/A	14.3
<b>TOTAL</b>		<b>700</b>	<b>15.3 (avg)</b>	<b>61.4</b>

\*Subarea 6, under Vesting Tentative Tract Map 71886, proposes 188 dwelling units. The Specific Plan caps the density at 700 dwelling units, allowing a maximum 212 units in Subarea 6.  
 \*Subarea 7 includes the 2.42 acre park and is identified as Subarea 7A.

Figure 1 identifies the location of the Project's Specific Plan subareas. Briefly, Subarea 1 will include single-family homes, and is located along the northwestern portion of the site. Subarea 2 will also be comprised of single-family homes and is located at the northern portion of the site just east of Subarea 1. Subarea 3, comprised of single-family homes, is located near the north community entrance and just south of Subarea 1 and near the center of the site. Subarea 4 will

be comprised of townhomes and is located at the eastern portion of the site. Subarea 5, comprised of townhomes and flats, is located at the western portion of the site along Western Avenue between the two community entrances. Subarea 6, comprised of flats, is located at the south portion of the site. Subarea 7, comprised of open space in a variety of forms, is located throughout the site, including the perimeter.



PONTE VISTA AT SAN PEDRO - SUBAREA PLAN EXHIBIT

Figure 1 The proposed Ponte Vista at San Pedro Specific Plan subareas exhibit.

Open Space and Amenities

Table 2 identifies the different forms of the Project’s open space. A total of 24.15 acres will be provided internally and along the perimeter of the Project site. Open space will include most amenities that are accessible to the public. Recreation centers will be operated privately and intended for use by residents of the development.

The Project proposes 24.15 acres of open space throughout the site. Included in this are two recreation centers, community open space, internal open space, perimeter open space and a 2.42-acre park. Excluding the recreation centers, all open space will be accessible to the public. Table 2 provides a summary of the open space provided within the project.

TABLE 2 PROJECT OPEN SPACE	
Open Space	Acreage
Primary Recreation Center	0.57
Secondary Recreation Center	1.00
Community Open Space	2.38
Internal Open Space	12.80
Perimeter Open Space	4.98
Park	2.42
<b>Total</b>	<b>24.15</b>



Figure 2 identifies the location of the open space areas:

The **primary recreation center** will be located near the center of the Project site, while the **secondary recreation center** is proposed to be located at the southeast portion. The centers will be a gathering place within the development and include features such as a swimming pool, sun deck, club room, outdoor court, promenade deck, fitness room, restrooms, pool equipment facilities, spa, cabana areas, outdoor fireplace and barbecue areas with dining and lounge seating.

**Perimeter open space** will be located along Western Avenue, excluding the park area and along the northern border adjacent to the DFSP property and the southern border. The western perimeter will include buffer screen trees with a 40-foot setback of structures from the Western Avenue roadway. The north perimeter open space, characterized with transitional slopes, will include a perimeter trail and canopy trees, shrubs, and a perimeter fence system at the property line. The southern perimeter open space will be the south side of the Mary Star of the Sea access drive and consist of informal grove trees to soften the transition of the Project to the adjacent multi-family uses.

**Community open space** will be in the form of larger neighborhood parks that will include programming to promote a healthy lifestyle and a sense of community. Passive and active uses will include activity lawns, a picnic pavilion, walks, bicycle racks, bench seating, viewing gardens, a dog park, sand play areas and children's play structures, etc. These parks, as identified in the Specific Plan's Design Guidelines, will be located at the center and eastern portions of the site.

**Internal open space** will be located all throughout the site, and generally identified as all the other open areas accessible to the community that will provide walkways, areas for picnicking, plantings, and shade.

The 2.42-acre **park** will be located at the southernmost portion of the site along Western Avenue and adjacent to the southern entry of the community along the community entry drive. The park will be accessed directly from Western Avenue from the entry roundabout, and from the school access drive. A parking area will be provided off the school access drive, providing an emergency access link to the neighboring community to the south. The park will be accessible to the public, and maintained privately.

Throughout the site, **community walks** and **trails** will be provided to connect guests and residents to the parks, amenities, and adjacent off-site land uses. Western Avenue will include 5-foot-wide sidewalk with a 5-foot parkway that includes trees along the sidewalk. Walks within the community are located along the entry drives, a spine street, loop streets, alley streets, and paseos, and would be separated with a planted parkway, if possible. A trail along the perimeter of the site will be provided as an amenity for residents and guests, and allow for circulation around and through the site, as well as provide access to the Mary Star of the Sea High School.

#### Parking and Vehicular Access to Parking Areas

The project proposes 1,887 parking spaces for the 676-unit development. Parking will be provided at the following ratios:

- One (1) covered parking space for each dwelling unit with zero (0) or one (1) bedroom.
- A minimum two (2) parking spaces for each dwelling unit with two (2) or more bedrooms. A minimum one space shall be covered.
- Guest parking spaces will be provided at a ratio of 0.25 spaces for each dwelling unit. Guest spaces may be uncovered and are proposed to be on private streets.

Project parking for each subarea will be provided at a minimum 2.21 spaces for each unit. Table 3 summarizes the parking requirements and what the project provides. It should be noted that driveway and off-site parking will be uncovered, unlike garage parking.

Subareas 1, 2, and 3 will be comprised of single-family homes and will meet LAMC 12.21.A.4.a requirements of two spaces for each single-family home. Single-family homes in Subarea 1 will have their own driveways that will enable homeowners to park their vehicles on both their own garages and driveways. Private streets in these subareas will have widths that can accommodate parallel parking.

Subareas 4, 5, and 6 will be comprised of multi-family dwellings and provide for different parking ratios within each subarea. Subarea 4 will be developed with 140 townhomes, and will meet the Advisory Agency parking requirement of 2.25 parking spaces including guest spaces for each unit throughout the subarea. Subarea 5, a combination of 140 townhomes and flats, will provide 266 covered parking spaces (1.66 spaces within each unit's garage), and 44 off-site spaces, for



a ratio of 2.21 parking spaces including guest spaces. Subarea 6 will be developed with 188 flats, and will provide 260 covered parking spaces (or 1.4 covered spaces within each unit's garage), and 69 guest spaces, for a parking ratio of 2.28 parking spaces, including guest spaces, for each unit. Subarea 7, which includes the open areas throughout the site and the 2.42-acre park, will provide a total of 104 spaces, including spaces along the Mary Star of the Sea road, a parking lot adjacent to the park, and other off-site areas.

<b>TABLE 3 REQUIRED AND PROPOSED PARKING</b>						
<b>Subarea</b>	<b>Number of Dwelling Units</b>	<b>Garage Parking</b>	<b>Driveway Parking</b>	<b>Off-Site Parking</b>	<b>Total Spaces</b>	<b>Provided Spaces</b>
1	69	138	138	88	364	5.28
2	60	120	0	28	148	2.47
3	79	158	0	59	217	2.75
4	140	280	0	35	315	2.25
5	140	266	0	44	310	2.21
6	188	260	0	69	429	2.28
7	0	0	30	74	104	N/A
Total	676*	1,322	168	397	1,887	2.79

Vesting Tentative Tract map proposes 676 units with 1,322 parking spaces. The Specific Plan limits the site up to a maximum 700 residential dwelling units.

The Project would meet the Advisory Agency's parking Policy for residential condominiums and Code requirements for single-family homes. The Project would meet the 1,469 minimum required number of parking spaces for the residential portion of the Project. Excluding the driveway parking spaces within single-family lots (Subarea 1) and those spaces within Subarea 7, the Project would provide an additional 176 spaces from what is required.

#### Site Access

Primary access into the Project site would be from Western Avenue. The northern access road, at the intersection of Green Hills Drive, crosses through a private gate and provides a loop to the recreational uses and northern residential dwellings. This entrance is proposed to have community gates approximately 85 feet into the property from Western Avenue. This access point would limit vehicular access to residents and guests, while allowing for all pedestrians and bicyclists.

The southern entrance is located on eastern side of Western Avenue between the City of Rancho Palos Verdes' Redondela Drive and Avenida Aprenda. The southern primary access road provides direct access to Mary Star of the Sea High School, and leads into parking for the publicly-dedicated park and into the southern residential dwellings. All vehicles will be able to access the parking areas of the park and the road to the high school. Vehicle entrance into the southern residential dwelling units will be limited to residents and guests of the development, while allowing for all pedestrian and bicyclists.

The Applicant will also provide limited access from the south portion of the property, adjacent to the proposed park. An emergency vehicle access road and pedestrian entry is proposed to allow an access point from the adjacent multi-family properties to the south.

It should be noted the existing site, when it was in use, was secured by gates, which restricted access. The streets within the development were private. Presently, the abandoned site is fenced off and restricts access into the site. It has not and currently does not provide access through the site to connect to other public streets within the San Pedro or Wilmington-Harbor City communities or uses, except for the access road to the Mary Star of the Sea High School.

The site is not accessible from the east and north. Both a high school (east of the site) and U.S. Navy Defense Fuel Support Point (DFSP) (east and north of the site) have specific restrictions on access, and would require fences between the subject site and these neighboring uses.

Internal Streets and Driveways

A number of roadways, consisting of private streets as well as community driveways, which would be privately maintained, are proposed for the Project site. The Project proposes private streets that will supersede the standard street requirements of the LAMC. The Streetscape Plan, which includes the street dimensions, and roadway and sidewalk widths are found in the Ponte Vista at San Pedro Specific Plan. Table 5 provides private street dimensions proposed within the site. Street dimensions correspond to Figure 3 below Table 5.

<b>TABLE 5 STREET STANDARDS – STREET DIMENSIONS SUMMARY</b>						
<b>Private Street Name</b>	<b>A Roadway (feet)</b>	<b>B Sidewalk (feet)</b>	<b>C Parkway (feet)</b>	<b>D Parkway (feet)</b>	<b>E Sidewalk (feet)</b>	<b>F Overall Street Width (feet)</b>
A & B (Entry)	68	6	10	10	6	100
E (Entry)	60	6	10	10	6	92
B & C	44	6	10	10	6	76
D, E, F	36	6	6	6	6	60
O	28	6				34
O	36	6				42
M & N	28				4	32
C,E,G,H,I,J,K,L	36	6	5	5	6	58
K	20	6	4.5	4.5	6	41
Access Roadway (Type 1)	28	5			5	38
Access Roadway (Type 2)	28	5	6	6	5	50
Access Roadway P	28		2	3		33
'Alley' Q	28		2	3		33

\*Roadway includes a 20' wide median.

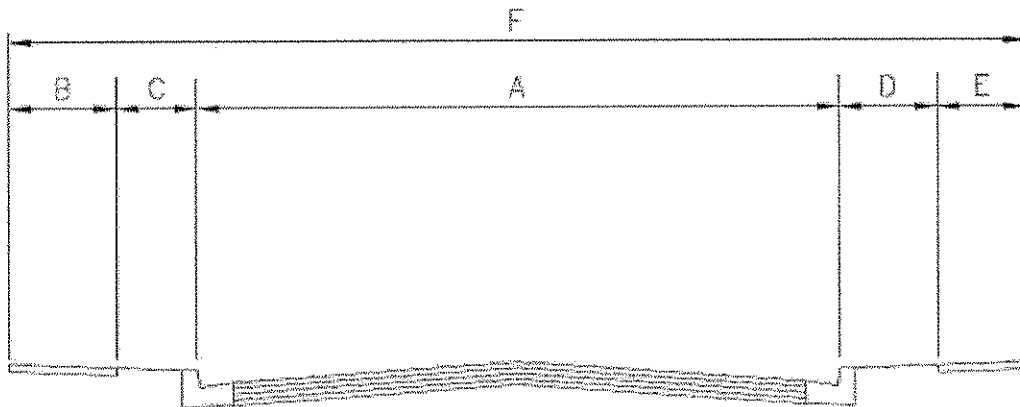


Figure 3 Private street component diagram.

### Bicycle, Pedestrian, and Vehicular Safety

Sidewalks would be developed along all roadways associated with the Project and would be designed and constructed in accordance with the requirements of LADOT to provide safe and adequate pedestrian flow through the Project and to off-site locations, such as Mary Star of the Sea High School. Also, all ingress/egress driveways and intersections would be developed in accordance with design standards of the Department of Building and Safety and LADOT.

Crosswalks, caution signage, stop signs, and traffic signals would be developed at appropriate locations throughout the Project site and at transition points to off-site locations, as identified and guided by the Department of Building and Safety and LADOT. In addition, bicycle routes through the site would be identified in order to allow Project residents to safely access adjacent streets from the residential areas of the Project, which would include bicycle storage facilities.

### Bicycle Parking and Circulation

The Project will promote the use of bicycles and parking. Long term bicycle parking will be accommodated in private garages for each dwelling unit, including townhomes and flats. Short-term parking will be provided in multi-family housing developments within Subareas 4, 5 and 6 at a rate of one space for each 10 dwelling units for buildings over three dwelling units. Short-term bicycle parking racks will also be provided generally in five community recreation areas: one in front of each recreation center, one near the proposed park, one at the eastern portion of the site, and one at the open area just north of the primary recreation center.

### Project Entitlements

The proposed Project will require the following entitlements:

- **General Plan Amendment**
  1. To change the land use designation from "Low Residential" and "Open Space" to "Low Medium II";
  2. To amend Footnote No. 2 to read "Maximum height of 30 feet from adjacent grade except for the PVSP zone."; and
  3. To add a footnote establishing the proposed Ponte Vista at San Pedro (PVSP) Specific Plan as the land use regulatory document for the project site and provide correspondence of the Low Medium II residential land use designation with the PVSP zone;
- **Zone Change** for the project site from OS-1XL and R1-1XL to the proposed Ponte Vista at San Pedro ("PVSP") Specific Plan zone.
- The establishment of the **Ponte Vista at San Pedro Specific Plan**. The Project requests a Specific Plan to allow for the maximum control of the overall design and to assure an integrated vision for the Ponte Vista community. The Specific Plan is the land use tool that would implement the General Plan within a new community by: 1) providing statements of planning policy that refine the General Plan policies applicable to the Ponte Vista property; 2) directly regulating land use for the area by bringing together detailed policies and regulations into a focused development scheme; and 3) combining detailed development plans with environmental policies, programs and goals to create a new community that will be functional, livable, and affordable and offers a sense of place commonly envisioned in the creation of the General Plan. Without a Specific Plan, the Project would need to request multiple General Plan amendments and zone changes, which would include fewer regulatory controls and design guidelines to assure quality development in the ultimate design of the project.

LAMC Section 13.04 allows for Residential Planned Development Districts (RPD). The Project would require exceptions from certain standards in the Code for RPDs, including prohibitions for use of private streets, and modifications to the open space, parking and building separation. The Project could be zoned as an RPD, but would be subject to "Q" Conditions and exceptions from the RPD requirements for the following regulations for each subarea: modified heights, modified densities, modified setbacks, recreational buildings being permitted a use within an RPD, modified heights and setbacks in open space areas. The overall site would need "Q" conditions for open space calculations to include a certain percentage of pocket parks and recreation centers within the site and a condition for parking calculations within each sub area to allow for parking on the streets within other subareas.

Design Guidelines. Within the Specific Plan are Design Guidelines (Appendix 1). The Design Guidelines were developed for the various project elements with the Department of City Planning's Urban Design Studio. It provides the vision and objectives for the site, site design guidelines, architectural design guidelines, and landscape design guidelines. Also, it allows for flexibility in design by encouraging different architectural styles and related building forms and details. The goal of providing these guidelines is to provide a cohesive string of architectural influences that knits the community together. All projects within the Specific Plan area will be required to comply with the Design Guidelines. In order to provide assurances that the site would be developed in accordance with the Design Guidelines, a mechanism is needed to ensure its implementation. The Ponte Vista at San Pedro Specific Plan includes these guidelines.

- A **Code Amendment** to Sections 12.04 and 12.16.9 of the Code to establish the Ponte Vista at San Pedro Specific Plan zone. The Code Amendment would include the Ponte Vista at San Pedro ("PVSP") Specific Plan zone within the Zones – Districts – Symbols section of the Code and identify it as a zone within the City of Los Angeles.
- **Environmental Impact Report:** The City of Los Angeles released the Final Environmental Impact Report (FEIR) ENV-2005-4516-EIR, on June 28, 2013, detailing the relevant environmental impacts as a result of the Project. The EIR found the following impacts could be mitigated to a level of insignificance: Agricultural and Forestry Resources; Mineral Resource; Aesthetics (Views/Light and Glare),(Shade and Shadow); Cultural Resources (Historic Resources); Greenhouse Gas Emissions; Hydrology and Water Quality; Land Use and Planning (Land Use Consistency), (Divide Established Community/Land Use Compatibility); Noise (Off-site Operational); Population and Housing; Public Services (Fire Protection), (Police Protection, Schools), (Parks and Recreation), (Libraries); Utilities and Service Systems (Wastewater), (Solid Waste) (Energy); Air Quality (Construction); Biological Resources; Cultural Resources (Archaeological and Paleontological Resources); Geology and Soils; Hazards and Hazardous Materials; Transportation/Traffic (City of Los Angeles), (Other Jurisdictions); and Utilities and Service Systems (Water).

The EIR further identified the following areas where impacts could not be mitigated to a level of insignificance: Air Quality (Operations - NOx, ROG and CO emissions)); Noise (Construction), (On-Site Operational). The City recognizes that significant and unavoidable impacts would result from implementation of the Project and therefore, includes a Statement of Overriding Considerations finding that the benefits outweigh and override the significant unavoidable impacts.

The EIR identified Project Alternatives in order to provide informed decision-making in accordance with Section 15126.6 of the CEQA Guidelines. The Draft EIR analyzed the following alternatives: (A) No Project Alternative/No Development; (B) No Project Alternative/Single-Family Homes; (C) Staff Recommendation/Reduced Density; and (D) Revised Site Plan.

- **Vesting Tentative Tract – Case VTT-71886** is currently on hold, and will be considered by the Advisory Agency at a future date, in accordance with provisions of LAMC Section 17.03. The tract is comprised of 208 lots. A decision will be rendered by the Advisory Agency at a future date pending City Council action. If the tract map is appealed, the appeal will be presented to the City Planning Commission.

## BACKGROUND

A Council Resolution (Exhibit A - Council File 05-2731) was initiated by Council District 15 on December 13, 2005 to implement a process culminating in a Specific Plan for the future redevelopment of the former Navy housing site, also known as Ponte Vista. The resolution called for the Department of City Planning (DCP) to work with the developer and the communities of San Pedro, Harbor City and Wilmington to create and process a Specific Plan. The purpose was to address the neighborhood context for the Specific Plan, proposed uses, development criteria, design, and community amenities.

### Project site and Characteristics

The Project site is comprised of three parcels, and is located in the Wilmington-Harbor City Community Plan area. The site is bounded by Western Avenue (State Route 213) to the west, Fitness Drive and multi-family residential developments to the south, the U.S. Navy's Defense Fuel Support Point (DFSP) to the north, and the campus for Mary Star of the Sea High School to the east. The 61.5 gross acre site is approximately two miles north of downtown San Pedro and 1.5 miles northwest of the Port of Los Angeles.

The site's elevation is characterized as being a gentle and southeast sloping with an elevated terrace. Elevations of the site range from approximately 101 to 249 feet above mean sea level (msl). The highest area of the Project site occurs along a steep slope that forms the site's northern boundary. The northwest portion of the Project site is at an elevation of approximately 190 feet above msl and the southeast portion is at approximately 120 feet above msl.

The Project site is not located within an Alquist-Priolo Earthquake Fault Zone mapped pursuant to the Alquist-Priolo Earthquake Fault Zoning Act. However, the City's Zone Information and Map Access System (ZIMAS), does identify the site as being within the Palos Verdes Fault zone. The General Plan Safety Element's Alquist-Priolo Special Study Zones & Fault Rupture Study Areas Map designates the site as being near a Fault Rupture Study Area. The Department of Building and Safety identifies the subject site as requiring additional soils and geology studies to evaluate hazards and to impose appropriate mitigation measures prior to issuance of building permits. As such, has required additional geologic study to determine the location and activity status of any fault traces crossing the Project site.

The Preliminary Geotechnical Report for the Project concluded that a Palos Verdes Fault trace crosses the Project site and should be treated as a potentially active fault for the purpose of development planning. State of California Geological Survey standard measures include a 50-foot wide setback zone on each side of the interpreted centerline of the projected surface rupture. Although the Project Applicant would be required to design and construct the Project in

conformance with the most recently adopted building code design parameters in the current version of the Los Angeles Building Code, the presence of the potentially active Palos Verdes Fault trace on the Project site means that the Project could potentially expose people or structures to adverse effects associated with fault rupture or displacement. As such, the Environmental Impact Report identified fault rupture and displacement impacts as significant.

The site includes significant fill because the Navy re-graded the site and added fill to create building pads for roads and residential construction of the former U.S. Navy San Pedro Housing complex in the early 1960s.. The site is presently developed with 122 abandoned and vacant attached structures (duplexes) and one single-family residential unit for a total of 245 vacant, non-utilized units. All units are single-story. There is also a 2,161 square-foot community center and a 3,454 square-foot retail convenience store on the Project site that are also vacant. Additional improvements on the Project site include landscaping, sidewalks, private streets, an outdoor basketball court, a tot lot, utilities, and perimeter fencing. John Montgomery Drive, a private road, runs through the property and a small portion of Taper Avenue is within the property to the southeast.

### Adjacent Uses

Immediate uses include the following:

North of the site is the 330-acre U.S. Navy Defense Fuel Support Point (DFSP). The site is federally owned and not under the jurisdiction of the City of Los Angeles. The Wilmington-Harbor City Community Plan designates the site as Open Space, and a footnote in the Plan designates the site as an A1 Zone. The DFSP site is mostly open space and not accessible to the public. The property is partially developed with fuel storage tanks both above and below ground. The property is also a known habitat for the Palos Verde Blue Butterfly and the California Gnatcatcher.

West of the Project site, across Western Avenue in the City of Rancho Palos Verdes, is the 120-acre Green Hills Memorial Park Cemetery. South of Green Hills, and directly across the street from the Ponte Vista site and within the City of Rancho Palos Verdes, is a detached single-family subdivision consisting of 721 homes (Rolling Hills Riviera) that is designated Low Density Residential.

South of the site are several multi-family residential developments. Three parcels, totaling 5.5 acres, are developed with 348 units at R3 densities in three-to-four story above-grade buildings. The properties are designated for Medium density Residential and Neighborhood Commercial on the Wilmington-Harbor City Community Plan and zoned (T) (Q)C2-2 and R1-1. The predominant development to the south of the Project site, and east of the R3 density buildings, is a multi-family residential complex known as "The Gardens". This complex consists of about 1,100 townhomes in two-story buildings with attached garages. The Gardens is located within the San Pedro Community Plan and is designated for Low Medium II density Residential and zoned RD2-1XL. Further south, along the eastern side of Western Avenue, is a commercial strip center zoned [Q]C2-1XL and planned as Neighborhood Commercial.

East of the site is the Mary Star of the Sea High School. The campus is 27.5 acres and accommodates 600 students. The school site is zoned R1-1XL and designated for Low Density Residential. The school is currently operating under a Conditional Use Permit that was issued by the City Planning Commission in 2001. South of the Mary Star campus is a single-family subdivision designated by the San Pedro Community Plan for Low Density Residential land use, and zoned R1-1XL.

### Streets and Circulation

Western Avenue is a designated Major Highway (State Highway Route 213) and is a major north/south transportation corridor that begins in Hollywood and ends its 28-mile length at the San Pedro coastline. To the west, it separates the City of Los Angeles from the City of Rancho Palos Verdes and is the only access street to the site. Western Avenue, while a Major Highway, does not have significant transit service. The Metropolitan Transit Authority (Metro) operates only one major route, Metro Line 205, along Western Avenue which runs at 30-minute headways during AM and PM peak hours. There is also limited AM and PM peak transit service run by local transit operators that provide connectivity to parts of the South Bay. There is little pedestrian activity along this stretch of Western Avenue due to the open space formed by the DFSP site, the Green Hills Memorial Park Cemetery, and the backyards of the single-family dwellings in Rancho Palos Verdes. Although the nearest segment of the Harbor Freeway (I-110) is located two miles east of the Project site, there is no direct connection to the freeway from Western Avenue, and drivers must use Anaheim Street or the Pacific Coast Highway north of Ponte Vista to access I-110.

Mary Star of the Sea High School Access Road is a private street that includes a 36-foot wide roadway with an 8-foot wide sidewalk. As stated in the case history of this report, CPC-2000-4712-CU-SPR, the City Planning Commission conditioned the approval of a Conditional Use and Site Plan Review for the Mary Star of the Sea High School to obtain vehicular access to its campus from Western Avenue. Students and staff are not permitted to access the campus from Taper Avenue. It should be noted that the Mary Star of the Sea High School is not part of the Ponte Vista Project and has no permanent right to access Western Avenue across the Project site for the operation of the school.

### Freeway Access and Surrounding Public Transit

The Project is located on Western Avenue, a major transit and commercial corridor. Access to the 110 Freeway is approximately a three-mile drive northeast of the Site with northbound and southbound ramps at Anaheim Street and Pacific Coast Highway. Public bus transit service in the Project study area is currently provided by the Los Angeles County Metropolitan Transportation Authority (Metro), LADOT, Palos Verdes Peninsula Transit Authority, and other transit providers in the South Bay region. In particular, the Metro 205, San Pedro DASH, and LADOT Commuter Express 142 buses provide transportation from the Site to San Pedro, the Ports, and downtown Long Beach. A summary of the existing transit routes, destinations and peak-hour headways on roadways is found in Table IV.N-8 of the Draft EIR.

### Land Use Regulations

#### Wilmington-Harbor City Community Plan

The majority of the Project site (52.4 acres) is zoned R1-1XL and has a Low Residential land use designation with corresponding zones of RE9, RS, R1, RU, RD6, and RD5. The remainder of the site (9.1 acres) is zoned OS-1XL and has an Open Space land use designation with corresponding zones of OS and A1.

#### San Pedro Community Plan Update

The San Pedro Community Plan is currently in the process of being updated. This update went to the City Planning Commission in March of 2013, and is expected to go before the City Council in the early part of 2014. The San Pedro Community Update references the Ponte Vista site, and states the following:

While located just outside and north of the San Pedro Community Plan Area, this approximately 60-acre site presents an opportunity for an integrated mixed use and mixed density neighborhood. Its size and proximity to San Pedro calls for a development that is physically connected to the San Pedro community and provides public facilities and amenities that serve neighboring residents.

**LU4.5 Integrate Ponte Vista.** *New development at Ponte Vista should include a mix of uses and densities, a range of housing types, neighborhood services and amenities, compatible with and integrated into the adjacent San Pedro community. Development of the Ponte Vista site should be:*

- *designed to provide a mix of housing types for a range of incomes;*
- *compatible with a Low Medium density designation;*
- *open and accessible to the community, and not developed as a gated community; and developed with accessible public open space, community facilities and other public amenities.*

2010 Bicycle Plan and Surrounding Bike Lanes

The 2010 Bicycle Plan, adopted in March 1, 2011, identifies streets near the Project site as part of the plan. Table 6 summarizes streets surrounding the Project site, and their identity as a designated bikeway and network in the Citywide Bikeway System within the 2010 Bicycle Plan. Earlier in 2013, LADOT installed bike lanes on Westmont Drive and Capitol Drive between Western Avenue on the west and Gaffey Street to the east in the San Pedro area. Generally, the bike lanes were created through the removal of one through travel lane in each direction of Westmont Drive and Capitol Drive (i.e., reducing the number of through travel lanes in each direction from two to one). LADOT reviewed the project to install bike lanes on Westmont Drive and Capitol Drive and determined that implementation of the bike lanes would not adversely affect vehicular, bicycle or pedestrian traffic flow.

<b>TABLE 6 SURROUNDING STREETS IDENTIFIED IN THE 2010 BICYCLE PLAN</b>		
<b>Streets</b>	<b>Designated Bikeways</b>	<b>Bikeway System Network</b>
Western Avenue	Bicycle Lane	Backbone
Palos Verdes Drive North	Bicycle Path	Green
Westmont Avenue	Bicycle Lane	Part Green/Neighborhood
Gaffey Street	Bicycle Lane	Backbone
Capitol Drive	Bicycle-Friendly Street	Neighborhood

Western Avenue Vision Plan. In 2000, the Southern California Association of Governments initiated the Compass Blueprint Growth Vision as a response to the land use and transportation challenges facing Southern California. The City of Ranch Palos Verdes was awarded a grant to develop a Western Avenue Vision Plan for the purpose of identifying planning options and sustainable economic development opportunities for the Western Avenue corridor.

A working group/vision committee, comprised of various stakeholders, including area residents, business owners, Chambers of Commerce (Palos Verdes and San Pedro), and Staff from both the City of Rancho Palos Verdes and the City of Los Angeles was assembled. The group established guiding principles which included the following:

- Improve the public realm, storefronts and the overall perception of the street
- Create diversity in retail, access and mobility
- Create amenities and destination for visitors and residents
- Create partnerships to market the Western Avenue brand and corridor.



A Draft Plan was prepared and addresses the following topics:

- Economic and demographic analyses
- Analysis of the existing corridor and conditions, including the public realm and streetscape;
- Branding and signage;
- Recommendations for the three different segments of Western Avenue;
- Mobility recommendations, including bicycle and transit opportunities; and,
- Next steps

Applicants of City of Los Angeles properties along Western Avenue must comply with the requirements and standards of the Department of Building and Safety and Department of Transportation regarding sidewalk design, ingress/egress location and design, signage, and traffic control devices to avoid potential bicycle, pedestrian, and vehicular conflicts. The proposed Ponte Vista Project improves the western edge of Western Avenue consistent with the Western Avenue Vision Plan. Impacts of viewing the development from Western Avenue would be softened by the planting of trees and the buffer provided between the Western Avenue roadway and residential structures.

#### *On-Site Related Cases*

VTT-71886-GB. This is a request for Vesting Tentative Tract Map No. 71886 for a merger and re-subdivision of 208 parcels for the construction of up to a maximum 700 residential units comprised of 208 single-family dwellings and 492 multi-family condominium units on a 61.5 acre site in the proposed PVSP Zone. The case is currently on hold.

VTT-63399. On November 4, 2008, the Advisory Agency disapproved Vesting Tentative Tract No. 63399 to subdivide the 61.5 acre property into 33 lots. The Advisory Agency determined that the density of the proposed map was not consistent with the surrounding residential land uses and was not suitable for this site as per the Wilmington-Harbor City Community Plan since it is not a conveniently accessible commercial center that would discourage automobile use, and not situated near a transit corridor. The applicant filed an appeal on November 13, 2008.

Case No. ZA-2005-3412-ZV. On June 30, 2005, the Zoning Administrator approved a request for a zone variance to allow the construction, use, and maintenance of a private school on an R1 zoned property and to provide temporary relief from the "Transportation Requirements" under Condition Nos. 9a, 9b 9d, and 9e of CPC 2000-4712(CU)(SPR).

#### *Off-site Related Cases*

CPC-2000-4712-CU-SPR. On July 12, 2001, the City Planning Commission approved a request for a Conditional Use Permit for a proposed phased development of a private high school (Mary Star of the Sea High School) and related uses in the R1-1XL zone. The site is located at 2300 N. Taper Avenue.

CPC-2000-4712-CU-SPR-PA1. On December 17, 2007, the City Planning Commission approved a Plan Approval to a Conditional Use for vehicular access for the Mary Star of the Sea High School to take access from Westmount Drive via Taper Avenue until such time as permanent access from Western Avenue is obtained.

Case No. ZA-2000-1349-ZV. On August 31, 2000, the Zoning Administrator approved a request for zone variances to permit the remodeling, use and continued maintenance of seven existing residential dormitory structures observing a 13 feet 3 inch separation in lieu of the Code required 20-foot separation and the provision of 20 on-site parking spaces in lieu of the required 35 parking spaces otherwise required, all as part of faculty housing for a future high school (not part of this request). The site is located at 2300 N. Taper Avenue.

#### Site History

- The federal government acquired ownership of the undeveloped site in 1942.
- In 1944, the government constructed a fire fighting training facility, which operated until 1950 and was demolished. The remaining area was utilized as a storage area for shipping containers from 1947 to 1962.
- In 1962, the Navy constructed 245 housing units on the site to house Navy personnel who were stationed at the Long Beach Naval Shipyard.
- The site was annexed from unincorporated County of Los Angeles to the City of Los Angeles in 1980. The Navy housing site was closed in 1999 when the Naval Shipyard was closed through the Base and Realignment and Closure process (BRAC). After various legal procedures outlined in BRAC, the Navy awarded some 19.58 acres of the property to Volunteers of America, a homeless support organization and put out to auction the remaining 41.95 acres for sale to the public.
- The Navy housing facility was vacated and closed in 1999, and sold to private owners in 2005.
- In 2005, Bisno Development Company (BDC) successfully purchased 41.95 acres of the site from the Navy and then purchased the remaining 19.58 acres from Volunteers of America to complete ownership of the entire 61.53 acre site.
- In 2010, iStar Financial took ownership of the site.

#### City Planning Commission (2009 Bisno Project)

In April of 2009, the City Planning Commission considered the Planning Department's recommendation of denial of a project that was reduced from 2,300 units to 1,950 units, and denied BDC's Project. The City Planning Department recommended the following:

- Pursuant to the Wilmington-Harbor City Community Plan, the property zone be changed from the existing Low Residential density to Low Medium I. This recommendation was based upon the following: page III-1 of the Wilmington-Harbor City Plan, which states that a fundamental premise of the Plan is "limiting residential densities in various neighborhoods to the prevailing density of development in that neighborhood". This is an important factor in determining the appropriateness of a development at this site. The Ponte Vista site is one of the last undeveloped parcels of this size in the area and offers an opportunity to significantly meet the housing needs of the community.
- Pursuant the Wilmington - Harbor City Community Plan, the Low Medium I Residential designation allows for densities of 9-18 dwelling units per net acre. Although the net acreage of the development varies depending on the final design of the subdivision, a general rule of thumb is that 20-30 percent of the acreage of a large property be set aside for public improvements (streets, dedication etc.). Since the Ponte Vista site is approximately 61.5 acres, the net acreage would allow approximately 775 to 886 residential units at this site, depending on the design, layout and other parameters laid out in a Specific Plan.

- While there are subdivisions that are exclusively single family residential near the site, the prevailing density and scale of the development in the area is a mix of low density, single family residences and Low Medium density multi-family residential. The largest most comparable multifamily development is the adjacent Gardens condominium development to the south. This condominium complex is spread over 80 acres and is developed at 13.5 dwelling units per acre.
- The Low Medium I residential designation would allow the opportunity to add new housing to the community while maintaining a density that is compatible with the existing single family neighborhoods.
- The density recommended by the Planning Department would also meet another objective of the Wilmington - Harbor City Community Plan, which is to promote the provision of adequate housing for all people. Rezoning the property to the Low Medium I density residential land use designation would better meet the housing needs in the Harbor area, more so than maintaining the land use designation as low density residential.

Additionally, CPC made the following comments:

- The property is currently an eyesore
- There should be future dialogue between the applicant and the Planning Department
- A future development should not be R1 density; however it should be consistent with the surrounding community.

#### Case History After the 2009 City Planning Commission Meeting

- On November 10, 2010, a scoping meeting was held for the Draft EIR on November 10, 2010. The Project was for a 1,135 residential dwelling unit development.
- The Draft EIR Notice of Preparation was issued on October 26, 2010.
- Notice of Completion for the Draft EIR was released on November 8, 2012.
- The circulation date for the Draft EIR began November 8, 2012 and ended January 7, 2013, a 61-day review period. Subsequent to the conclusion of the public review period for the Draft EIR, the Project Applicant formally requested the City to replace the original Proposed Project description (1,135 units) with a reduced density (830 units) site plan that was evaluated as "Alternative C" in the Draft EIR.
- The Final EIR Notice of Availability was issued on June 28, 2013.
- On July 30, 2013 a Public Hearing for VTT-71886 and CPC-2012-2558-GPA-ZC-SP was held at the Port Board of Harbor Commissioners Office at 425 S. Palos Verdes Street in San Pedro. The Project at the time proposed 830 dwelling units (Alternative C).
- On September 4, 2013, the Applicant submits a draft Specific Plan for the Ponte Vista project, reflecting a 700-unit development.

#### Public Outreach

The Applicant has stated that during the EIR process, the Ponte Vista outreach team has had individual meetings with dozens of their neighbors in the Harbor area. The Applicant has submitted a statement and list of meetings with community groups and neighborhood councils.

The Applicant has stated that they have had meetings with the City of Rancho Palos Verdes and the Northwest San Pedro Neighborhood Council since the Project was revised from 830 units to 700 units.

Outreach efforts include the Northwest Neighborhood Council's Land Use Committee, Central San Pedro Neighborhood Council, Harbor City/Harbor Gateway Chamber of Commerce, Harbor City Neighborhood Council, Wilmington Neighborhood Council, Lomita Chamber of Commerce, representatives from the neighboring Seaport Village and Casa Verde Estates developments, among others. A summary of the public outreach meetings can be found in Exhibit F of this report.

### Project Revisions

Prior to the July 30, 2013 public hearing, the Applicant withdrew the application request for a Development Agreement. Also, a secondary pedestrian/emergency vehicular access lane was added to the Project along the site's southern boundary adjacent to the Seaport Village development.

Since the July 30, 2013 public hearing, the Applicant has revised the Project to address issues raised at that hearing. Some of the revisions include the following:

- Reduction of dwelling units from 830 to 676 units. A revised tract map has been submitted for 676 units. The Specific Plan regulates a development for up to 700 residential dwelling units.
- The removal of the four-story, multi-family 218-unit apartment building located at the south portion of the site and 124 for-sale townhome units within the interior of the site.
- Create a new 2.4-acre park, publicly accessible and privately maintained, in place of the apartment complex along Western Avenue.
- Replace the apartment complex and 124 townhome units with a new residential product in the southern, central area of the site. The new product is a one-level condominium/flat with floor plans ranging from approximately 950 square feet to over 1,700 square feet. The condominium/flats will be constructed in 4 story buildings with 6 or 12 units in each building, with private garages on the ground floor. Because the living area is confined to one floor, with elevator access from the garage, this new product is intended to be attractive to seniors. The site plan proposes 188 units in this area, although the Specific Plan will allow the flexibility for up to 218 units in this area, provided a new subdivision map is approved.
- The revision of Subarea 6 to allow for flexibility to develop up to 212 units (for a Project total of 700 units). The Project tract map will be proposing 188 units (for a Project total of 676 units).
- Add more detailed regulations added to the Specific Plan.
- Realign residential subarea boundaries and the smaller recreational center lot to accommodate the new residential product in a new Subarea 6 and the reduction in overall multi-family units.
- Realign the access road to the Mary Star of the Sea High School.

## **ANALYSIS**

### Surrounding Area Analysis and Project Design

Single-family neighborhoods are located throughout the north, central, and western portions of Wilmington. Concentrations of multi-family residential uses are located near Anaheim Street in Wilmington, and Lomita Boulevard, Anaheim Street, Western Avenue, and Normandie Avenue in Harbor City. Residential land uses account for 1,809 net acres. Across Western Avenue west of the Project site is the 120-acre Green Hills Memorial Park Cemetery. South of Green Hills, and directly across the street from the Ponte Vista site and within the City of Rancho Palos

Verdes, is a detached single-family subdivision consisting of 721 homes (Rolling Hills Riviera) that is designated Low Density Residential. Single-family homes and a cemetery are to the east of the site within the jurisdiction of the City of Rancho Palos Verdes. Medium density multi-family dwellings and commercial uses are located south of the Project site.

The Project's design took into consideration the site's adjacent and surrounding uses.

Along the northern boundary a permanent fence line exists and will continue to exist in order to prevent access onto the U.S. Navy's site. Thus, the northern portion of the site was designed with single family homes. The northern parcels have the highest natural and finished grades and provide the best potential views of the harbor and the surrounding area. Approximately 48 percent of the developable site is devoted to single family, detached homes along the northern portion of the Ponte Vista site plan.

The eastern boundary is contiguous to the Mary Star of the Sea High School. This boundary includes a permanent fence line, which prevents vehicular and pedestrian access in either direction. As such, the Project was designed to provide some measure of open space and two-story attached residential use. The site was designed with a two-story townhouse product to accommodate the internal transition from single-family to multi-family homes. The most desirable multi-family units were designed to be contiguous to large portions of the open space, which then transitions into one of the parking lots within Mary Star of the Sea High School.

The western boundary of the site abuts Western Ave, one of two major north/south streets providing access into and out of San Pedro. This portion of the site was designed to offer a marketing window from Western, and provide the community with a visual transition from a highly-traveled boulevard into the mix of housing within the Project site, without creating an unattractive dominant wall of building along Western Avenue. To accomplish this, single-family homes were designed along the northern portion of Western, never projecting more than two stories above the Western Avenue grade. Heading south along the property, the Project transitions to multi-family townhomes and flats along the middle section of the Ponte Vista property, which projects one story above the Western Avenue grade at its north edge, transitions into two stories above grade at the middle portion of Ponte Vista, and finally three stories of one building exposure at the southern entry way, also known as the Mary Star of the Sea High School entry on the south.

The southern boundary includes three different developments that range in different heights, and densities. The collective uses along the southern edge of Ponte Vista are made up of three different residential developments, The Tennis Club, Seaport Village, and Casa Verde within 5.5 acres. These developments have an R3 density for an average of 63 units per acre, and together, total 348 residential units. Seaport Village is 136 units on 1.8 acres, which translates into 75 units per acre. Seaport Village and the Tennis Club have overall buildings heights of 205' and 190' above sea level, respectively.

Six stories of exposed building dominate the view heading south along Western Avenue. The Project was previously designed with a multi-family apartment building at a height of 178 feet above sea level. This was 27 feet lower than the Seaport Village building and 12 feet below the existing Tennis Club building height. After the July 30<sup>th</sup> public hearing, the Project was revised and included the replacement of the apartment building with a 2.4-acre publicly-accessible park. This also led to the realignment of the Mary Star of the Sea access road. The emergency access road and pedestrian access from the south, which borders the multi-family developments, remain and continue to serve as an additional access point onto the site.

The Project is consistent in scale with the surrounding properties. The Project redevelops a site that contains abandoned duplex housing. The Project is not located directly adjacent to any single-family residential neighborhood in the Wilmington-Harbor City Plan area. The Project site is separated from a single-family residential neighborhood located in the City of Rancho Palos Verdes by Western Avenue, a State Highway carrying 35,000 vehicles per day. Properties south of the site contain multi-family housing at densities similar to and in excess of what the Project would develop. The Project would develop 208 single-family housing units and up to 496 townhomes and flats, and would not represent out-of-scale development in the context of the surrounding area.

### Walkability Analysis

Walkability is a measure of how interesting, inviting, and comfortable the street and sidewalk environment is for pedestrians. The City of Los Angeles Walkability Checklist for Site Plan Review ("Walkability Checklist") was created by the City's Urban Design Studio of the Department of City Planning. The Walkability Checklist consists of a list of design principles intended to improve the pedestrian environment, protect neighborhood character, and promote high quality urban form and is to be used by decision-makers and/or hearing officers to assess the pedestrian orientation of a project when making the required findings for approval of a project. The design elements are consistent with the General Plan and applicable Urban Design Chapters of Community Plans. Guidelines address such topics as building orientation, building frontage, landscaping, off-street parking and driveways, building signage, and lighting within the private realm; and sidewalks, street crossings, on-street parking, and utilities in the public realm.

An analysis of site plans, community context, and building elevations is essential to improve and ensure walkability. The project is consistent with many of the goals and implementation strategies from the Department of City Planning's Walkability Checklist.

Building Orientation. Single-family homes along Western Avenue are oriented inwardly toward the private streets. All other townhomes and flats will be oriented towards the private streets to enable residents to walk from their homes to paved surfaces.

Building Frontage. The Applicant is proposing Mediterranean, Mediterranean Eclectic, Early California Modern and California Modern architectural styles. Massing, roof forms and materials, walls, architectural elements (porches and balconies), windows, door and gates, and trim and details are described in Section 3.0 of the Design Guidelines. The building frontages for these styles will include porches and balconies that will promote a presence on the street interaction and help residents transition from the indoor to outdoor experience. Garages will be located along the alleys and most front entries off of green spaces, with some located along walkable streets. Community buildings will also be oriented towards the private streets. Scale, massing, roof forms, materials and architectural styles will be at a pedestrian scale that allow for the transition from street to structure.

Buildings will have fenestrations that establish a clear pattern on the façade and provide depth and additional articulation. The Design Guidelines prohibit adjacent structures from having a repetition of building styles. Each product will have at least three distinct elevations.

Building Setbacks. Front yard setbacks for the different product types will range from 2 feet (single-family detached clusters-Product 2) 5 feet (townhomes and flats-Products 4, 5, and 6) to 8 feet (single-family detached-Product 1 and detached clusters-Product 3). Porches and bay windows would be permitted to encroach up to two feet into both the front and side yards. Side yards will range from 4 feet (Single-family detached, clusters and townhomes - Products 1, 2, 3, and 4) to 5 feet (Townhomes and flats - Product 5, 6).

On-Site Landscaping. **Western Avenue** would be formally spaced with strong vertical pine trees located along the back of the curb in tree wells and surrounded by a curb adjacent sidewalk. The backdrop buffer landscape would be groupings of informally spaced evergreen pines and eucalyptus trees that soften the transition to the community behind a tubular steel fence. At the **monument entry**, enhanced paving softened by median island planting and curb separated walks provide convenient pedestrian access into the community. The **monument court** located at the north entrance will be designed with median landscaping, and include large canopy palms which anchor the court. The backdrop buffer landscape would be designed to soften the architectural edge.

The **community entry drive** at the south entrance will also include a landscaped median and continuous parkway separated walk areas. The drive is lined with broad canopy flowering trees alternating with tall skyline palms. The **community entry plaza** begins at one of three round-about features within the community. The non-signalized intersection offers an open garden landscape feature as guests and residents arrive at the main entry plaza. Also, the round-about intersection is landscaped. A continuously planted parkway separated walk and enhanced paving areas define the edges of the drive. The drive and median island are lined with tall canopy palms.

The **community spine street** which runs over the fault line and runs across the site is the Project's central landscape feature where guests and residents walk and interact. The **spine street** is lined with alternating broad canopy flowering trees and tall skyline palms. A parallel walk/trail runs along the side of the school access drive. Tree plantings would be located along the edges of the drive. The **community loop street** is a walkable street and is located at the northern portion of the site and includes tree plantings that would soften the architectural edges. Accent trees would be encouraged at street corners, stoops, garden walk seating areas and around primary building courtyard entries. The **neighborhood loop street** is a walkable street and will include a turf parkway and formally spaced trees. Parallel parking would be provided along these streets for guests and residents.

Building Signage and Lighting. The Specific Plan will include regulations for monument and identification signs. Monument and identification signs shall be in accordance with the Los Angeles Citywide Sign Ordinance. Monument signs will be prohibited from exceeding 1.5 square feet per foot of street frontage and shall be less than 75 square feet of total sign face. Lighting shall be encouraged for monument signs and architectural and landscape features. Lighting will be in compliance with state and local safety and illumination standards, and will be directed to prevent glare and direct rays onto adjacent property.

Sidewalks. Sidewalks within private streets will range between 4 feet to 6 feet in width, depending on the width of the street. The community entry plaza, community entry drive and community spine street will include 5-foot wide sidewalks. The community loop street and neighborhood loop streets will include 4-foot wide sidewalks. A private trail running along the school access drive will be 8 feet wide.

Woonerf streets are more like walkable neighborhood lanes that will provide access to single-family homes at the northeast portion of the site. These streets provide access for automobiles and pedestrians alike. Emphasis is placed on the pedestrian right of way without the use of separated sidewalks. Traffic calming is created through the use of enhanced accent paving, and concrete banding. Woonerf street trees soften the transition to the adjacent architecture, while accent trees define the terminus.

Utilities. All new utilities for the Project are proposed to be underground, and would improve the pedestrian experience by removing the clutter of power lines running along major roadway corridors.

Trail. The Project includes a recreational trail surrounding the new community. The trail will incorporate amenities, which may include exercise stations, benches, signage and lighting, landscaping, gardens, rest areas and other improvements. The trail will be of decomposed granite or something similar. It will be intended for recreational use and also for access for maintenance of the property. Portions of the perimeter trail will be on steep slopes and may require safety railings and warning signs of steep terrain.

### **Architectural Design Analysis**

The Applicant stated that the selected architectural styles and their related building forms and details are a product of cultural tastes and values that reflect the vision and history of Ponte Vista. According to the Applicant, the site and layout were designed based on market research with a wide range of residential types, sizes, and layouts within the San Pedro community. An inventory of the architectural styles in the area, input from the San Pedro community members, and Harbor area stakeholders were taken into account when considering the different architectural styles and layout for the Ponte Vista site. In addition, the different heights of each product type proposed within each subarea took into consideration the site's elevation and adjacent properties. The following architectural styles are summed up as follows:

- Mediterranean architecture is typically defined by the use of low-profile tile roofs, stucco walls, decorative wrought iron metalwork, exposed wood rafters, decorative tile accents, and precast concrete door and window surrounds.
- Mediterranean Eclectic reflects California's modern interpretation of historic Spanish and Mediterranean architectural forms and elements. It represents the innovative and modern spirit strongly present in L.A. culture, with subtle references to its roots.
- Early California Modern is identified by the use of flat roofs without eaves, simple geometric massing, unity of materials, ribbon windows, light exterior wall colors to reflect the brilliant Southern California sun, frequent use of ground level arches creating transitional breezeways, and lack of ornamentation.
- California Modern is defined by clean and simple geometric massing, with simple uncomplicated roofs.

Section 3 of the Design Guidelines provides a detailed description of these different styles.



## DISCUSSION OF ISSUES

### Major Issues Disclosed at July 30, 2013 Public Hearing for the 830-unit Development

Comments at the July 30, 2013 public hearing included the following: inappropriateness of the project at the site; the scale of the project being too big for the area; traffic and intersection impacts; inconsistencies with the proposed San Pedro Community Plan; impacts to public infrastructure; the proposal of gates; the project not keeping with the characteristics of the San Pedro community; inadequacies of the EIR and the Specific Plan; and bringing in too much density. A summary of the comments made by each speaker is provided in Section P of this report.

The following is a summary of the key issues raised as well as a response to these issues:

Specific Plan. Comments were made stating the plan is lacking, inconsistent, and ignores the context of the community. It requires more specificity to provide assurances to the community. Also, inconsistencies were pointed at the public hearing. Points were made that the Applicant has not engaged the community. Also, the plan lacks the following: analysis of regional and local context, an overall physical vision, a robust development code, a sufficient infrastructure plan for transportation, streets, public and private parking, water, sewer, and stormwater. Furthermore, comments also included the plan merely presenting guidelines rather than standards.

*Staff's Response: The Applicant took into consideration the comments made at the public hearing as well as those by the Northwest San Pedro Neighborhood Council. The Specific Plan was modified to include more sections and specific regulations, and capture details from the proposed design guidelines to provide assurances to the community of the appearance and function of this development.*

Gated Community. Comments were made about the Applicant's proposal to gate the development. People commented that the development would be adding to traffic while not allowing for access into the community. Emergency response times would be affected and crime numbers would rise. Comments were made about the San Pedro Community Plan Update and how it specifically states the Ponte Vista development should not be gated. Concerns were raised about how this development would not promote integration with the rest of the community.

*Staff's Response: While the City Planning Commission reviewed the Draft San Pedro Community Plan Update, which specifically states that the Ponte Vista site not be gated, it should be noted that the roads within the proposed development will be private roads and that there are no connections to other uses. The south portion of the site includes a road that presently allows for parents and students access into the Mary Star of the Sea High School. The proposed development would continue to provide access without the use of gates.*

*The subject site is presently gated and is fenced off from the public. It does not lead into other uses, aside from the high school mentioned above, nor does it connect to other public streets in the City. Thus, presently, vehicles would not be able to cut through the site to get onto other streets. With the development, there would be no change to this since there would be no uses or public streets within the residential development that the community would want to access, except for the Mary Star of the Sea access road.*

*The Project would restrict vehicular access into the development, allowing for only residents and their guests. However, the development allows for the community to access and utilize the 2.42-acre park, trails, and other open areas within the gates. Generally, gated developments keep others in the general community out of the site. The Project will allow for the community to enjoy the open amenities it offers its residents. Pedestrian gates will not be gated and will provide for access into the development.*

*The Project Applicant states that the Project can reduce the number of units from (830 to 700 units) and respond to the community's concerns of density only by maintaining the gates. The Applicant states there is a market for homes behind gates, and that the removal of gates would make the Project at the reduced number of units infeasible. The Applicant identifies other gated developments within the San Pedro community.*

R1 Zoning and Density and High Traffic on Western Avenue. Comments were made about the increase in density in the area. The site is located in an area characterized by high congestion and a gridlocked Western Avenue. Speakers stated that by adding a project with this type of density, traffic would only worsen. Since appropriate improvements were not being made to infrastructure, many opposed the increase in density and requested zone change, and wanted to see the site remain R1.

*Staff's Response: At the 2009 City Planning Commission meeting, the Planning Commissioners commented that the property is an eyesore, and that future development should not be R1 density but consistent with the surrounding community.*

*The Environmental Impact Report mitigates all traffic impacts for the 1,135 unit project to a less than significant level utilizing the mitigation measures imposed by the Department of Transportation. The Department of Transportation has reviewed the 830 unit project known as Alternative C in the EIR as well as a new Traffic Assessment Study for the 700 unit residential project. Table 7 summarizes the different projects.*

<b>TABLE 7 TRIP GENERATION FORECASTS AND IMPACTS</b>				
<b>Project</b>	<b>Daily Trip Ends Volumes</b>	<b>AM Peak Hour Volumes</b>	<b>PM Peak Hour Volumes</b>	<b>No. of Significant Impacts (Future 2017)</b>
1,135 dwelling units	7,468	571	699	20
830 dwelling units	4,850	372	466	16
700 dwelling units	5,788	445	555	16
No Project- Single-Family Homes	3,684	289	389	15

*The Project (1,135 dwelling units, comprised of 143 single family homes, 600 condominiums, and 392 apartments) the Department of Transportation reviewed was one that created a significant impact to 20 intersections of the 56 study intersections. The 700 residential unit project (208 single family homes and 492 condominiums) resulted in 16 impacted intersections, the same as that of the 830 dwelling unit project (208 single family homes, 404 condominiums, and 218 apartments). With mitigation measures required by the Department of Transportation, traffic impacts would be mitigated to less than significant levels.*

Multi-family building located to the south. Some comments were made of the views and close proximity of a proposed multi-family building. Residents of the neighboring multi-family buildings to the south of the project commented that their views would be of the neighboring building and that the building would be too close to theirs.

*Staff's Response:* After the public hearing, the Project was revised to remove the multi-family building and create a 2.42-acre park. The removal of the multi-family building led to the reconfiguration of units distributed throughout the south portion of the site, ultimately leading to the reduction of 830 units to 676 units (Vesting Tentative Tract Map 71886). Also, an emergency vehicle access road will allow pedestrians and residents from the south property convenient access to and from the Project site.

Neighboring Rancho LPG Holdings. Comments and concerns were raised regarding the Rancho LPG Holdings storage facility, and the potential for the release of toxic gases and risk of explosion to the future residents of the Ponte Vista project.

*Staff's Response:* The Rancho LPG facility is located approximately 0.7 mile to the east of the Project site, adjacent to Gaffey Street. The storage facility has been in existence since 1973, and is located across the street from existing residences that are themselves closer to the facility than the proposed Ponte Vista site. The facilities store butane and propane gases. Comments have generally been summarized as follows: 1) the potential risk presented to future Project residents by the Rancho LPG facility and (2) general concerns about the Rancho LPG facility, including the inadequacy of Rancho LPG's Risk Management Plan (RMP) and on-site safety apparatus (and, by extension, the inadequacy of the Draft EIR's analysis of the risk posed by the Rancho LPG facility to future Project residents). The Draft EIR analyzed this risk of upset and determined that there would be no impact to the subject site. The Rancho LPG facility is required to submit Risk Management Plans, which address potential hazards from operations and how it would minimize or manage these hazards. The goal of these RMPs is to prevent accidental releases of substances that can cause serious harm to the public and environment and to mitigate the severity of releases. Under the RMP's offsite consequence analysis, a worst-case release of butane would spill into an on-site containment pit and could result in a vapor cloud explosion with an impact zone of 0.5 miles. The RMP is filed with the Los Angeles Fire Department, and the Fire Department is charged with reviewing and approving the RMP document, completing inspections, and enforcing compliance. Further explanation is found in the Final EIR's Response to Comments Section in Page III.A 15-19.

Preservation of Open Channel. The blue line stream, or as the EIR identifies it as an open stormwater drainage, is located near the southwest portion of the site. As proposed, the Project would build structures over the channel. Also, the slope adjacent to the Defense Fuel Supply Point as well as the stream, both have potential for valuable habitat restoration and preservation of natural open space.

*Staff's Response:* As a result of comments made by the California Department of Fish and Game (CDFG) and the Army Corps of Engineers, the Environmental Impact Report includes a mitigation measure (Mitigation Measure BIO-4 of the EIR) that requires the Applicant to enter into a Streambed Alteration Agreement with CDFG to provide a 1:1 replacement of suitable streambed and associated riparian habitat either on-site as an additional habitat creation, off-site either through habitat creation or purchase of credits in an approved mitigation bank in the Los Angeles Basin, or via a combination of these approaches. With mitigation, impacts would be less than significant.

Lack of Open Space. No public park is proposed for the project. There is a lack of public and private open space. The open spaces are not well-designed. Public open spaces should not be residual spaces but a defining feature of the neighborhood, integrated with block, street, building and frontage standards.

*Staff's Response: The revisions made to the Project after the July 30, 2013 public hearing include a new 2.42 acre park. The Applicant has had discussions with the Department of Recreation and Parks to dedicate this to the City of Los Angeles as a turnkey park. However, because of the City's Code requirements, the proposed park just misses what the City requires for dedication. Regardless, the Applicant has stated that they will proceed with the park, and will make it accessible to the public and maintain it privately. While the park is not centrally located, the park is located at the southwest portion of the site, and is accessible via the Mary Star of the Sea access road and the emergency vehicle access road. The emergency vehicle access, bordering the multi-family developments to the south, road will be used solely for emergency response vehicles, but will continue to provide access to pedestrians and guests entering from the south.*

#### On-Site Earthquake Fault.

*The City of Los Angeles adopted the 2010 California Building Code and a series of City of Los Angeles amendments on January 1, 2011, known as the 2011 City of Los Angeles Building Code ("2011 Building Code"). Together, the provisions in Volumes 1 and 2 of the 2011 Building Code address issues related to site grading, cut and fill slope design, soil expansion, geotechnical investigations before and during construction, slope stability, allowable bearing pressures and settlement below footings, effects of adjacent slopes on foundations, retaining walls, basement walls, shoring of adjacent properties, and potential primary and secondary seismic effects.*

*In addition, the City of Los Angeles, Grading Division of the Department of Building and Safety adopted Rules of General Application (RGA), a series of Geotechnical Standards that supplement the requirements of the Los Angeles Building Code. The RGAs include specific requirements for seismic design, slope stability, grading, foundation design, geologic investigations and reports, soil and rock testing, and groundwater.*

*The City's Department of Building and Safety is responsible for implementing the provisions of the Los Angeles Building Code and the RGA. In addition to the seismic regulations in the Los Angeles Building Code and RGA, the City's primary seismic regulatory document is the Safety Element of the City of Los Angeles General Plan, adopted in 1996. The City's Safety Element includes specific guidelines for evaluating liquefaction, tsunamis, seiches, non-structural elements, fault rupture zones, and engineering investigation reports.*

*As discussed previously, the Project site is not located within an Alquist-Priolo Earthquake Fault Zone or a fault zone mapped by the State Geologist pursuant to the Seismic Hazard Mapping Act. However, the Preliminary Geotechnical Report concluded that the Palos Verdes Fault trace crossing the Project site should be treated as a potentially active fault for the purpose of development planning. State of California Geological Survey standard measures include a 50-foot wide setback zone on each side of the interpreted centerline of the projected surface rupture. Although the Project Applicant would be required to design and construct the Project in conformance with the most recently adopted building code design parameters in the current version of the Los Angeles Building Code, the presence of the potentially active Palos Verdes Fault trace on the Project site means that the Project could potentially expose people or structures to adverse effects associated with fault rupture or displacement. As such, the Environmental Impact Report identified this impact relating to fault rupture and displacement as significant. The Applicant has designed the Project observing the 50-foot setback on both sides of the projected surface rupture, and will comply with this mitigation measure.*

*Based on the active and potentially active faults in the region and on-site, it is likely that future earthquakes produced in Southern California will shake the Project site. However, the Project site is not exposed to a greater seismic risk than other areas of Southern California where active and potentially active faults are located. Furthermore, the Project will be designed and constructed to withstand ground motions by adhering to the 2011 Los Angeles Building Code Section 1613, which contains provisions relating to earthquake loads. Also, the Project Applicant would be required to design and construct the Project in conformance to the design parameters contained in the 2011 Los Angeles Building Code. Modern, well-constructed buildings are designed to resist ground shaking through the use of shear panels and reinforcement. Conformance with 2011 Los Angeles Building Code requirements would reduce the potential for structures on the Project site to sustain damage during an earthquake event, and would ensure that the Project would not expose people or structures to substantial adverse effects associated with seismic ground shaking to any greater extent than other properties in the Southern California region. As such, the Environmental Impact Report identifies impacts related to seismic ground shaking as less than significant.*

Other comments include the following:

- There have been limited opportunities for public input, and little time given to the community to evaluate the proposal and plans.
- Streets and parking plans are deficient and substandard, especially in consideration for emergency response vehicles within the property.
- There is a lack of facilities for senior citizens especially in the San Pedro community.

*Staff's Response: The Project has gone through the entitlement process meeting all the legal City code and State requirements, including all the legal noticing requirements and public hearings. Exhibit H of this report is a list and summary of the Applicant's public outreach efforts prior to the July 30, 2013 public hearing. Planning Staff has recommended that revisions to the Project be presented to the community, including the Neighborhood Councils and the City of Rancho Palos Verdes. Based on communication with the Applicant, efforts to present the revised project have been made to the Northwest San Pedro Neighborhood Council and the City of Rancho Palos Verdes.*

*The Fire Department reviews the site plan and tract map and issues their conditions of approval taking into consideration emergency access, setbacks, street layout, installation of hydrants, etc. Similar to the Fire Department, other City Departments also receive copies of the proposed plans and maps and issue their comments and conditions of approval. The Applicant must comply with these conditions of approval in order for their tract map to record and to receive any building permits. The Fire Department and other City Departments were sent copies of the most recent version of the tract map, and Planning Staff is awaiting their comments.*

*With regards to the lack of senior citizen facilities, the Applicant has chosen to develop the site without senior facilities or housing. However, the 2.42 acre park, trails, and other recreational amenities will be made available to the public, including senior citizens, to provide a benefit to the community.*

### **Urban Design Studio and the Professional Volunteer Program**

The project was presented to the Professional Volunteer Program (PVP) by the Urban Design Studio on August 13, 2013. The comments made by the professional architects for the original Project of 830 residential units (Alternative C) include the following:

- The PVP reviewed the layout of the 830 unit project, and questioned what benefits were being given to the City. The project is gated and requesting a General Plan Amendment and Zone Change. The types of transit along Western Avenue raised concerns for the issues of traffic that would be added on to Western Avenue.
- The PVP suggested that use on the site should be thoughtful so that it would be viable for the next 50 years. The use/project needs to be part of the community. The project should bring in different types of opportunities for the area.
- The PVP stated that gating the community and restricting access onto the site brings no benefit to the City.
- The open space shown is more like leftover space. There are no gathering spaces, and no central focus. The project should include a park for the residents and community to enjoy.
- A project of this size needs a pedestrian network. The open space shown provides opportunities for the pedestrian network. The stream brings an added feature to site.
- Much thought should go into the plantings to make the site aesthetically pleasing.
- Garage doors should be designed to improve interaction between residents. Textured paving and landscape should be included in the design to make this area vibrant and to activate the car space.
- The site should include a park at the center of the site. This would bring a nice central feature, while providing a safer place to play.
- Walkways fade away. There should be some pedestrian-only thoroughfares. Walkways should link to the trails.
- This development should be careful not to cookie cut the homes.
- Small amenities (i.e., dog washing area, community garden) should be added to the area.
- With such a large area and slope of the site, there should be permeable paving and stormwater capture.
- Project is lacking in generosity in green space and master planning to residents and community.
- The project needs to develop a Specific Plan that treats different features of the site differently. For example, development along Western Avenue, slopes, and general neighborhood, should be considered. Programming should be changed and the gaps of outdated zoning and what's there today should be filled.
- Include more breakup or more subareas in the site planning.
- There needs to be a larger connection to the open space around the site.
- Playa Vista should be looked to as a model.
- This development needs to be more open to the public and not be an insular community.

Proposed solutions raised by PVP:

- Increase green space areas around project for public space usage;
- Amenities might allow for opportunities for increased density;
- Reorganize open space to prioritize pedestrian network and an open space network;
- Use native and drought tolerant plants;
- Make driveways into walkways only for pedestrians;

- Hierarchy is needed;
- Create a central green space, large park;
- Make garage areas have texture, program for multiple uses; and
- Distribute open space differently.

### **Conclusion**

The Ponte Vista at San Pedro Specific Plan would allow for the subject site to be redeveloped into a residential community that meets the housing needs of the Wilmington-Harbor City and San Pedro areas. The Wilmington-Harbor City Community Plan characterizes its community plan area as essentially built-out. Though there are large properties available for public redevelopment and there are large underutilized properties available for educational use (for example, Harbor City College), there are no comparably-sized private properties in the area that are available for reuse. The site is a consolidated site comprised of 61.5 acres developed with abandoned and dilapidated homes. In 2009, the City Planning Commission identified the site as blighted and as an “eyesore”. Indeed, the site is underutilized and in need of revitalization.

The Project that was presented to the City Planning Commission in 2009 (Bisno) was denied with recommendations that the site not remain R1 and the site should have a density that is compatible with surrounding uses. The proposed Low Medium II designation would allow for opportunities to add new housing to the community that would be consistent with the Housing Element by bringing in housing that meets the needs of different household sizes and at different price points. The range of housing units from single family homes to townhomes to one-story flats provide housing opportunities to families, singles and professionals, and senior citizens as well. As noted, the Wilmington-Harbor City Community Plan characterizes its area as essentially built-out, and anticipates that future growth would be accommodated by the redevelopment and intensification of existing developed sites. Goals and objectives of the Wilmington-Harbor City Community Plan would be met by providing for the housing needs in the Harbor area. Within its proximity to the Port of Long Beach and Port of Los Angeles, the Project has a unique potential to provide a significant amount of housing to serve existing and future Port-related employment. Modernizing and increasing the amount of housing stock close to the Port would support the Port’s operations and growth, and, to a certain extent, could help mitigate environmental impacts from the Port’s operations related to commuter vehicle miles traveled.

The Applicant has had conversations with the different stakeholders of the community, and the Project was redesigned to address many of their concerns. More specifically, the following highlights have been reasons stakeholders have supported the Project:

- the reduced density and lower unit count of the new Ponte Vista Project;
- openness and approachability of new project team;
- bringing new jobs to the area, including local-hiring initiatives;
- bringing needed housing close to existing jobs; the need for a diversity of housing types to suit different kinds of households (young families and singles or seniors);
- high-quality on-site recreation designed for residents (including pocket parks and a community center);
- keeping the property fenced from adjacent properties (condos and high school);
- a traffic plan that fully addresses all impacts;
- open space available to the community for walking, hiking or cycling; the dedicated road to Mary Star of the Sea High School;
- improving the neighborhood by re-developing the Ponte Vista site and removing blighted naval housing.

The Applicant identified the key issues discussed at the 2009 City Planning Commission meeting. Meetings with the community were attended by the Applicant's team to address the community's concerns for the site. Also, it should be noted that the July 30, 2013 public hearing made the Applicant realize that the Project was in need of revisions to address concerns raised at that hearing. As such, the Applicant revised the Project by reducing the number of dwelling units from 830 dwelling units to 676 dwelling units (with a 700 unit maximum for the Specific Plan) as proposed in their tract map. Also, the Applicant responded to many concerns of a multi-family building proposed on the south portion of the site by removing this building, and replacing it with a 2.42 acre park to be accessible to the public. Finally, the Specific Plan was revised to bring more details and regulations to the plan to assure the community of the ultimate product that would be built.

Since the site is presently developed, impacts on natural resources are not of concern. The Project would be an infill development that has been designed to be compatible to the surrounding uses and the community needs. The Project proposes abundant landscaping on the edges and throughout the site, and takes into consideration the slope of the site and strategically placing tall structures in specific areas of the site to offset visual impacts from Western Avenue. There are several trails and walkways, including a perimeter trail, that promote walkability. With regards to adjacent uses, Western Avenue, a State Highway, generally serves as the community's walkway into and out of the development. There are some auto-oriented features of the development leading onto Western Avenue. However, Western Avenue is highly-traveled and serves as one of the main thoroughfares into and out of San Pedro. The Project does address the western portion of the site by trying to design that portion to be consistent with the goals and objectives of the Western Avenue Vision Plan. Furthermore, pedestrian entrances would allow the public to walk through and around the site. Residents would be able to walk onto Western Avenue and head to the commercial development to the south to meet some of their shopping needs. The design of the Project also includes a walkway into the development from the south multi-family property, allowing for access leading directly into the park.

With regards to the proposed gates, the Project's gates would only allow for residents and their guests to access their homes or to visit a resident by their vehicles. Pedestrians and community members will not be gated out from the site, and would be able to enter the site to utilize the publicly-accessible park and the open areas both outside and within the vehicular gates. The 2.42-acre park would bring both active and passive open space to the larger San Pedro and Wilmington-Harbor City community, while other open areas located throughout the site, including the proposed trails, would allow the public to enjoy the amenities of the site. Since the site currently restricts access, and streets within the development are private, traffic does not circulate through the site. There are also no linkages to other public streets or uses, so the gates that restrict vehicular access would not affect traffic patterns and paths.

The Project does, however, create traffic impacts with the addition of 676 dwelling units. The Applicant has submitted a revised Traffic Assessment Study for a development that proposes 700 dwelling units. The Department of Transportation reviewed the assessment and concurred that all 16 impacted intersections could be mitigated to less than significant levels.

As such, the Department of City Planning staff recommends the City Planning Commission recommend approval the proposed Specific Plan for a 700-unit residential project, as well as the requested General Plan Amendments, zone change, and Code Amendment.



## FINDINGS

### General Plan/Charter Findings

- 1. General Plan Land Use Designation.** The subject property is located within the area covered by the Wilmington - Harbor City Community Plan, which was last updated on July 14, 1999 the City Council (pursuant to Council File 98-1619). The Plan map designates the subject property for Open Space with corresponding zones of OS and A1 and Low Residential with corresponding zones of R1, RD6 and RU. The property contains approximately 61.5 gross acres (284,078 square feet before dedications) and is presently zoned OS-1XL and R1-1XL.

The Applicant in this case, is seeking a General Plan Amendment for the Wilmington - Harbor City Community Plan to amend the land use designations of the site from Open Space and Low Residential to a Low Medium II Residential land use designation. This designation allows the corresponding zones of RZ2.5, RD2, and RD1.5.

The subject site is currently improved with a vacant and abandoned naval housing complex, including other community structures. The Project proposes to remove all structures and construct a new 700-unit residential development.

Although the entire site has an average density equal to Low Medium I density (11.4 units/net acre), certain lots on the site exceed this average; therefore, requiring a land use designation of Low Medium II Residential. The proposed Specific Plan would limit the site to no more than 700 residential dwellings.

The General Plan Amendment will lead to a Project that would replace the existing blighted buildings on the Project site, and construct a new housing development that would contribute to meeting the projected 2017 housing need in the area. It would also, provide housing to meet the needs of a broad spectrum of persons desiring to live in the San Pedro area. The General Plan Amendment would allow for a Project that would provide residents and the public common amenities including landscaping and open space, while invigorating the local economy. The Project mitigates its environmental impacts to the extent feasible, and fiscally benefits the City. It provides a high-quality development through the creation of a Specific Plan to ensure certainties in design by establishing development standards for the Site.

- 2. General Plan Text.** The Wilmington - Harbor City Community Plan text includes the following relevant land use objectives, policies and programs:

*Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and project population of the Plan area to the year 2010.*

*Objective 1-2 To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.*

*Objective 1-3 To preserve and enhance the varied and distinct residential character and integrity of existing single and multi-family neighborhoods.*

*Policy 1-5.1. Promote greater individual choice in type, quality, price, and location of housing.*

*Objective 4-3. To acquire and develop properties as small parks where it is not possible to acquire sufficient acreage for neighborhood parks.*

*Objective 5-1. To preserve existing open space resources and where possible develop new open space.*

*Objective 4-5. To ensure the accessibility, security, and safety of parks by their users, particularly families with children and senior citizens.*

*Objective 12-1 Increase capacity on existing transportation systems through minor physical improvements.*

*Housing Encourage reuse of the existing U.S. Navy housing areas at the John Montgomery and Palos Verdes sites, in a manner that will provide needed housing in the community without adversely impacting the surrounding area*

The Project would redevelop an underutilized and blighted site, and construct a maximum 700-unit residential community. The Project would provide a mix of units to accommodate households of different sizes. A total of six different housing product types would be developed within the Project site to the development standards defined in the proposed Specific Plan to be adopted by the City for the Site. The Specific Plan would set design and landscaping standards to govern the Project's construction so that a quality residential development is established and maintained. A range of housing price points would be included in the Project, reflecting the range of housing product types from flats to townhomes to single-family homes. The Project would develop housing at higher densities ranging from 8 to 23 units per acre. Specifically, townhomes, duplex/flats, row houses, and small lot subdivisions would be included in the Project's mix of housing products. Furthermore, the Project brings housing to a site in close proximity to the Port of Los Angeles and the Port of Long Beach, which are among the region's largest employers.

The Project is consistent in scale with the surrounding properties. The Project is not located directly adjacent to any single-family residential neighborhood in the Wilmington-Harbor City Plan area. The Project is separated from a single-family residential neighborhood located in the City of Rancho Palos Verdes by Western Avenue, a State Highway carrying 35,000 vehicles per day. Properties to the south of the Site contain multi-family housing at densities similar to and in excess of what the Project would develop. The Project would develop 208 single-family housing units and would thus not represent out-of-scale development in the context of the neighborhood.

The Project site is located on Western Avenue, a major transit and commercial corridor. In particular, the Metro 205, San Pedro DASH, and LADOT Commuter Express 142 buses provide transportation from the Site to San Pedro, the Ports, and downtown Long Beach. Freeway access is located approximately three miles northeast of the Site with northbound and southbound ramps at Anaheim Street and Pacific Coast Highway. Public services and utilities are available to accommodate the Project.

The Project will create a 2.42-acre park at the southwest portion of the site. Although the program implementing the policies of Objective 4-3 states that park site development is the responsibility of the Department of Recreation and Parks, the Project would develop, landscape and maintain the public trail and adjacent green space to help meet the needs of both future Project residents and the larger community. On-site parking for the trail would be provided at the entrance to the Mary Star access road. In addition, the

Project would include several small parks accessible to the public and other recreational facilities (pools, spas, fitness center) for the private use of its residents. Thus, the Project would contribute to serving the public recreation and park needs of its residents and the surrounding community.

3. **The Transportation Element** of the General Plan will be affected by the recommended action herein. However, any necessary dedication and/or improvement of Western Avenue will assure compliance with this Element of the General Plan and with the City's street improvement standards pursuant to Municipal Code Section 17.05.

Objective 2 Mitigate the impacts of traffic growth, reduce congestion, and improve air quality by implementing a comprehensive program of multi-modal strategies that encompass physical and operational improvements as well as demand management.

Policy 2.34 Consider the construction of new highway segments and strategic roadway widening only after the implementation of appropriate Demand Management and System Management measures.

The Project would mitigate all of its significant impacts on traffic through a series of roadway and intersection improvements, as well as the institution of Transportation Demand Measures. The Project site is located adjacent to a public transit corridor with service to local and regional commercial and employment centers. The Project would also be developed to accommodate bicycle access and usage as well as pedestrian access and connectivity to adjacent streets.

Objective 10 Make the street system accessible, safe, and convenient for bicycle, pedestrian, and school child travel.

Policy 10.5. Ensure that sidewalks along all designated major and secondary highways are maintained at a minimum ten (10)-foot width pending full dedication and improvement of these streets to the standards set forth in this Element.

The Project would result in a number of street improvements, including roadway restriping and/or modifications. A minimum a ten foot-wide sidewalk would be provided on any streets that are being altered by the Project. The Project would also ensure that direct access to Mary Star of the Sea High School is provided across the Project site via a new public street. Although portions of the Project would be gated with controlled vehicular access, the Project would be open and accessible to bicyclists and pedestrians. Bus stops along Western Avenue would be accessible from the Project.

The Project would promote neighborhood accessibility through its integration with the Expo Line station and location adjacent to other existing transit services. The Project would expand neighborhood transportation services given the Expo Line, the Big Blue Bus "Super 7" line, the Culver City Bus line 6 and additional Metro Rapid routes planned for the general area. The project will offer transit passes on a specified basis. In addition, due to its central location near the San Diego and Santa Monica freeways, the site is also accessible by car. Further, the MTA is developing a bicycle lane alongside the Expo Line, which residents, businesses owners and employees, and visitors would be able to utilize from the site. The Project will provide bicycle parking within each dwelling unit garage and place community bicycle parking throughout the site.

**4. Charter Findings – City Charter Sections 556 and 558 (General Plan Amendment).**

Los Angeles City Charter Sections 556 and 558 and Los Angeles Municipal Code Section 12.32(C)(7) require that any General Plan Amendment be in substantial conformance with the purposes, intent and provisions of the City's General Plan.

The proposed General Plan Amendment to the land use designation of Low Medium II Residential and the proposed Ponte Vista Specific Plan comply with Charter Sections 556 and 558, and are in substantial conformance with the purposes, intent and provisions of the City's General Plan. The General Plan Amendment would address the City's need to increase the housing supply for the City's growing population. The Applicant's proposed General Plan Amendment and Specific Plan are compatible with the City's General Plan Framework and the objectives and policies of the Wilmington-Harbor City Community Plan, as detailed below.

5. The **Sewerage Facilities Element** of the General Plan will be affected by the recommended action. However, requirements for construction of sewer facilities to serve the subject Project and complete the City sewer system for the health and safety of City inhabitants will assure compliance with the goals of this General Plan Element.
6. **Street Lights.** Any City required installation or upgrading of street lights is necessary to complete the City street improvement system so as to increase night safety along the streets which adjoin the subject property.
7. **General Plan Amendment Findings**

**A. The General Plan Amendments Will Further the Purposes, Intent and Provisions of the Wilmington-Harbor City Community Plan.**

The Wilmington-Harbor City Community Plan was last updated in 1999. The Community Plan states that "any subsequent action that modifies the Plan or any monitoring review that results in changes to the Plan must make new Plan consistency findings at the time of that decision." The Community Plan calls for monitoring and revision in light of changing circumstances. The Community Plan provides goals, objectives and policies to address development within the area. The Project is consistent with the following objectives and policies that meet the Community Plan's goals:

*Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and project population of the Plan area to the year 2010.*

The Project would provide housing that addresses the existing housing shortfall. While lands for multifamily housing are designated in the Community Plan, insufficient housing supply for the growing population exists. The Community Plan recognizes that "the residential densities, commercial intensities, and industrial intensities depicted on the Plan map are theoretical and will not occur due to plan and zone regulations, economic conditions, and design limitations." The Project site provides a large, well-located parcel where multi-family housing can be planned and constructed efficiently. As discussed earlier, the Project would provide 700 infill multi-family housing units on a Site that is located proximate to the Port of Los Angeles and the Port of Long Beach, which are among the region's largest employers.

The Project is consistent in scale with the surrounding properties. The Project would redevelop a Site that contains abandoned duplex housing. The Project is not located directly adjacent to any single-family residential neighborhood in the Wilmington-Harbor City Plan area. The Project is separated from a single-family residential neighborhood located in the City of Rancho Palos Verdes by Western Avenue, a State Highway carrying 35,000 vehicles per day. Properties to the south of the Site contain multi-family housing at densities similar to and in excess of what the Project would develop. The Project would develop 208 single-family housing units and would thus not represent out-of-scale development in the context of the neighborhood.

*Objective 1-2 To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.*

The Project complies with this objective and provides infill housing that is located proximate to existing commercial centers along Western Avenue, as well as to downtown San Pedro and the Ports of Los Angeles and Long Beach, which are among the region's largest employers. Further, the Project is located on Western Avenue, a major transit and commercial corridor. In particular, the Metro 205, San Pedro DASH, and LADOT Commuter Express 142 buses provide transportation from the Site to San Pedro, the Ports, and downtown Long Beach. Freeway access is located approximately three miles northeast of the Site with northbound and southbound ramps at Anaheim Street and Pacific Coast Highway. Public services and utilities are available to accommodate the Project.

*Objective 1-3 To preserve and enhance the varied and distinct residential character and integrity of existing single and multi-family neighborhoods.*

The Project would replace the existing abandoned and blighted former Navy Housing Complex with a residential community that implements a cohesive design scheme and shared character that is compatible with the surrounding environment, particularly the existing multi-family residential development immediately to the south of the Project site. A Specific Plan would be adopted to set design and landscaping standards to govern the Project's construction so that a quality residential development is established and maintained.

The Project is a single- and multi-family housing development, and, as such, is compatible with existing residential land uses located to the west, east, and south of the Project site.

*Policy 1-5.1. Promote greater individual choice in type, quality, price, and location of housing.*

The Project would provide additional housing options for the Wilmington-Harbor City Plan area. The Project would provide infill single-family and multi-family for-sale housing. A total of six different housing product types would be developed within the Project (see above) to the development standards defined in the proposed Specific Plan to be adopted by the City for the Site. The Specific Plan would set design and landscaping standards to govern the Project's construction so that a quality residential development is established and maintained. A range of housing price points would be included in the Project, reflecting the range of housing product types from flats to townhomes to single-family homes. The Project would develop high-quality single- and multi-family housing at higher densities ranging from 8 to 23 units per acre. Specifically, townhomes, duplex/flats, row houses, small lot subdivisions, and apartments would be included in the Project's mix of housing products.

*Objective 4-3. To acquire and develop properties as small parks where it is not possible to acquire sufficient acreage for neighborhood parks.*

*Objective 5-1. To preserve existing open space resources and where possible develop new open space.*

The Project will create a 2.42-acre park at the southwest portion of the site. Although the program implementing the policies of Objective 4-3 states that park site development is the responsibility of the Department of Recreation and Parks, the Project would develop, landscape and maintain the public trail and adjacent green space to help meet the needs of both future Project residents and the larger community. On-site parking for the trail would be provided at the entrance to the Mary Star access road. In addition, the Project would include several small parks accessible to the public and other recreational facilities (pools, spas, fitness center) for the private use of its residents. Thus, the Project would contribute to serving the public recreation and park needs of its residents and the surrounding community.

*Objective 4-5. To ensure the accessibility, security, and safety of parks by their users, particularly families with children and senior citizens.*

The trail and park would be adequately illuminated for use at various times of day and in inclement weather. The Project will also provide 24-hour security.

*Objective 12-1 Increase capacity on existing transportation systems through minor physical improvements.*

The Project will improve the western edge of Western Avenue consistent with the Western Avenue Improvement Plan, which will include transit stops for buses, thereby increasing the capacity of transportation.

*Housing Encourage reuse of the existing U.S. Navy housing areas at the John Montgomery and Palos Verdes sites, in a manner that will provide needed housing in the community without adversely impacting the surrounding area*

The Project would provide new housing closer to one of the most prominent job centers in the region – the Ports of Los Angeles and Long Beach. Further, the Project would add new multi-family housing stock to an area of the City (e.g., the Wilmington-Harbor City Plan area) which has a significantly dated multi-family housing stock. The Project would provide ownership opportunities to broader segments of the community and households of different sizes. The Project would also provide a publicly-accessible trail and private open space, and recreation areas to serve its own residents.

Although construction activities usually result in localized short-term disturbances, the Project's construction would be staged almost completely on-site. Construction would comply with all City ordinances and policies, and would be mitigated in nearly all areas to a less than significant level. The Project would not generate unique public facility needs, which it does not address. It would pay all applicable governmental fees, and would contribute tax revenues to the City, which could be used to for existing and anticipated public service needs.

**B. The General Plan Amendment Will Further the Purposes, Intent and Provisions of the General Plan Framework**

The General Plan Framework was originally adopted in 1996 and re-adopted by the City Council in 2001. The General Plan Framework is a strategy for long-term growth in the City of Los Angeles, and it sets a citywide context to guide development of community plans and other General Plan elements. Implementation of the General Plan Framework is achieved through the various updates of community plans, ordinances, standards and guidelines, as well as through development-review procedures for projects submitted by a private property owner or developer. Based on the following objectives and policies, the proposed Project meets the following objectives and policies of the City's adopted General Plan Framework:

Land Use

*Objective 3.2 Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.*

*Policy 3.2.1 Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public-transit corridors and stations.*

*Policy 3.2.4 Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhances the character of commercial and industrial districts.*

The proposed General Plan amendment would permit an infill residential development that will take advantage of existing infrastructure and be located in close proximity to major job centers, including the Ports of Los Angeles and Long Beach. The Project will be located along Western Avenue, a major transportation and public transit corridor, providing direct access to major bus lines and reducing the need to travel by automobile.

The Project will create a distinct community in scale with the surrounding development. The proposed Specific Plan would result in a development of a total of 700 units on 47.1 net acres, an average density of 11.4 units per acre over the entire Site, corresponding to Low Medium I Density Residential. The surrounding neighborhoods include multi-family residential (Medium Density Residential and Low Medium II Density Residential) as well as single-family residential. A Medium Density Residential use abuts the Site to the south, on a 6-acre property designated for Neighborhood Commercial and Medium Density Residential. The predominant development in the surrounding area is known as "The Gardens" which abuts the southern boundary of the Ponte Vista Site on property areas designated as Low Medium II Density Residential and zoned RD2-1XL. The Gardens occupy approximately 80 acres with 1,100 garden-style two-story townhomes with attached garages. Residential development to the west, on the other side of Western Avenue (located in the City of Rancho Palos Verdes), and southeast of the Ponte Vista Site (south of Mary Star of the Sea High School) is designated for Low Density Residential and developed with single-family dwellings. The 330-acre U.S. Navy Defense Fuel Support Point abuts the Project site to the north and is designated as

Open Space, and the adjacent Mary Star of the Sea High School, to the east, is designated for Low Density Residential and zoned R1-1XL, operating under a Conditional Use Permit for a school in the R1 Zone.

Based on the surrounding land uses and Plan designations, the Project is consistent with and an extension of the prevailing scale and character of the surrounding neighborhood as identified in Policy 3.2.1. It will create a new, vibrant community of various housing types needed to meet the area's diverse housing needs. The Project design will incorporate architecture that compliments and enhances the surrounding communities, while providing substantial recreational, activity and open space to Project residents and a public park and publically-accessible open space to the general public.

*Policy 3.4.1 Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land-Use Diagram.*

The General Plan amendment will permit a project that conserves and enhances the stable surrounding residential neighborhoods. The Project fits within the density of the surrounding multi-family and single family residential development. The Project will dramatically transform a dilapidated, dangerous eyesore into a new community that will provide new recreational opportunities for surrounding residents. The Project's location along a Western Avenue, a major thoroughfare with substantial transit options, will connect residents to surrounding commercial and job centers.

*Objective 4.3 Conserve scale and character of residential neighborhoods.*

The General Plan amendment will permit a Project that includes apartment, condominium, townhouse and single-family buildings. The residential units will include 30 foot high single family homes, 30 and 40 foot high detached cluster homes, 35 foot high townhomes, and 48 foot high townhomes and flats. This scale of development is compatible with the predominant scale in the adjacent area, which is generally one to three-story single and multi-family structures, and conserves the existing scale and character of the residential community in substantial conformance to Objective 4.3.

### Housing

*Policy 4.1.1 Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within each City subregion to meet the twenty-year projections of housing needs.*

The General Plan Amendment will directly address Policy 4.1.1 by permitting a project that will add needed housing to reach various income segments in the Wilmington-Harbor and San Pedro communities. Project density is a proper balance between the area's housing needs and the constraints of both the site and the scope and scale of development in the surrounding neighborhood.



### Open Space

*Policy 6.4.8 Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.*

- a. *Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces, and other places that function like open space in urbanized areas of the City with deficiencies of natural open space, especially in targeted growth areas.*
- b. *Encourage the improvement of open space, both on public and private property, as opportunities arise. Such places may include the dedication of "unbuildable" areas or sites that may serve as green space, or pathways and connections that may be improved to serve as neighborhood landscape and recreation amenities.*

The General Plan amendment will be consistent with the Open Space Element of the General Plan, as it will provide for a Project with significant open space, including publicly-accessible open space. The Project will contain 24.15 acres of open space, including a 2.42 acre publicly-accessible park. Also, trails accessible to the public will run along the perimeter of the site, while visitors will be able to access other open areas of the site. Approximately 39 percent of the project is open space.

#### **C. The Proposed General Plan Amendment Would Serve the Public Necessity, Convenience and General Welfare of the City of Los Angeles.**

The General Plan Amendment will serve the public necessity, convenience and general welfare of the City of Los Angeles by making the land use designation of the Project site consistent with an amount of residential compatible with surrounding neighborhoods that also meets the identified housing needs of the community. The site's current General Plan designation does not provide for an economically viable residential development, nor does it provide for a range of housing stock that will meet the needs of residents of with different household sizes.

#### **8. Zone Change and Code Amendment Findings**

##### **A. Pursuant to LAMC Section 12.32.C.7, and based on these Findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.**

The General Plan Framework was originally adopted in 1996 and re-adopted by the City Council in 2001. The General Plan Framework is a strategy for long-term growth in the City of Los Angeles, and it sets a citywide context to guide development of community plans and other General Plan elements. Implementation of the General Plan Framework is achieved through the various updates of community plans, ordinances, standards and guidelines, as well as through development-review procedures for projects submitted by a private property owner or developer. Based on the following objectives and policies, the proposed Zone Change and Project meets the following objectives and policies of the City's adopted General Plan Framework:

### Land Use

*Objective 3.2 Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.*

*Policy 3.2.1 Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public-transit corridors and stations.*

*Policy 3.2.4 Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhances the character of commercial and industrial districts.*

The proposed Zone Change and Code Amendment would permit an infill residential development that will take advantage of existing infrastructure and be located in close proximity to major job centers, including the Ports of Los Angeles and Long Beach. The Project will be located along Western Avenue, a major transportation and transit corridor, providing direct access to major bus lines and reducing the need to travel by automobile.

The Project will create a community in scale with the surrounding development. The proposed Specific Plan would result in a development of a total of 700 units on 61.5 acres, an average density of 11.4 units per acre over the entire site, corresponding to Low Medium I Density Residential. The surrounding neighborhoods include multi-family residential (Medium Density Residential and Low Medium II Density Residential) as well as single-family residential. A Medium Density Residential use abuts the site to the south, on a 6-acre property designated for Neighborhood Commercial and Medium Density Residential. The predominant development in the surrounding area is known as "The Gardens" which abuts the southern boundary of the Ponte Vista site on property areas designated as Low Medium II Density Residential and zoned RD2-1XL. The Gardens occupy approximately 80 acres with 1,100 garden-style two-story townhomes with attached garages. Residential development to the west, on the other side of Western Avenue (located in the City of Rancho Palos Verdes), and southeast of the Ponte Vista site (south of Mary Star of the Sea High School) is designated for Low Density Residential and developed with single-family dwellings. The 330-acre U.S. Navy Defense Fuel Support Point abuts the Project site to the north and is designated as Open Space, and the adjacent Mary Star of the Sea High School, to the east, is designated for Low Density Residential and zoned R1-1XL, operating under a Conditional Use Permit for a school in the R1 Zone.

Based on the surrounding land uses and Plan designations, the Project is consistent with and an extension of the prevailing scale and character of the surrounding neighborhood as identified in Policy 3.2.1. It will create a new, vibrant community of various housing types needed to meet the area's diverse housing needs. The Project design will incorporate architecture that compliments and enhances the surrounding communities, while providing substantial recreational opportunities and open space to Project residents and a public park and publically-accessible open space to the general public.

*Policy 3.4.1 Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land-Use Diagram.*

The Zone Change and Code Amendment will permit a project that conserves and enhances the stable surrounding residential neighborhoods. The Project fits within the density of the surrounding multi-family and single family residential development. The Project will dramatically transform a dilapidated eyesore into a new community that will provide new recreational opportunities for surrounding residents. The Project's location along Western Avenue, a major thoroughfare with transit options, will connect residents to surrounding commercial and job centers.

*Objective 4.3 Conserve scale and character of residential neighborhoods.*

The Zone Change and Code Amendment will permit a Project that includes townhouse, flats and single-family units. The residential units will include 30-foot high single family homes, 30- and 40- foot high detached cluster homes, 35-foot high townhomes, and 48-foot high townhomes and flats. This scale of development is compatible with the predominant scale in the adjacent area, which is generally one to three-story single and multi-family structures, and conserves the existing scale and character of the residential community in substantial conformance to Objective 4.3.

### Housing

*Policy 4.1.1 Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within each City subregion to meet the twenty-year projections of housing needs.*

The Zone Change and Code Amendment will directly address Policy 4.1.1 by permitting a project that will add needed housing for different household sizes and income segments in the Wilmington-Harbor-San Pedro area. Project density is a proper balance between the area's housing needs and the constraints of both the site and the scope and scale of development in the surrounding neighborhood.

Urban Form and Neighborhood Design

### Open Space

*Policy 6.4.8 Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.*

- a. *Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces, and other places that function like open space in urbanized areas of the City with deficiencies of natural open space, especially in targeted growth areas.*

- b. *Encourage the improvement of open space, both on public and private property, as opportunities arise. Such places may include the dedication of "unbuildable" areas or sites that may serve as green space, or pathways and connections that may be improved to serve as neighborhood landscape and recreation amenities.*

The Zone Change and Code Amendment will be consistent with the Open Space Element of the General Plan, as it will provide for a Project with significant open space, including publically accessible open space. The Project will contain 24.15 acres of open space, including a 2.42-acre park and trails accessible to the public.

The Zone Change and Code Amendment will serve the public necessity, convenience and general welfare of the City of Los Angeles by making the zoning of the Project site consistent with an amount of residential compatible with surrounding neighborhoods that also meets the identified housing needs of the community. The site's current zoning does not provide for an economically viable residential development, nor does it provide for a range of housing stock that will meet the needs of residents of varying income levels.

The Zone Change will provide the Project site with consistent, unified zoning that will permit the revitalization of an abandoned residential site that is a significant eyesore that degrades the surrounding community. The Zone Change will permit a development that fits within the varying densities of the surrounding residential communities, provides significant open space, and publically-accessible park and other forms of open space, and residential housing options for community members of varying income levels. Absent the Zone Change, the Project site would be split into two zones that would not permit a viable residential development.

- B. The action, as recommended, has been made contingent upon compliance with the "T" and "Q" conditions imposed herein. Such limitations are necessary to protect the best interests of and to assure a development more compatible with surrounding properties, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action.

## 9. Specific Plan Findings

- A. **The Proposed Ponte Vista at San Pedro Specific Plan is in Conformance with the Purposes, Intent and Provisions of the City of Los Angeles General Plan.**

Los Angeles City Charter section 556 and LAMC section 12.32 C.2 require that prior to adopting a land use ordinance, the Planning Commission make finds that the ordinance is in substantial conformance with the purposes, intent and provisions of the General Plan. The proposed Ponte Vista at San Pedro Specific Plan will be in conformance with the purposes, intent and provisions of the General Plan in that it will conform to the goals, objectives and policies of the General Plan Framework and Wilmington-Harbor City Community Plan, as discussed below. The Specific Plan provides regulations for housing types including single family housing, townhouse units, and flats. The regulations, policies, and standards contained in the currently proposed Specific Plan are designed to implement the applied for Low Medium II Residential land use designation; therefore, the Specific Plan conforms to the General Plan, as amended.

**B. The Ponte Vista at San Pedro Specific Plan Will Be in Conformance with the Wilmington-Harbor City Community Plan.**

The Wilmington-Harbor City Community plan guides future development within the Community Plan area. It is intended to promote an arrangement of land uses, streets and services that will encourage and contribute to the health, safety, welfare and convenience of the people who live and work in the Community. The Ponte Vista at San Pedro Specific Plan will be consistent with the following objectives and policies of the Community Plan:

*Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and project population of the Plan area to the year 2010.*

The Project would bring in new housing units to address housing projections. While lands for multi-family housing are designated in the Community Plan, there is a lack of new housing being constructed. The Community Plan recognizes that "the residential densities, commercial intensities, and industrial intensities depicted on the Plan map are theoretical and will not occur due to plan and zone regulations, economic conditions, and design limitations." The Project site provides a large, well-located parcel where multi-family housing can be planned and constructed efficiently. As discussed earlier, the Project would provide 700 infill multi-family housing units on a site that is located proximate to the Port of Los Angeles and the Port of Long Beach, which are among the region's largest employers.

The Project is consistent in scale with the surrounding properties. The Project would redevelop a site that contains abandoned duplex housing. The Project is not located directly adjacent to any single-family residential neighborhood in the Wilmington-Harbor City Plan area. The Project is separated from a single-family residential neighborhood located in the City of Rancho Palos Verdes by Western Avenue, a State Highway carrying 35,000 vehicles per day. Properties south of the site contain multi-family housing at densities similar to and in excess of what the Project would develop. The Project would develop 208 single-family housing units in addition to up to 492 multi-family dwellings. This would be compatible and consistent with the context of the neighborhood.

*Objective 1-2 To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.*

The Project complies with this objective and provides infill housing that is located proximate to existing commercial centers along Western Avenue, as well as to downtown San Pedro and the Ports of Los Angeles and Long Beach, which are among the region's largest employers. Further, the Project is located on Western Avenue, a major transit and commercial corridor. In particular, the Metro 205, San Pedro DASH, and LADOT Commuter Express 142 buses provide transportation from the site to San Pedro, the Ports, and downtown Long Beach. Freeway access is located approximately three miles northeast of the site with northbound and southbound ramps at Anaheim Street and Pacific Coast Highway. Public services and utilities are available to accommodate the Project.

*Objective 1-3 To preserve and enhance the varied and distinct residential character and integrity of existing single and multi-family neighborhoods.*

The Project would replace the existing abandoned and blighted former Navy Housing Complex with a residential community that implements a cohesive design scheme and shared character that is compatible with the surrounding environment, particularly the existing multi-family residential development immediately to the south of the Project site. A Specific Plan would be adopted to set design and landscaping standards to govern the Project's construction so that a quality residential development is established and maintained.

The Project is a single- and multi-family housing development, and, as such, is compatible with existing residential land uses located to the west, east, and south of the Project site.

*Policy 1-5.1. Promote greater individual choice in type, quality, price, and location of housing.*

The Project would provide additional housing options for the Wilmington-Harbor City plan area. The Project would provide infill single-family and multi-family for-sale housing. A total of six different housing product types would be developed within the Project to the development standards defined in the proposed Specific Plan to be adopted by the City for the site. The Specific Plan would set design and landscaping standards to govern the Project's construction so that a quality residential development is established and maintained. A range of housing price points would be included in the Project, reflecting the range of housing product types from flats to townhomes to single-family homes. The Project would develop single- and multi-family housing at higher densities ranging from 8 to 23 units per acre.

*Objective 4-3. To acquire and develop properties as small parks where it is not possible to acquire sufficient acreage for neighborhood parks.*

*Objective 5-1. To preserve existing open space resources and where possible develop new open space.*

The Project will construct 2.42 acres of parkland. The Project would develop, landscape and maintain a public trail and adjacent green space to help meet the needs of both future Project residents and the larger community. On-site parking for the trail would be provided at the entrance to the Mary Star access road. In addition, the Project would include several small open areas accessible to the public, as well as other recreational facilities (pools, spas, fitness center) for the private use of its residents. Thus, the Project would contribute to serving the public recreation and park needs of its residents and the surrounding community.

*Objective 4-5. To ensure the accessibility, security, and safety of parks by their users, particularly families with children and senior citizens.*

The trail and park would be adequately illuminated for use at various times of day and in inclement weather. The Project will also provide 24-hour security.

*Objective 12-1 Increase capacity on existing transportation systems through minor physical improvements.*

The Project will improve the western edge of Western Avenue consistent with the Western Avenue Improvement Plan, which will include transit stop for buses, thereby increasing the capacity of the existing transportation systems.

*Housing Encourage reuse of the existing U.S. Navy housing areas at the John Montgomery and Palos Verdes sites, in a manner that will provide needed housing in the community without adversely impacting the surrounding area.*

The Project would provide new housing in a location near the Ports of Los Angeles and Long Beach. Further, the Project would add new multi-family housing stock to an area of the City (e.g., the Wilmington-Harbor City) which has a significantly dated multi-family housing stock. The Project would provide ownership opportunities at to broader segments of the community. The Project would also provide a publicly-accessible trail and private open space and recreation areas to serve its own residents.

Although construction activities usually result in localized short term disturbances, the Project's construction would be staged almost completely on-site, would comply with all City ordinances and policies, and would be mitigated in nearly all areas to a less than significant level. The Project would not generate unique public facility needs which it does not address, would pay all applicable governmental fees, and would contribute tax revenues to the City that would enable it to meet existing and anticipated public service needs.

**C. The Ponte Vista at San Pedro Specific Plan Will Be in Conformance with the General Plan Framework.**

The General Plan Framework was originally adopted in 1996 and re-adopted by the City Council in 2001. The General Plan Framework is a strategy for long-term growth in the City of Los Angeles, and it sets a citywide context to guide development of community plans and other General Plan elements. Implementation of the General Plan Framework is achieved through the various updates of community plans, ordinances, standards and guidelines, as well as through development-review procedures for projects submitted by a private property owner or developer. Based on the following objectives and policies, the proposed Specific Plan and Project meets the following objectives and policies of the City's adopted General Plan Framework:

Land Use

*Objective 3.2 Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.*

*Policy 3.2.1 Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public-transit corridors and stations.*

*Policy 3.2.4 Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhances the character of commercial and industrial districts.*

The proposed Specific Plan would permit an infill residential development that will utilize existing infrastructure and be located in close proximity to major job centers, including the Ports of Los Angeles and Long Beach. The Project will be located along Western Avenue, a major transportation and transit corridor, providing direct access to major bus lines and reducing the need to travel by automobile.

The Project will create a community in scale with the surrounding development. The proposed Specific Plan would result in a development of a total of 700 units on 61.5 acres, an average density of 11.4 units per acre over the entire site, corresponding to Low Medium I Density Residential. The surrounding neighborhoods include multi-family residential (Medium Density Residential and Low Medium II Density Residential) as well as single-family residential. A Medium Density Residential use abuts the site to the south, on a 6-acre property designated for Neighborhood Commercial and Medium Density Residential. The predominant development in the surrounding area is known as "The Gardens" which abuts the southern boundary of the Ponte Vista site on property areas designated as Low Medium II Density Residential and zoned RD2-1XL. The Gardens occupy approximately 80 acres with 1,100 garden-style two-story townhomes with attached garages. Residential development to the west, on the other side of Western Avenue (located in the City of Rancho Palos Verdes), and southeast of the Ponte Vista site (south of Mary Star of the Sea High School) is designated for Low Density Residential and developed with single-family dwellings. The 330-acre U.S. Navy Defense Fuel Support Point abuts the Project site to the north and is designated as Open Space, and the adjacent Mary Star of the Sea High School, to the east, is designated for Low Density Residential and zoned R1-1XL, operating under a Conditional Use Permit for a school in the R1 Zone.

Based on the surrounding land uses and designations, the Project is consistent with and an extension of the prevailing scale and character of the surrounding neighborhood as identified in Policy 3.2.1. It will create a new, vibrant community of various housing types needed to meet the area's diverse housing needs. The Project design will incorporate architecture that compliments and enhances the surrounding communities, while providing substantial recreational, activity and open space to Project residents and a public park and publically-accessible open space to the general public.

*Objective 4.3 Conserve scale and character of residential neighborhoods.*

The Specific Plan will permit a Project that includes townhouse, flats, and single-family buildings. The residential units will include 30-foot high single family homes, 30- and 40-foot high detached cluster homes, 35-foot high townhomes, and 48-foot high townhomes and flats. This scale of development is compatible with the predominant scale in the adjacent area, which is generally one to three-story single and multi-family structures, and conserves the existing scale and character of the residential community in substantial conformance to Objective 4.3.

Housing

*Policy 4.1.1 Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within each City subregion to meet the twenty-year projections of housing needs.*

The Specific Plan will directly address Policy 4.1.1 by permitting a project that will add needed housing at to reach various income segments and household sizes in the Wilmington-Harbor and San Pedro areas. Project density is a proper balance between the area's housing needs and the constraints of both the site and the scope and scale of development in the surrounding neighborhood.



### Open Space

*Policy 6.4.8 Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.*

- a. *Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces, and other places that function like open space in urbanized areas of the City with deficiencies of natural open space, especially in targeted growth areas.*
- b. *Encourage the improvement of open space, both on public and private property, as opportunities arise. Such places may include the dedication of "unbuildable" areas or sites that may serve as green space, or pathways and connections that may be improved to serve as neighborhood landscape and recreation amenities.*

The Specific Plan will be consistent with the Open Space Element of the General Plan, as it will provide for a Project with significant open space, including publically accessible open space. The Project will contain 24.15 acres of open space, including a 2.42 acre park and several acres of trails accessible to the public.

#### **D. The Specific Plan Would Conform to the Public Necessity, Convenience and General Welfare of the City of Los Angeles.**

The Ponte Vista at San Pedro Specific Plan will serve the public necessity, convenience and general welfare of the City of Los Angeles by making the zoning of the Project site consistent with an amount of residential compatible with surrounding neighborhoods that also meets the identified housing needs of the community. The site's current zoning does not provide for an economically viable residential development, nor does it provide for a range of housing stock that will meet the needs of residents of varying income levels.

#### **E. The Proposed Specific Plan Will Conform to Good Zoning Practice.**

The Ponte Vista at San Pedro Specific Plan will provide the Project site with consistent, unified zoning that will permit the revitalization of an abandoned residential site that is a significant eyesore that degrades the surrounding community. The Specific Plan will permit a development that fits within the varying densities of the surrounding residential communities, provides significant open space, a public park and publically-accessible open space, and residential housing options for community members of varying income levels. Absent the Specific Plan, the Project site would be split into two zones that would not permit a viable residential development.

## **10. FINDINGS OF FACT (CEQA)**

### **I. INTRODUCTION**

SFI Bridgeview, LLC (the Project Applicant), is proposing to develop a residential development of up to 700 units on a 61.5-acre site located at 26900 South Western Avenue in the Wilmington-Harbor City Community Plan Area of the City of Los Angeles. The Project would involve the demolition and removal of all existing improvements on the Site, which include 245 vacant residential units, a 2,161-square foot community

center, and a 3,454-square foot retail convenience facility which were constructed in approximately 1962 by the U.S. Navy for the purpose of housing and accommodating personnel stationed at the Long Beach Naval Shipyard. The Site (formerly known as "San Pedro Housing") was closed in the late 1990s.

The Project's residential units would be comprised of single-family, townhome, and flats ranging in size from 600 to approximately 2,800 square feet, within buildings constructed over and/or adjacent to residential parking garages. The Project would also provide an access road from Western Avenue to the off-site, private Mary Star of the Sea High School. The Project would incorporate internal open space and recreational areas, including a community clubhouse and pool/recreation area, a 2.42-acre publically accessible park, and approximately 24.15 acres of total open space. Additional recreational amenities would be distributed throughout the site. A Specific Plan is proposed to provide zoning, architectural, landscape, and streetscape standards to guide the Project's development.

In compliance with Section 15082 of the CEQA Guidelines, a Notice of Preparation (NOP) was prepared by the Department of City Planning and distributed to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties on October 26, 2010. The NOP for the Draft EIR was circulated until November 29, 2010.

A Notice of Availability (NOA) and the Draft EIR were submitted to the State Clearinghouse, Office of Planning and Research, various public agencies, citizen groups, and interested individuals for a 61-day public review period from November 8, 2012, through January 7, 2013.

During that time, the Draft EIR was also available for review at the City of Los Angeles Department of City Planning, various City libraries, and via Internet at <http://cityplanning.lacity.org>. The Draft EIR analyzed the effects of a reasonable range of alternatives to the Project. Following the close of the public review period, written responses were prepared to the comments received on the Draft EIR. Comments on the Draft EIR and the responses to those comments are included within the Final EIR (Final EIR).

The Final EIR is comprised of: an Introduction; List of Commenters; Responses to Comments; Corrections and Additions to the Draft EIR; a Mitigation Monitoring and Reporting Program; and Appendices. The Final EIR, together with the Draft EIR and Supplemental Analysis, makes up the Final EIR as defined in CEQA Guidelines Section 15132 (the Final EIR).

The documents and other materials that constitute the record of proceedings on which the City of Los Angeles' CEQA findings are based are located at the Department of City Planning, 200 Spring Street, Room 750, Los Angeles, CA 90012. This information is provided in compliance with CEQA Section 21081.6(a)(2).

Section 21081 of the California Public Resources Code and Section 15091 of the CEQA Guidelines require a public agency, prior to approving a project, to identify significant impacts of the project and make one or more of three possible findings for each of the significant impacts.

- A. The first possible finding is that “[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.” (State CEQA Guidelines Section 15091, subd. (a)(1))
- B. The second possible finding is that “[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.” (State CEQA Guidelines Section 15091, subd. (a)(2))
- C. The third possible finding is that “specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.” (State CEQA Guidelines Section 15091, subd. (a)(3))

The findings reported in the following pages incorporate the facts and discussions of the environmental impacts that are found to be significant in the Final EIR for the Project as fully set forth therein. Although Section 15091 of the CEQA Guidelines does not require findings to address environmental impacts that an EIR identifies as merely “potentially significant,” these findings will nevertheless fully account for all such effects identified in the Final EIR. For each of the significant impacts associated with the Project, either before or after mitigation, the following sections are provided:

Description of Significant Effects - A specific description of the environmental effects identified in the Final EIR, including a judgment regarding the significance of the impact.

Mitigation Measures - Identified mitigation measures or actions that are required as part of the Project.

Finding - One or more of three specific findings in direct response to CEQA Section 21081 and CEQA Guidelines Section 15091.

Rationale - A summary of the reasons for the finding(s).

Reference - A notation on the specific section in the Draft EIR or Final EIR, which includes the evidence and discussion of the identified impact.

## **DESCRIPTION OF PROJECT**

The Project site is located within the Wilmington-Harbor City Community Planning Area of the City. The Project site consists of approximately 61.5 acres of land and is located at 26900 South Western Avenue in the City of Los Angeles, approximately two miles north of downtown San Pedro, and 1.5 miles northwest of the Port of Los Angeles. The Project site is the location of the former U.S. Navy San Pedro Housing complex and is bordered by Western Avenue (State Route 213) to the west, Fitness Drive and multi-family residential developments to the south, the U.S. Navy’s Defense Fuel Support Point (DFSP) to the north, and Mary Star of the Sea High School to the east.

The Project proposes the development of a residential community of up to 700 units featuring single-family homes, duplexes, townhomes, and flats. Streets within the Project would be both private and public, with access to the Project site provided through two entrances from Western Avenue, at Green Hills Drive and at a new east-west road near the southerly boundary line of the Project site that would intersect Western Avenue at Avenida Aprenda. Gross residential densities developed within the Project would range from 8 units per acre to 23 units per acre. The average density for the Project would be 11.4 DU/acre (gross).

The Proposed Project would be comprised of a combination of dwelling units within the following categories:

- Two- and three-story detached single-family homes with street-loaded private garages
- Two-story buildings containing townhomes with driveway-loaded private garages
- Two-story townhomes and flats with driveway-loaded private garages
- Four story buildings containing flats with elevators over a secured common basement garage containing flats

The dwelling units would range in size from approximately 600 to 2,800 square feet and would be housed within Mediterranean, Tuscan, and contemporary-style buildings built over and/or adjacent to residential parking garages. Residential buildings along Western Avenue would be two to three stories in height (between 30 and 48 feet) and would be buffered by trees and landscaping and set back from the street by approximately 18-80 feet, depending on the location and product type. Residential buildings throughout the rest of the Project site would vary in height, with buildings averaging three stories, but not exceeding four stories (approximately 55 feet) in the interior of the site near its southern boundary. Based on data provided by the Project Applicant, the weighted average sale price for all for-sale units would be \$489,474 (2011 dollars).

Vehicular access to the Project would be from Western Avenue at the two existing signalized intersections with Green Hills Drive and Avenida Aprenda on the north and south, respectively. The proposed southerly Project entrance at the Western Avenue/Avenida Aprenda intersection would feed into a new east-west road crossing the southern portion of the Project site that would provide access to the Mary Star of the Sea High School campus adjacent to the site on the east.

With the exception of the east-west road described above providing access across the Project site to Mary Star of the Sea High School, all other streets would be private and vehicular access would be provided through two gated entrances: one from Western Avenue at Green Hills Drive and a second off of the new public east-west road near the southerly boundary line of the Project site that would intersect Western Avenue at Avenida Aprenda. The new access road for Mary Star of the Sea High School would terminate at the eastern edge of the Project site, from which a private driveway would extend off-site to the east providing access to the Mary Star of the Sea campus.

When completed, the Project would redevelop 100 percent of the Project site. The Project would incorporate a seismic setback area along a splay of the Palos Verdes Fault crossing the center of the site. The proposed Project would incorporate over 24 acres of total open space, consisting of outdoor recreational amenity space (including primary and secondary recreation centers with adjacent community clubhouses and pool/event lawn areas for project residents), dedicated park area (including an open space/trail network around the perimeter of the Project site and a publically-accessible park near Western Avenue), landscaped common areas throughout the Project, and other open space. The open space/trail network and publically-accessible park areas would be accessible to both Project residents and the general public. Additional indoor recreational amenities (e.g., rec rooms, fitness centers, etc.) would be distributed across the site for the private use of residents.

A Specific Plan is proposed for the Project to provide zoning, architectural, landscape, and streetscape standards to guide the Project's development. At residential densities ranging from 8 dwelling units per acre to approximately 23 dwelling units per acre, the

Project would fall within the City of Los Angeles' Low, Low-Medium I, and Low-Medium II General Plan Land Use Designations.

Although a maximum of 212 residential units would be permitted under the Specific Plan within Subarea 6, only 188 units are currently being proposed. In order to provide additional housing within Subarea 6 exceeding the currently proposed 188 units but not more than 212 units, a new subdivision map would be required, although no Specific Plan Amendment would be required.

Construction of the Proposed Project is estimated to begin in late 2013 and continue over a five-year period. The existing slope along the northeastern boundary of the Project site would be modified to support the construction of the residential dwelling units along its toe. However, following completion of construction and landscaping, the re-engineered slope would be fully vegetated with a variety of native plant and tree species. The entire Project site would be densely landscaped with a variety of ornamental and native plant and tree species. As individual phases of the development are completed, associated landscaping would be installed on an incremental basis.

As part of Project construction, the existing surface drainage course crossing the southwestern corner of the Project site would be removed and buried beneath this portion of the Project as a subterranean storm drain. This storm drain would serve the same purpose as the existing surface channel by conveying the off-site stormwater runoff from the culvert at Western Avenue across this portion of the Project site. After accepting additional drainage from the Project site, this storm drain would discharge runoff to the City storm drain system in the same general location as at present along the Project site's southern boundary.

Site preparation for Project construction would involve conventional cut and fill grading techniques. A significant amount of existing fill is present on the Project site and would be either removed or consolidated and recompacted prior to the grading of building pads. Site grading would be required to prepare the proposed building pads for construction. Grading would also be required in order to construct the proposed roads, parking areas, and drainage improvements, and to install utilities. The combined grading operations would affect the entire site (or approximately 61.5 acres) and would involve a total earthwork quantity of approximately 1,225,000 cubic yards (cy), including approximately 350,000 cy of cut and fill for surface grading and an additional 875,000 cy of remedial grading for over-excavation and other requirements. No fill material would be imported to or exported from the Project site. However, the removal of debris resulting from the demolition of existing structures on the Project site would be required. Construction staging, laydown areas, and all construction equipment would be positioned on-site and would be moved from area to area on the Project site, consistent with the sequence of construction.

The City of Los Angeles Department of City Planning is the Lead Agency for the Project. In order to construct the Project, the Project Applicant is requesting approval of the following discretionary and ministerial actions from the City of Los Angeles and/or other agencies:

- General Plan Amendment to change the land use designation in the Wilmington-Harbor City Community Plan for the Project site from Low Residential and Open Space to Low Medium II Residential;
- Zone change to change the zoning designation for the Project site from R1-1XL and OS-1XL to a new Specific Plan Zone;

- Specific Plan adopted for Ponte Vista establishing project-specific development standards and guidelines;
- Vesting Tract Map for the development of 676 residential dwelling units on the 61.5-acre Project site;
- Haul Route Permit for the removal of demolished structures and associated materials from the Project site;
- B-Permit for necessary street, sewer, storm drain, and lighting improvements;
- Grading Permits;
- Building Permits;
- Streambed Alteration Agreement pursuant to Section 1603 of the California Fish & Game Code;
- Permits pursuant to Sections 401 and 404 of the Clean Water Act;
- Encroachment Permit from the California Department of Transportation (Caltrans); and
- Any other necessary discretionary approvals or ministerial permits required for the construction or operation of the Project.

Other reviewing departments within the City may include:

- Los Angeles Police Department (Site Plan Review).
- Los Angeles Fire Department (Site Plan Review, Hydrants Unit Sign-Off).
- Los Angeles Department of Transportation (Traffic Study Review, Site Plan Review for Driveway Access and Pedestrian Safety).
- Los Angeles Department of Public Works (B-Permit)
- Building and Safety (Site Plan Review, Building Permits, Certificate of Occupancy).

#### **IMPACTS FOUND TO BE LESS THAN SIGNIFICANT/NO IMPACT**

The City of Los Angeles Planning Department prepared an Initial Study for the Project, in which it determined that the Project would not have the potential to cause significant impacts in the areas of Agricultural and Forestry Resources and Mineral Resources. Therefore, these issue areas were not examined in detail in the Draft EIR or the Final EIR. The rationale for the conclusion that no significant impact would occur is also summarized below:

##### **A. Agricultural and Forestry Resources**

The Project would not result in the conversion of either designated farmland to non-agricultural use or forest land to non-forest use because there is no agricultural land or forest land located on the Project site or in the vicinity of the Project site. The Project would not conflict with existing zoning for agricultural use or forest use because the Project site is not zoned for agricultural use or forest use. Finally, because the City of Los Angeles does not currently participate in the Williamson Act, the Project would not conflict with or result in the cancellation of a Williamson Act contract. For these reasons, the Initial Study determined that the Project would have no impact on agricultural or forestry resources.

##### **B. Mineral Resources**

The Project site is not known to be a likely source for any mineral resources of value to the region, residents, or the State. The Project site is not located within a locally important mineral resource recovery area delineated on a local general

plan, specific plan, or other land use plan. Furthermore, the site is currently developed, precluding the availability of any resources that might have been present. Therefore, the Project would not alter the status of the site with respect to the availability of mineral resources. For these reasons, the Initial Study determined that the Project would have no impact on mineral resources.

## **II. IMPACTS FOUND NOT TO BE SIGNIFICANT PRIOR TO MITIGATION (No Mitigation)**

### **Measures Required to Reduce Impacts)**

The following effects associated with the Project were analyzed in the Draft EIR and found to be less than significant prior to mitigation and no mitigation measures are required:

#### **A. Aesthetics (Views/Light and Glare)**

Replacement of the existing abandoned development with a new residential community would introduce a land use to the site that is consistent with the single-family and multi-family residential visual character of areas to the east, west, and south of the Project site. As a result, the Proposed Project would improve the existing visual character of the site. Project impacts on visual character and views would be less than significant, as detailed below.

From Viewshed A (looking west from the east side of the Project site), Project development would reduce the available field of view and block a portion of the view of the Palos Verdes Hills from the vicinity of the Mary Star of the Sea High School athletic fields and parking lots, as well as block most of the limited view of Green Hills Memorial Park. Such changes in views would be less than significant, as the City of Los Angeles does not consider changes to private views to be significant. From locations farther to the east within this viewshed area, these scenic views would be blocked by the Project to a substantially lesser degree.

From Viewshed B (looking north from the south side of the Project site), at specific exterior locations where a relatively unobstructed view northward onto the Project site is available, as well as from the interior of the units facing the Project site, the Project flats/townhomes buildings would be visually prominent in the foreground and would constitute a change in the visual character of the Site. Most views of the riparian corridor would be blocked, with the exception of specific locations adjacent to gaps between the proposed on-site residential buildings. Similarly, most views across the Project site to the DFSP property would also be blocked by the proposed on-site residential buildings. Residences adjacent to the southwestern corner of the Project site would have a view of the publically-accessible park.

From Viewsheds C and D (looking east onto the Project site from Western Avenue and from Green Hills Memorial Park, respectively), Project landscaping would shield most Project buildings from view and would create a type of visual "greenbelt" along the Western Avenue frontage. These trees and landscaping would replace the existing chain-link fence along the Western Avenue frontage of the Site as the principal on-site visual element visible from this viewshed area. In addition, a wide field of view would remain visible from vantage points in this area, and therefore, the Project would not create a substantial impact to the overall coverage of the available view, nor would it represent a change in overall visual character. Existing views towards the harbor across the central portion of the Project site from higher elevations along Western Avenue

would not be affected by Project buildings due to the difference in elevation between the street and the proposed single-family homes. Project development would potentially add additional height and mass to the existing skyline of views of the Project site. However, while Project structures would have the potential to alter view lines somewhat, Project development would not be tall enough or close enough to this area to alter the existing background views of the harbor area.

From Viewshed E (looking east toward the Project site from Avenida Aprenda), views toward the Site are only partially available. Where views do exist towards the Project site, they would be at least partially obstructed by neighboring homes and existing trees and vegetation. Views toward the harbor area (where the tops of some harbor cranes are partially visible) from some portions of Avenida Aprenda would continue to be available from elevations above the Project site. However, the width of these views from lower elevations just west of the intersection of Avenida Aprenda and Western Avenue would be reduced by the presence of Project buildings as well as the existing residential units located to the south of the Project site. Project trees and landscaping would screen most of the interior views of the Project site.

With adherence to Los Angeles Municipal Code (LAMC) regulations, light resulting from Project construction activities would not significantly impact off-site sensitive uses, substantially alter the character of off-site areas surrounding the construction area, or interfere with the performance of an off-site activity. Implementation of the Proposed Project would introduce new sources of light, including multi-story buildings with interior and exterior building lighting, low-level security/courtesy lighting for parking areas and parks, street lighting, and vehicle headlights. However, views into the Project site would be limited by topography, surrounding buildings, and the Project's own buildings, landscaping, and fencing. Project lighting impacts would be less than significant.

The proposed Project residences would have stucco, wood, stone and/or brick and block facades. Windows would consist of non-highly reflective glass. Other prominent objects in vicinity viewsheds are illuminated (e.g., nearby refineries, roads, bridges, and harbor cranes). All new light generated by the Project's operation would be similar to that generated by typical single- and multi-family communities already existing in the area and would not significantly affect light-sensitive land uses by introducing new sources of light or glare that could have substantial adverse effects on day or nighttime views in the area. Thus, the Proposed Project would result in a less than significant impact related to operational glare.

No "natural" open space currently exists on the Project site. The entire site has been modified and graded at one point or another in its history. However, portions of the site are currently undeveloped and are thus characterized by unmaintained, somewhat overgrown open space and riparian vegetation. Development of the Project would convert this un-maintained open area to a combination of maintained open space (both public and private) and residential development. The entirety of the site would be landscaped. Proposed Project buildings would be integrated into the overall aesthetic context of the Site through the connective landscaping and tree placement surrounding the Site's perimeter. Given the current blighted condition of the Site, this impact would not be adverse.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to aesthetics (views/light and glare), prior to mitigation.



**B. Aesthetics (Shade and Shadow)**

Due to the location of the Project site and the proposed height of structures, shade and shadow impacts are not considered relevant. Shadow impacts are typically greatest during the winter months due to the sun's low position in the sky, with the resultant longer shadows stretching roughly from the northwest to the northeast during daytime hours. Because shadows in the Northern Hemisphere trend to the north during the winter, shading caused by Project buildings would not affect any adjacent off-site residences during the wintertime. As a result, and due to the areas north of the Project site being at a higher elevation, no impact resulting from shadows cast onto adjacent off-site properties by Project buildings is expected to occur.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to aesthetics (shade and shadow), prior to mitigation.

**C. Cultural Resources (Historic Resources)**

The former San Pedro Naval Housing complex located on the Project site is not currently listed as a landmark at the national, state, or local levels, and has not been identified as potentially significant in any historic resources surveys of the area. The complex was evaluated for its potential as a historic district because the complex consists of a group of residential duplexes that were planned and constructed at the same time, in 1964. None of the buildings were evaluated for individual eligibility, as they are alike and part of a larger tract. Based on the research and field inspection conducted for this report, the complex is ineligible for listing at the national, state, or local levels because the complex lacks historical significance or architectural distinction. The recommended evaluation code is 6Z, ineligible for designation at the national, state, or local levels through survey evaluation. Therefore, because the complex is not a historic resource subject to CEQA, the Project would have no impact on historical resources.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to cultural resources (historic resources), prior to mitigation.

**D. Greenhouse Gas Emissions**

Project construction emissions represent an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment and the disposal of construction waste. The Project is expected to generate 4,850 trips during a typical weekday and 4,887 trips during a typical Saturday. Motor vehicle trips are the primary source of daily operational GHG emissions associated with the Project. The GHG emissions resulting from operation of the Project, which involves the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment, hearth combustion, and generation of solid waste and wastewater, were calculated with the net increase in GHG emissions generated by the Project estimated at 9,687.08 CO<sub>2</sub>e MTY (metric tons per year). Although the Proposed Project would emit GHGs, implementation of Compliance Measures and Project Design Features (including consistency with the City's Green Building Code) would reduce GHG emissions to the maximum extent feasible. Further, the Proposed Project would be consistent with all feasible and applicable strategies to reduce greenhouse gas emissions in California and the City of Los Angeles. As such, the Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The Project's impacts associated with GHG emissions would therefore be considered less than significant.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to greenhouse gas emissions, prior to mitigation.

#### **E. Hydrology and Water Quality**

The Project proposes redevelopment of the entire site with a combination of single- and multi-family residential uses, private and public recreation facilities, and interior circulation and landscaping. Under future conditions, drainage patterns on the Project site would remain substantially the same as under existing conditions. The Project would not have an adverse impact with respect to storm drain capacity and no mitigation measures are required. Similarly, development of the Project would have a less than significant impact on storm drainage infrastructure and flooding resulting from the alteration of existing drainage patterns and the increase in overall site imperviousness. Development of the Project would neither reduce nor increase the amount of surface water in any water body to a substantial degree.

Because the developed site would generate slightly more runoff than under existing conditions, the amount of runoff contributed by the site to the West Channel of Los Angeles Harbor would be increased by a slight amount, on the order of 18-20 cfs (cubic feet per second) under 50-year storm conditions. This impact would be less than significant.

Development of the Project would not result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The source and destination, as well as the general pattern of surface water flow both within the watershed and across the Project site would remain the same as under existing conditions with Project development, although the existing drainage channel crossing the site would be covered and the existing riparian vegetation removed.

The nearest body of water to the Project site is the Palos Verdes Reservoir, located approximately 0.75 mile west of the Project site. According to the Safety Element of *the General Plan of the City of Los Angeles* ("General Plan"), the Project site is not located within any potential inundation area. The Palos Verdes Reservoir is not a flood control facility. As such, there is no hydrologic connection between the reservoir and the drainages that either cross or impact the Project site. However, the remote, speculative and hypothetical event of a complete and instantaneous failure of the Palos Verdes Reservoir could, due to the intervening topography, potentially result in flooding across portions of the Project site. However, the failure of the reservoir is considered a remote and speculative event. Additionally, development of the Project would not introduce persons or structures into an area where they might be subject to inundation risks not experienced by both previous residents of the site and current residents in surrounding areas. With respect to storm-caused flooding, the Project site is not located within a designated floodplain or area subject to flood hazards. The Project site is located in a dense urban area that is completely surrounded by existing urban uses. The proposed storm drainage facilities to be constructed on the Project site as part of the Project would provide sufficient capacity to convey the excess street flow from Western Avenue resulting from the undersized reinforced concrete pipe (RCP) conveying drainage from Watershed A onto the site.

Implementation of the best management practices (BMPs) in the Project's Stormwater Pollution Prevention Plan (SWPPP) and compliance with the City's discharge requirements (listed as Compliance Measures) would ensure that the Project construction would not violate any water quality standards or discharge requirements or

otherwise substantially degrade water quality. Thus, Project impacts would be less than significant.

Based on the incorporation of site design, source control and treatment control/low impact design (LID) BMPs as required under the City of Los Angeles' Standard Urban Stormwater Mitigation Plan (SUSMP) and as identified as Compliance Measures and Project Design Features, water quality standard exceedances are not anticipated, and pollutants are not expected in Project runoff in amounts that would adversely affect beneficial uses in downstream receiving waters. Thus, Project impacts would be less than significant. With respect to groundwater, proposed LID BMPs and treatment control BMPs would not cause or contribute to impairments to groundwater quality. Thus, impacts would be less than significant.

Although the overall imperviousness of the Project site would increase due to higher density development as compared to existing conditions, the increase would be offset by the implementation of LID features for water quality. No groundwater wells are proposed nor would the Proposed Project affect any existing wells. Therefore, redevelopment of the Project site is not anticipated to reduce groundwater recharge opportunities or lower groundwater tables as compared to existing conditions, and may in fact slightly increase groundwater recharge throughout the area with the implementation of LID features for water quality. Impacts would be less than significant.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to hydrology and water quality, prior to mitigation.

#### **F. Land Use and Planning (Land Use Consistency)**

The Project would require a General Plan amendment to change the land use designation in the Wilmington-Harbor City Community Plan for the Project site from Low Residential and Open Space to Low Medium II Residential. The Project would also require a zone change to change the zoning designation for the Project site from R1-1XL and OS-1XL to a new Specific Plan Zone. The Project's density would range from 8 units per acre to 23 units per acre, with the average density being 11.4 DU/acre (gross). Also, the Project would locate a range of new housing options proximate to the Ports of Los Angeles and Long Beach, which are major employment centers within southern California.

The Project is consistent with and would assist in the implementation of applicable regional plans and policies; specifically those which encourage the reduction of regional congestion through infill housing development (e.g., AQMP, Compass Growth Vision, Regional Transportation Plan [RTP], Regional Housing Needs Assessment [RHNA], etc.), as well as policies to address the community's and City's housing crisis. The Project's proposed 700 dwelling units would provide 57 percent of the units forecast to be needed in the Wilmington-Harbor City CPA by 2017. The Project also represents 1.1 percent of the growth in SCAG's household forecast for the City of Los Angeles Subregion between 2010 and 2017. The Project's provision of housing units would occur without the displacement of any existing households and without the demolition of any existing housing stock.

The Project site is currently served by public transit (buses) and is immediately adjacent to a public transit route along Western Avenue. The Project would incorporate sidewalks on primary streets and would provide a network of pathways throughout the master-planned community that would create opportunities for residents to walk to local destinations and transit stops. In addition, the Project would provide bike parking for

residents and visitors, thereby promoting alternate transportation. Further, the Project incorporates urban design standards that would make Western Avenue a more attractive street, which could promote its use by pedestrians, bicyclists with bike parking amenities, and users of public transit. The Project would be consistent with applicable portions of the City's Urban Design Principles and elements of the Walkability Checklist. The Project is consistent with and would assist in the implementation of relevant Air Quality Management Plan and Regional Transportation Plan strategies to attain and maintain compliance with federal and state ambient air quality and greenhouse gas standards.

The Project would be consistent with the goals, policies, and objectives of the Noise Element, Housing Element, Air Quality Element, Transportation Element, and Conservation Element of the General Plan. The Project would comply with applicable hillside area grading regulations. The Project site contains no trees subject to the City's Protected Tree Ordinance. The Project would be required to comply with the Methane Mitigation Standards in LAMC section 91.7102 and as directed and approved by LADBS and the LAFD as they apply to the portion of the site that is included within a City-identified Methane Buffer Zone.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to land use and planning (land use consistency), prior to mitigation.

#### **G. Land Use and Planning (Divide Established Community/Land Use Compatibility)**

The Project would not 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 or a 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. While functional compatibility is a subjective matter, the Project, as a residential use, is compatible with the existing uses in the vicinity since similar land uses exist immediately to the east, west, and south of the Project site, including higher density developments to the south. The Project's proposed residential uses would be compatible with and largely buffered from adjacent residential uses by proposed landscaping. The Project would not create any significant land use and planning impacts and therefore no mitigation measures are necessary.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to land use and planning (divide established community/land use compatibility), prior to mitigation.

#### **H. Noise (Off-Site Operational)**

Upon buildout of the Project, new periodic sources of noise would consist of stationary sources (such as rooftop heating, ventilation, and air conditioning [HVAC] systems for the proposed uses). The design of these on-site HVAC units and exhaust fans would be required to comply with the regulations under Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, the on-site equipment would be designed such that it would be shielded and appropriate noise muffling devices would be installed on the equipment to reduce noise levels that affect nearby noise-sensitive uses. Implementation of Compliance Measures would ensure that all new mechanical

equipment associated with the Project would adhere to Section 112.02 of the LAMC. This impact would be less than significant.

Operational noise would also result from vehicular traffic utilizing local roadways. The Project's maximum local noise increase level at any off-site roadway segment would be 0.7 dBA CNEL (Community Noise Equivalent Level). Because this maximum and all lesser noise increases are below the 3 dBA threshold, this impact would be less than significant.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to noise (off-site operational), prior to mitigation.

### **I. Population and Housing**

Due to the employment patterns of construction workers in Southern California and the operation of the market for construction labor, construction workers are not likely, to any significant degree, to relocate their households as a consequence of the job opportunities presented by the Project. Thus, there would not be any adverse housing impacts associated with construction of the Project.

The Project's direct impact would be a maximum of 700 housing units. The total households/housing unit impact of the Project at the Subregion level would be 938 households/housing units (i.e., 700 direct + 238 indirect/induced). The Project's direct plus indirect/induced households would represent about 0.06% to 0.07% of the households estimated for 2010 and forecasted for 2017 and 2027 in the City of Los Angeles Subregion, about 1.1 percent of 2010-2017 household growth, and about 0.5 percent of 2010-2027 household growth. Within the Wilmington-Harbor City Community Plan area, the Project would represent about 2.5 to 3.5 percent of households in 2010, 2017 and 2027; about 57 percent of 2010-2017 household growth; and about 25 percent of 2010-2027 household growth. When cumulative projects are added, the total cumulative impact of the Project would constitute about 102 percent of 2010-2017 household growth, which can be considered a temporary exceedance as the Project's cumulative impact would only constitute about 46 percent of 2010-2027 household growth within the Wilmington-Harbor City CPA. Therefore, the Project would not induce substantial housing growth, because it would meet a portion of forecasted housing need rather than exceed the housing growth forecast for the City of Los Angeles Subregion by 2017.

The "jobs-housing balance" in the City of Los Angeles Subregion -- i.e., the numerical ratio of 1.34 jobs to households -- was very close to the ratio for the SCAG region as a whole in 2010 (1.37), and is therefore considered close to "balance." By adding 413 indirect/induced jobs related to Project household spending and 700 direct households, the Project would have no impact on the Subregion's 2010 jobs-housing balance in that it would not change its 1.34 ratio estimated for that year.

Overall, the Project would assist the City in meeting its fair share of regional housing need, provide new housing opportunities a broad range of potential residents, and conform with new City policy direction supporting higher density, compact, infill housing development that adds to the City's housing supply and encourages the improvement of air quality and the reduction of regional congestion. Impacts would be less than significant.

The 700 dwelling units would accommodate a population of 2,079 persons. Assuming further that the indirect dwelling units associated with the Project, are occupied at the same persons-per-household factor as for the City of Los Angeles Subregion as a whole in 2010 (i.e., 2.99), this implies Subregion-level indirect/induced population impact of 763 persons, for a total population impact of 2,842 persons. The Project's direct plus indirect/induced population would represent about 0.065% of the population estimated for 2010 and forecasted for 2017 and 2027 in the City of Los Angeles Subregion, about 2.8 percent of 2010-2017 population growth, and about 1.1 percent of 2010-2027 population growth. Within the Wilmington-Harbor City Community Plan area, the Project would represent about 2.6 percent of population in 2010, 2017 and 2027; about 107 percent of 2010-2017 population growth (which can be considered a temporary exceedance); and about 43 percent of 2010-2027 population growth. When cumulative projects are added, the total cumulative impact of the Project would constitute about 190 percent of 2010-2017 population growth, which can be considered a temporary exceedance as the Project's cumulative impact would only constitute about 80 percent of 2010-2027 population growth within the Wilmington-Harbor City CPA.

The Project would not induce substantial population growth in this area, because it would meet a portion of forecasted population rather than exceed the population growth forecast in the Subregion by 2017 and, in the case of the Wilmington-Harbor City CPA, by 2027.

For the reasons described above with respect to housing, no adverse population impacts are predicted as a result of Project construction, since construction workers would not be expected to relocate their households as a consequence of working at the Project.

In addition to being generally consistent with applicable growth forecasts, the Project would also be consistent with housing policies in the City's General Plan Framework, Housing Element, and Wilmington-Harbor City Community Plan. For example, by adding new units to the City's housing supply, the Project would make an important incremental contribution to meeting the City's "fair share" of regional housing need in the new RHNA that would apply to the next update of the City's Housing Element. Impacts would be less than significant.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to population and housing, prior to mitigation.

#### **J. Public Services (Fire Protection)**

Construction and operation-related impacts of the Project on fire protection and emergency services would be less than significant. Specifically, with regard to response distance, the Project would not be within the LAFD's required response distance of 1.5 miles for residential land uses, with the closest responder to the Project site at Station No. 36, approximately two miles driving distance away. Thus, the installation of automatic fire sprinkler systems is required pursuant to LAMC Section 57.09.07, and the proposed structures would be equipped with sprinklers.

Upon completion of the Project and implementation of the proposed traffic mitigation measures, potential impacts to all studied intersections, including the intersections of Western Avenue/Pacific Coast Highway and Western Avenue/Palos Verdes Drive North would be mitigated to a less than significant level, even taking into account cumulative growth.

With regard to access, it is anticipated that the Project's proposed access plan would provide adequate access to and from the Project site in the event of an emergency. Nonetheless, as a Compliance Measure, the Applicant is required to submit the proposed plot plan for the Project to the LAFD for review for compliance with applicable Los Angeles Fire Code, California Fire Code, City of Los Angeles Building Code, and National Fire Protection Association standards, thereby ensuring that the Proposed Project would not create a fire hazard. Project impacts would be less than significant.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to public services (fire protection), prior to mitigation.

#### **K. Public Services (Police Protection)**

The Project is expected to generate a direct population of 2,079 persons plus the indirect/induced population of 763 persons, yielding a total Project generated population of 2,842 persons. As a result, an increase in the number of police service calls from the Project site would be expected. Although the LAPD does not maintain minimum officer-to-population ratio objectives, the data is a useful metric for gauging the effect a Proposed Project might have on service levels and response times. The increase in population created by the Project, corresponding to an approximately two percent increase in LAPD Harbor Area residents, would reduce existing officer-to-population ratios in the Harbor Area to 1.76 officers per 1,000 residents, a change of 0.03 officers as compared to existing conditions, which would be a minimal decrease. This analysis is likely conservative, as a substantial percentage of future Project residents may already be living elsewhere in the Harbor Area. The Proposed Project's impact on the officer-to-population ratio at the Harbor Area would not be substantial and the impact would be less than significant.

The Project would not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives of the LAPD, and impacts associated with Project operation would be less than significant.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to public services (police protection), prior to mitigation.

#### **L. Public Services (Schools)**

Taper Elementary, Dodson Middle, and Narbonne High Schools serve the Project site. The Project would increase the number of school-aged children living within the jurisdictional boundaries of the abovementioned schools. Based on Los Angeles Unified School District (LAUSD) demographic analysis, there would be approximately 91 elementary students, 44 middle school students, and 55 high school students living at the Project at any one time. With the addition of Project-generated students to existing school enrollments, Taper Elementary School would operate under capacity by 133 students, Dodson Middle School would operate under capacity by 346 students, and Narbonne High School would operate under capacity by 172 students.

As a Compliance Measure, the Project would be required to pay school facilities fees pursuant to Senate Bill (SB) 50, which would be used to construct facilities which, according to LAUSD, are necessary to serve overall student enrollment growth district-wide associated with new development. Payment would provide "full and complete

mitigation of the impacts of any legislative or adjudicative act . . . on the provision of adequate school facilities.” Impacts would be less than significant.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to public services (schools), prior to mitigation.

#### **M. Public Services (Parks and Recreation)**

Approximately 39 percent of the Project’s post-development acreage (or 24.15 acres) would consist of a combination of open space, landscaped common areas, recreational amenities, and parks. The majority of this acreage would be accessible to the general public. The Project includes a 2.42-acre publically accessible park, within which various recreational activities could occur. Thus, the Project would exceed its generated neighborhood park demand.

The Project is required to comply with the City’s Quimby Ordinance and Dwelling Unit Construction Tax (DUCT) payment requirements. If the park and recreational facilities proposed by the Project do not fully meet the requirements of these ordinances, the fees paid would make up the difference. As a result, the Project would not require the construction or expansion of additional off-site recreational facilities, the construction of which might have an adverse physical environmental effect. In addition, the provision of on-site park and recreational amenities would reduce the likelihood that future Project residents would travel to other existing parks and recreational facilities in the area, thus increasing usage to the point that substantial physical deterioration of those facilities would occur or be accelerated. When all of this is combined with recognition of the existing extent of parks and recreational facilities available within the Project area and region, the Project would have a less than significant impact upon park and recreational facilities.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to public services (parks and recreation), prior to mitigation.

#### **N. Public Services (Libraries)**

Development of the Project would increase demand for library services by directly increasing the permanent residential population in the Wilmington-Harbor City Community Plan Area by approximately 2,079 persons. Given that the San Pedro Regional Branch Library would continue to meet its service population criteria per the Los Angeles Public Library (LAPL) standards and the lack of any current capacity problems at this facility, it is expected that an increase of approximately three percent in its service population could be accommodated without the need for new or physically altered library facilities. Therefore, it is not anticipated that the Project would result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, or need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for library services, and impacts to library service would be less than significant.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to public services (libraries), prior to mitigation.



**O. Utilities and Service Systems (Wastewater)**

The majority of the Project site is currently located within the boundaries of LACSD District No. 5. A portion of the site is located within the sewer service area boundaries of the City's Bureau of Sanitation system. Thus, the Project would have two ultimate sewer service connection options: (1) service by the City's Bureau of Sanitation; or (2) service by the LACSD. Under the first option, the Project would connect to the existing City sewer facility located in Taper Avenue, adjacent and to the east of the Project's eastern property boundary. Under the second option, the Project would connect via a new sewer lateral to the existing LACSD facilities located across and adjacent to the site's southwest corner, within the Western Avenue right-of-way.

The Project Applicant's preferred option is to deliver all Project wastewater to the City Bureau of Sanitation's sewer system for conveyance and treatment. However, in order to connect to the City's sewer system, the Project Applicant must first pursue and perfect a de-annexation from the LACSD service area for the majority of the Project site and, subsequently, annexation to the City Bureau of Sanitation service area. This process requires approval by the Local Agency Formation Commission (LAFCO) as well as by the two wastewater service agencies. Although the Project Applicant has initiated this process, it is not estimated to be completed until late 2013. Both the LACSD and City Bureau of Sanitation have opined that adequate conveyance and treatment capacity exists with which to serve the Proposed Project.

Assuming that Project wastewater is delivered to the City's system, wastewater would be generated at the Project by long-term operation of the single-family residential units, townhomes, condominiums, and apartments. The Project would generate approximately 137,908 gallons per day (gpd) of wastewater. Sufficient wastewater treatment capacity to serve the anticipated Project sewage generation exists at the Terminal Island Wastewater Treatment Plant. Therefore, impacts with respect to wastewater treatment capacity would be less than significant.

The City Department of Public Works analyzed the existing sewer system and determined that sufficient residual conveyance and treatment capacity exists in the sewer lines to which the Project is proposing to discharge. Consequently, the City issued a SCAR response in essence committing to serve the Project. Therefore, Project impacts with regard to wastewater conveyance would be less than significant.

Construction impacts resulting from wastewater infrastructure installation/improvement would be less than significant as no impacts to existing traffic flow on streets surrounding the site would occur.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to utilities and service systems (wastewater), prior to mitigation.

**P. Utilities and Service Systems (Solid Waste)**

The Project is predicted to generate a total of approximately 33,982 tons of solid waste over the five-year construction period, including approximately 31,428 tons of demolition waste generated during the first year of construction and 2,555 tons of construction waste generated during the subsequent four years. With Compliance Measures, approximately 16,991 tons of the demolition/construction waste would be disposed of in Sunshine Canyon or Chiquita Canyon Landfills, including 15,714 tons of demolition waste and 1,277 tons of construction waste. Assuming that construction of the Project would occur 22 days each month for five years and that demolition activities would be completed within the first year, the Project would dispose of an average of 8.5 tons of

solid waste per day during the first year of the construction phase, and an average of 0.69 tons of solid waste per day during each year thereafter. As such, the landfills would have adequate capacity to accommodate the average daily construction waste generated by the Project over its multi-year construction period, and construction-related solid waste impacts would be less than significant.

The Project would generate approximately 2.1 tons (4,265 pounds) of solid waste per day during its operation. Assuming that at least 30 percent of the solid waste generated by the Project would be diverted from the landfill waste stream, the Project would result in a net generation of 1.5 tons (2,986 pounds) of solid waste per day. The remaining combined daily intake capacity of the Sunshine Canyon City/County Landfill and the Chiquita Canyon Landfill is 7,329 tons per day. As such, these facilities would have adequate capacity to accommodate the daily operational waste generated by the Project. Compliance Measures and Project Design Features would further reduce the Project's contribution to landfills. The Project's impact on solid waste and disposal would be less than significant.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to utilities and service systems (solid waste), prior to mitigation.

#### **Q. Utilities and Service Systems (Energy)**

The LADWP would supply the entire Project site from the existing 34.5-kV (kilovolt) system. Electrical conduits, wiring and associated infrastructure would be brought from existing LADWP lines in the surrounding streets to the Project site during construction. The Project would require a line extension from the existing off-site lines to the premises, on-site transformation facilities, and conduit and cable throughout the property. The Project itself would not require new (off-site) energy supply facilities and distribution infrastructure. Rather, the on-site transformation is typical of new construction and changes in site layout.

The conservatively estimated Project-related annual electricity consumption of 3.94 MWh would represent a fraction of one percent of citywide forecasted electricity consumption in 2030. Therefore, it is anticipated that LADWP's existing and planned electricity capacity and electricity supplies would be sufficient to support the Project's electricity consumption. The Project would not require the acquisition of additional electricity resources beyond those that are anticipated by LADWP.

Further, the Project would be in compliance with the City's Green Building Code and would therefore exceed the energy efficiency standards in Title 24 of the California Code of Regulations (CCR). Therefore, because of energy efficient design features, compliance with the Green Building Code, and the obligation and ability of LADWP to serve development within the City, impacts related to electricity would be less than significant.

The Project would also increase natural gas consumption over existing conditions at the site by approximately 3.27 million cubic feet per month, which is a fraction of the existing citywide demand served by SoCalGas. SoCalGas would provide natural gas service. Given the Project's energy efficient design features, compliance with the Green Building Code, and the obligation and ability of SoCal Gas to serve the site, impacts related to natural gas would be less than significant.

Therefore, Project impacts and cumulative impacts would be less than significant with respect to utilities and service systems (energy), prior to mitigation.

## POTENTIAL SIGNIFICANT IMPACTS MITIGATED TO LESS THAN SIGNIFICANT LEVELS

### A. Air Quality (Construction)

#### Description of Effects

Construction of the Project would result in daily air emissions, including but not limited to airborne dust from demolition, grading, and site preparation, as well as gaseous emissions from the use of heavy equipment, delivery and hauling trucks, employee vehicles, and paints and coatings. Specifically, the Project's unmitigated regional NO<sub>x</sub> (nitrogen oxides) and ROG (reactive organic gases) construction emissions would exceed the South Coast Air Quality Management District's (SCAQMD) regional significance thresholds, resulting in a significant impact before mitigation. In addition, the Project's unmitigated on-site NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> (particulate matter) construction emissions would exceed the SCAQMD's localized significance thresholds, resulting in a significant impact before mitigation. Unmitigated construction-related SO<sub>x</sub> (sulfur oxides) and CO (carbon monoxide) emissions would not exceed regional or localized significance thresholds and would therefore constitute a less than significant impact.

#### Mitigation Measures

**AQ-1** The following equipment specifications shall be implemented for construction activity, consistent with recent SCAQMD recommendations.<sup>1</sup> If these exact specifications cannot be feasibly attained, the Project Applicant shall include a comparable measure demonstrating an equivalent effectiveness at reducing construction related air quality emissions.

- Three excavators shall meet Tier 3 off-road emissions standards;
- One grader shall meet Tier 3 off-road emissions standards;
- Two scrapers shall meet Tier 3 off-road emissions standards; and
- Six rubber-tired dozers shall meet Tier 3 off-road emissions standards and Diesel Particulate Filters (DPF) Level 2.<sup>2</sup>

**AQ-2** The Project Applicant shall ensure that construction contractors use super-compliant architectural coatings as defined by the SCAQMD (VOC standard of less than ten grams per liter).<sup>3</sup>

#### Findings

The City adopts CEQA Finding A, which states that “[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.” (State CEQA Guidelines Section 15091, subd. (a)(1))

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<sup>1</sup> Based on a review of SCAQMD Project-level comment letters published in 2011;

• <http://www.aqmd.gov/ceqa/letters.html>, accessed April 13, 2011.

<sup>2</sup> SCAQMD off-road mitigation measures; <http://www.aqmd.gov/ceqa/handbook/mitigation/offroad/TableII.xls>; and <http://www.aqmd.gov/ceqa/handbook/mitigation/offroad/TableIII.doc>; accessed April 13,

• 2011.

<sup>3</sup> SCAQMD, Super-Compliant Architectural Coatings Manufacturers and Industrial Maintenance Coatings List, <http://www.aqmd.gov/prdas/Coatings/super-compliantlist.htm>.

### **Rationale for Findings**

Implementation of Compliance Measures and Mitigation Measures AQ-1 and AQ-2 would reduce the Project's construction-related regional and localized air quality emissions to a less than significant level.

### **Reference**

For a complete discussion of Air Quality impacts, see Section IV.C of the Draft EIR.

## **B. Biological Resources**

### **Description of Effects**

No known populations of special-status plant species have been reported at the site or were encountered in systematic surveys and no such populations are suspected to occur on the site. Therefore, the Project would not result in adverse impacts to special-status plant species.

Protocol surveys during 2009 did not observe the California Gnatcatcher (CAGN) at the Project site. The Project would re-engineer the slope along the site's northern boundary, as required by City of Los Angeles grading standards, removing approximately 0.09 acres of existing disturbed coastal sage scrub (CSS) vegetation. However, the disturbed CSS does not represent high value for the CAGN, due to the species composition, and the large component of non-native grassland (NNG) and invasive ornamentals displacing the small patches of CSS. Although site preparation work would involve the temporary removal of existing vegetation on the slope, the Project Applicant proposes to re-vegetate the re-engineered slope in part with CSS appropriate to the site, including species favored by the CAGN, as a Project Design Feature. Upon successful revegetation of this slope, the existing vegetation, which is poorly suited for CAGN, would be replaced with more extensive and higher functioning CSS habitat for both CAGN and the Palos Verdes Blue Butterfly (PVB). Thus, impacts to the CAGN would be less than significant.

The U.S. Fish and Wildlife Service (USFWS) concluded that the Project site does not support sufficient stands of *Lotus scoparius* or *Astragalus trichopodus* to support any population of the PVB and that the remaining PVB occurrences on the adjacent DFSP are sufficiently remote from the Project site that PVB is unlikely to occur even casually on the Project site. This conclusion is further supported by the lack of PVB observations on southern portions of the adjacent U.S. Navy Defense Fuel Support Point (DFSP) generally during base-wide surveys – in spite of some *Lotus* presence in these areas. Although *Lotus* retains a token presence on the Project site, an additional (year 2011) survey for the PVB was not deemed warranted. Thus, impacts to the PVB would be less than significant.

Several species of birds occupy the Project site. All nesting birds are protected under the Federal Migratory Bird Treaty Act (*Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10*) and Section 3503 of the California Fish and Game Code. Thus, Project impacts on nesting birds associated with tree removal would be potentially significant.

Eleven of the existing buildings on-site were given a high potential to support roosting bats, 60 buildings were given a moderate potential to support roosting bats, and 55 buildings are unlikely to support roosting bats. Additionally, it is possible that bats could roost in some of the palm trees located on the site. Thus, it is possible that roosting bats could exist at the Project site. As a result, demolition activities at the Project site could potentially result in a significant impact on roosting bats.

U.S. Army Corps of Engineers (Corps) jurisdiction associated with the Project site totals approximately 0.25 acre of waters of the United States, none of which consists of jurisdictional wetlands. All areas of Corps jurisdiction are associated with the open water channel that traverses the southwest corner of the site. The boundaries of Regional Water Quality Control Board (RWQCB) jurisdiction under Section 401 are the same as depicted for Corps jurisdiction under Section 404. Also, California Department of Fish and Game (CDFG) jurisdiction associated with the Project site totals 0.86 acre of jurisdictional streambed, of which 0.37 acre consists of native riparian species associated with the bed, banks, and terraces of the open channel.

The Project would require that the existing drainage channel crossing the southern portion of the site be replaced and covered. However, due to the need to reconfigure the site plan to allow for the seismic setback, no opportunity to recreate riparian habitat along the channel would exist. Thus, impacts associated with the Project would be significant before mitigation. In addition, the Project Applicant would be required to enter into a Streambed Alteration Agreement with the CDFG under Section 1602 of the Fish and Game Code. As a Compliance Measure, the Project Applicant must provide evidence of the required authorization from the USFWS, RWQCB, and the Corps, as required by federal and state law, relating to the proposed relocation and modification of these jurisdictional resources prior to the issuance of a grading permit for the Project.

Proposed development would alter existing wildlife habitat values of the Project site and opportunities for wildlife movement in the vicinity. Smaller resident mammals, reptiles, amphibians, and insects would be eliminated from the approximately 61.5-acre Project site by grading, and birds and larger mammals would be at least temporarily displaced as development plans are implemented. Species that are highly sensitive to human activity and disturbance, particularly predatory mammals and birds, would avoid the developed portion of the Project site even after construction. The previously disturbed Project site contains no on-site waterways capable of supporting migratory fish. The closest native wildlife nursery to the Project site is located in the DFSP to the north, where CSS habitat has been restored for the PVB and CAGN. The Project would not impede the use of this site. Further, the Project site does not connect two otherwise natural areas. Therefore, no substantial impediment to wildlife movement or gene flow could occur as a result of Project implementation and impacts would be less than significant.

No trees protected under the City of Los Angeles' Protected Tree Ordinance are present on the Project site. The Project would remove all of the 330 trees on the Project site that meet City of Los Angeles reporting criteria, and would replace the removed trees with approximately 3,500 new trees. Therefore, Project impacts to trees, including protected trees, would be less than significant.

Proposed development on the Project site would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policies or ordinances. Thus, the Project would not conflict with any local policies or ordinances protecting biological resources, and no impact would occur. The previously disturbed Project site is zoned for residential use and is not located within an area covered by an adopted habitat conservation plan (HCP), natural community conservation plan (NCCP), or other approved HCP. Therefore, no impact would occur to adopted conservation plans.

### **Mitigation Measures**

**BIO-1** Potential impacts to nesting birds, migratory birds, and raptors shall be avoided either by scheduling grading, vegetation removal and demolition during the non-nesting period (August 30<sup>th</sup> through February 14<sup>th</sup>), or if this is not feasible, by conducting a pre-construction survey for raptor nests and avoiding disturbance of active nests. Provisions of the pre-construction survey and nest avoidance, if necessary, shall include the following:

- If grading or vegetation removal is scheduled during the active nesting period (February 15<sup>th</sup> through August 31<sup>st</sup>), a qualified wildlife biologist shall conduct a pre-construction raptor and nesting bird survey no more than 30 days prior to initiation of grading to provide confirmation on presence or absence of active nests in the vicinity.
- If active nests are encountered, species-specific measures shall be prepared by a qualified biologist in consultation with the CDFW and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of the nest shall be deferred until the young birds have fledged. A nest-setback zone of at least 300 feet for all raptors and 100 feet for loggerhead shrike and other non-raptors shall be established within which all construction-related disturbances shall be prohibited. The perimeter of the nest-setback zone shall be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel restricted from the area.
- If permanent avoidance of the nest is not feasible, impacts shall be minimized by prohibiting disturbance within the nest-setback zone until a qualified biologist verifies that the birds have either a) not begun egg-laying and incubation, or b) that the juveniles from the nest are foraging independently and capable of independent survival at an earlier date.
- A survey report by the qualified biologist verifying that the young have fledged shall be submitted to the City prior to initiation of grading in any nest-setback zone.

**BIO-2** Prior to issuance of a demolition or grading permit, the Project Applicant shall have a qualified biologist conduct Phase 3 entry surveys within the interior of all buildings at the Project site identified as having a high to moderate potential to provide bat roost habitat. These surveys shall involve accessing the attic and other areas (if warranted) to look for evidence of bats and utilizing heterodyne-style bat detectors to aid in the acoustic detection and identification of potentially roosting bats.

If bats or bat sign are not encountered during the Phase 3 surveys, the buildings shall be daylighted prior to demolition. Daylighting includes removal of substantial portions of the roof to create a well-lit, well-ventilated attic preventing bats from establishing in these buildings. Daylighting shall occur under the supervision of a qualified biologist at least 48 hours prior to building demolition. If bats are encountered during daylighting, all disturbance activities within the structure and within 200 feet shall be halted until: (a) the roost is vacated, or (b) a qualified biologist has coordinated with CDFW to develop alternative impact avoidance measures, up to and including bat removal.

If bats or bat sign are encountered during Phase 3 Surveys, the qualified biologists shall leave the building immediately to avoid further disturbance to roosting bats and conduct an emergence survey. Emergence surveys shall be conducted at dusk to determine where bats are exiting the building. Emergence surveys shall be conducted to determine the ingress/egress location, estimate the approximate number of bats using the roost, and identify the species occupying the roost using an ultrasonic bat detector. Demolition of occupied roosts shall be postponed until appropriate exclusion and mitigation measures have been determined in consultation with CDFW. Examples of exclusion measures include one-way barriers installed at the ingress/egress site that allow bats to exit the roost but not return.

**BIO-3** Palm trees at the Project site shall have the dead frond skirts removed between October 1 and March 31 before being felled to avoid impacts to roosting Southwestern Yellow Bats. A qualified arborist shall supervise removal of palm frond skirts in a systematic manner beginning with the top fronds and working towards the base of the tree. If bats are encountered during this process, trimming should halt and remain halted until (a) the roost is confirmed to have been vacated by a qualified biologist, or (b) a qualified biologist has coordinated with CDFW to develop alternative measures up to and including bat removal from the trees.

**BIO-4** Prior to issuance of a grading permit, the Project Applicant shall enter into a Streambed Alteration Agreement or other documentation (satisfactory to CDFW) with CDFW to provide a 1:1 replacement of 0.86 acre of suitable streambed and associated riparian habitat either on-site as additional habitat creation, off-site either through habitat creation or purchase of credits in an approved mitigation bank in the Los Angeles Basin, or via a combination of these approaches.

### Findings

The City adopts CEQA Finding A, which states that “[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.” (State CEQA Guidelines Section 15091, subd. (a)(1))

### **Rationale for Findings**

With implementation of Mitigation Measure BIO-1, requiring either pre-construction nesting bird surveys or construction outside of the nesting season, impacts related to nesting birds would be less than significant. With implementation of Mitigation Measures BIO-2 and BIO-3, requiring pre-demolition bat presence entry surveys in the existing structures on-site and palm frond removal from the on-site palm trees, impacts related to bats would be less than significant. With implementation of Mitigation Measure BIO-4 and the Compliance Measures, requiring the replacement of jurisdictional waters and habitat area pursuant to CDFG and Corps permit conditions, impacts related to jurisdictional waters would be less than significant.

### **Reference**

For a complete discussion of Biological Resources impacts, see Section IV.D of the Draft EIR.

## **C. Cultural Resources (Archaeological and Paleontological Resources)**

### **Description of Effects**

Although no cultural resources were identified during the archaeological field survey of the Project site, the literature search indicates that the site is situated in a geographic location that was sensitive for prehistoric human occupation. Fifteen prehistoric sites have been previously recorded within one mile of the Project site in all directions. The preliminary geotechnical report indicates that the original ground level of the site was graded and leveled to accommodate the existing buildings. Fill was placed in the central portion of the site and cuts were made along the north-northeast sides of the property. Although there are no surface indicators of cultural resources, it is possible that intact archaeological deposits are present below the original layer of fill material. However, the depth at which the strata with the potential to contain archaeological material varies greatly across the property and could be found as shallow as two feet below the current grade. For these reasons, the Project site should be treated as potentially sensitive for cultural resources.

No human remains are known to occur at the Project site. However, given the cultural resources sensitivity of the Project site, it is possible that human remains could occur at the site and Project impacts could be potentially significant.

Geologic units at the Project site are considered paleontologically sensitive. If proper care is not taken during any ground-disturbing activities of the Project, paleontological resources at the site could be damaged or destroyed. Thus, Project impacts are considered to be potentially significant.

### **Mitigation Measures**

**CULT-1:**A qualified archaeologist shall be present to monitor all ground-disturbing activities associated with the Project.



**CULT-2:** Prior to initiation of ground-disturbing activities, the archaeological monitor shall conduct a brief awareness training session for the benefit of all construction workers and supervisory personnel. The training, which could be held in conjunction with the Project's initial on-site safety meeting, shall explain the importance of and legal basis for the protection of significant archaeological resources. Each worker shall also learn the proper procedures to follow in the event that cultural resources or human remains/burials are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection and the immediate contact of the site supervisor and the archaeological monitor. It is recommended that this worker education session include visual images of artifacts that might be found in the Project vicinity.

**CULT-3:** In the event that cultural resources are exposed during construction, work in the immediate vicinity of the find shall stop until a qualified archaeologist can evaluate the significance of the find. Construction activities may continue in other areas.

**CULT-4:** Prior to ground disturbance, the vertebrate fossils observed at locality JLD102210-02 (see Draft EIR Appendix IV.E-2) shall be collected. A bulk sample of the matrix (approximately 2,000 pounds) containing the invertebrate specimens shall also be collected and screened. Following matrix sampling, this area shall be closely monitored during construction grading to ensure the recovery of any additional scientifically significant fossil specimens.

**CULT-5:** Prior to ground disturbance, a qualified paleontologist shall be retained to produce a Paleontological Monitoring and Mitigation Plan for the Project and to supervise monitoring of construction excavations. Paleontological resource monitoring shall include inspection of exposed rock units during active excavations within sensitive geologic sediments. The monitor shall have authority to temporarily divert grading away from exposed fossils to professionally and efficiently recover the fossil specimens and collect associated data.

**CULT-6:** All Project-related ground disturbance that could potentially affect the San Pedro Sand and Palos Verdes Sand shall be monitored by a qualified paleontological monitor on a full-time basis. Part-time monitoring shall be conducted in all Project-related ground disturbances affecting younger Quaternary alluvium.

**CULT-7:** At each fossil locality, field data forms shall be used to record pertinent geologic data, stratigraphic sections shall be measured, and appropriate sediment samples shall be collected and submitted for analysis.

**CULT-8:** Recovered fossils shall be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and repositied in a designated paleontological curation facility.

**CULT-9:** The qualified paleontologist shall prepare a final monitoring and mitigation report to be filed with the City, the Project Applicant, and the repository.

## Findings

The City adopts CEQA Finding A, which states that “[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.” (State CEQA Guidelines Section 15091, subd. (a)(1))

## Rationale for Findings

With implementation of Mitigation Measures CULT-1 through CULT-3, ensuring the monitoring, identification, recovery, and analysis of any archaeological resources encountered during site preparation work and further ensuring that important history regarding California history or prehistory would not be lost, impacts related to archaeological resources would be less than significant.

With implementation of the Compliance Measure, ensuring the identification, recovery, and appropriate treatment of any human remains encountered during site preparation work, impacts related to human remains would be less than significant.

With implementation of Mitigation Measures CULT-4 through CULT-9, ensuring that any paleontological resources encountered at the Project site during site preparation work are properly identified, recovered, evaluated, and curated, Project impacts related to paleontological resources would be less than significant.

## Reference

For a complete discussion of Cultural Resources impacts, see Section IV.E of the Draft EIR.

## D. Geology and Soils

### Description of Effects

The Project site is not located within an Alquist-Priolo Earthquake Fault Zone or a fault zone mapped by the State Geologist pursuant to the Seismic Hazard Mapping Act. However, the Preliminary Geotechnical Report concluded that, due to the lack of definitive evidence of the date of the last movement of the identified Palos Verdes Fault A trace, the EIR analysis treats the fault trace crossing the Project site as a potentially active fault for the purpose of development planning.

Although the Project Applicant would be required to design and construct the Project in conformance to the most recently adopted building code design parameters in the 2011 Los Angeles Building Code, the presence of the potentially active Palos Verdes Fault trace on the Project site means that the Project could potentially expose people or structures to adverse effects associated with fault rupture or displacement. Accordingly, impacts related to fault rupture and displacement would be significant.

Based on the active and potentially active faults in the region and on-site, it is likely that future earthquakes produced in southern California will shake the Project site. However, the Project site is not exposed to a greater seismic risk than other areas of southern California where active and potentially active faults

are located. Furthermore, the Project would be designed and constructed to withstand ground motions by adhering to the most recent version of Los Angeles Building Code Section 1613, which contains provisions relating to earthquake loads, and the Project Applicant would be required to design and construct the Project in conformance to the design parameters contained in the most recent version of the Los Angeles Building Code. Modern, well-constructed buildings are designed to resist ground shaking through the use of shear panels and reinforcement. Thus, impacts would be considered less than significant.

The liquefaction potential at the Project site is very low and represents no constraint on development. As part of site preparation, the fill and recent alluvium present on the Project site would be removed and recompacted. Pursuant to existing law and applicable regulations, design and construction of the Project would be required to incorporate measures to protect against liquefaction risks. These measures include compliance with the most recent version of the Los Angeles Building Code, the Rules of General Application of the Grading Division of the Department of Building and Safety, the City's building permit requirements, and site-specific engineering recommendations based upon the recommendations of a licensed geotechnical engineer and a geotechnical report approved by the City of Los Angeles Department of Building and Safety. These general site grading and earthwork recommendations are listed as Compliance Measures.

The Preliminary Geotechnical Report concluded that the liquefaction potential at the site is very low based on the site-specific conditions revealed through on-site boring investigations. Because there are no continuous liquefiable soils underlying the site, lateral spreading is not a hazard at the Project site and impacts related to lateral spreading would not occur.

While the Project site is characterized by hillside terrain and is located within a Hillside Area as defined in the Seismic Safety Plan for the City of Los Angeles, the majority of the site is relatively gentle in slope, and no significant landslide hazards have been found to exist on-site. Therefore, the potential for landslides is considered low, and there are no landslide risks that cannot be mitigated by compliance with the above-referenced engineering and construction requirements.

The Project site is not located where oil-drilling activities presently occur, or have occurred in the past. The proposed improvements associated with the Project would not require the withdrawal of oil or water, and the Project is not located in an area where such activity is occurring. Further, based on the preliminary Project schemes, no significant dewatering is anticipated during construction to the extent where subsidence would pose a substantial risk.

Based on the results of soil testing, the expansive potential of the soil at the site is low. In addition, as part of site preparation, the fill and recent alluvium present on the Project site would be removed and recompacted. Pursuant to existing law and applicable regulations, design and construction of the Project would be required to incorporate the above-referenced Compliance Measures to protect against risks associated with expansive soils.

The Project site is not located in an area of Los Angeles that has been identified by the City as being susceptible to inundation due to water storage facility failure. However, the Palos Verdes Reservoir Dam, a regulating reservoir operated by

the Metropolitan Water District, is located approximately 0.75 miles northwest of the Project site. Storing an average of 1,100 acre-feet of water, it is the second smallest reservoir in the Metropolitan Water District. The potential for complete and instantaneous failure of the Palos Verdes Reservoir is considered to be remote. However, if it were to occur, flooding could result across portions of the Project site. If a seiche were to be generated in the Palos Verdes Reservoir, it could breach the confines of the reservoir. Given the intervening distance between the dam and the Project site, partial releases of reservoir water associated with seiche would not likely reach the site but instead would infiltrate en route and/or pond in the vicinity of culvert inlets along the west side of Western Avenue. The Project site is not located in an area of Los Angeles susceptible to inundation by tsunami. Thus, impacts would be less than significant.

In contrast to the majority of the Project site, the cut slope along the northern boundary of the site is steeply sloping and could potentially produce mudflows; however, the trajectory of such flows would only affect other areas on the Project site as opposed to off-site locations. In addition, this slope would be completely reconfigured and reengineered as part of the Project. Therefore, the potential for mudflows is considered low, and there are no mudflow risks that cannot be mitigated by compliance with the above-referenced Compliance Measures. Thus, impacts would be less than significant.

A total of approximately 1,225,000 cubic yards of earth would be moved at the site in the course of site preparation work. Cut and fill material would be balanced on-site, with no soil import or export anticipated. The Project could result in increased levels of erosion and sedimentation that could include transport of soil materials off-site. However, required compliance with the BMPs prescribed in the Stormwater Pollution Prevention Plan (SWPPP) prepared prior to the start of site-disturbing activities would serve to reduce this impact to the maximum extent practicable. Compliance with applicable City and State regulations would ensure that this impact is less than significant.

The southern portion of the Project site contains a 940-foot-long, channelized drainage. This manmade drainage ditch is not a natural landform and is in a degraded state, and as such, does not constitute a significant water body or streambed for purposes of assessing landform alteration impacts. Even so, this drainage is associated with jurisdictional biological resources that are protected by the Corps, the RWQCB, and the CDFG (see above discussion under "Biological Resources"). There are no wetlands on the Project site. Therefore, the Project would not destroy, permanently cover, or materially and adversely modify any distinct or prominent land features and impacts would be less than significant.

### **Mitigation Measures**

**GEO-1** A 50-foot wide structural setback zone shall be designated on each side of the interpreted centerline of the surface projection of Fault A (100-foot total width), as shown in Figure IV.F-4 of the Draft EIR. No habitable structures shall be located within this setback zone.

## **Findings**

The City adopts CEQA Finding A, which states that “[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.” (State CEQA Guidelines Section 15091, subd. (a)(1))

## **Rationale for Findings**

Implementation of Mitigation Measure GEO-1, which has already been incorporated into the Project site plan, is required to reduce the significant impact of the Proposed Project related to surface rupture to a less than significant level.

## **Reference**

For a complete discussion of Geology and Soils impacts, see Section IV.F of the Draft EIR.

## **E. Hazards and Hazardous Materials**

### **Description of Effects**

The Project would entail demolition of all existing structures and improvements, excavation and grading, and construction of new buildings, improvements, utilities, and landscaping. Asbestos-containing materials (ACMs) and lead-based paint (LBP) have been identified in the structures currently located on-site. Without oversight, approval, and follow-up, implementation of the Project could result in potentially significant impacts from the potential exposure of construction workers involved in the demolition and removal of these structures from the site to ACMs and LBP.

No soil gas or groundwater samples from the site were found to contain any hydrocarbon contaminants above laboratory detection limits. No gasoline-range hydrocarbons were detected in any of the soil samples taken from the site. Low-level heavier-range petroleum impacts in the diesel fuel and oil range were detected in soil in four of the five borings taken at the site in 2011. These petroleum products were likely present in the fill soil imported to the site prior to the construction of the Navy housing complex in the early 1960s, or were the result of oil production and storage activities historically conducted in the vicinity. Without oversight, approval, and follow-up, implementation of the Project could result in potentially significant impacts from potential chemical exposures to construction workers and nearby residents and workers during soil grading and excavation activities.

The mandatory utilization of Ultra Low Sulfur Diesel fuel in all Project construction equipment would reduce diesel particulate matter (DPM) emissions to a level that is consistent with that permissible for construction equipment operation under the current regulatory framework. In addition, the short-term and sporadic, episodic nature of DPM emissions at the site during Project construction would not result in the exposure of nearby residents to the type of concentrated, long-term elevated levels of DPM that characterize operations at the nearby Ports and industrial facilities within the Project vicinity. Thus, Project impacts would be less than significant.

A small portion of the Project site is located within a City of Los Angeles Methane Buffer Zone. Without oversight, approval, and follow-up, implementation of the Project could result in potentially significant impacts from the potential accumulation of methane above explosive concentrations in structures to be constructed as part of the Project. Compliance with the City's Methane Ordinance (2004), which requires compliance with the Methane Mitigation Standards in Los Angeles Municipal Code (LAMC) Section 91.7102, and as directed and approved by the Los Angeles Department of Building and Safety (LADBS) and Los Angeles Fire Department (LAFD), would ensure that potential risks from methane accumulation are reduced to a less than significant level within the portion of the site designated as a Methane Buffer Zone.

The types of hazardous materials associated with routine, day-to-day operation of the Proposed Project would include landscaping chemicals that would be used in quantities typical for landscaped residential developments and typical cleaning solvents used for janitorial purposes. The transport, use, and disposal of these materials would not pose a significant hazard to the public or the environment.

Estimated levels of cancer risk that would be experienced at the Project site by future Project residents as a result of toxic air contaminant (TAC) emissions from the ConocoPhillips refinery, DFSP, and Rancho LPG (formerly Amerigas) facilities were evaluated and were determined to present a less than significant risk, well below any applicable regulatory threshold.

The Project site is not identified in any existing emergency response plan as a physical evacuee location or other location of public congregation or equipment/personnel mobilization. The Project's emergency response plan, required as a Project Design Feature, would address the occupancy, number, location, and design of the structures approved for the Project and would require mapping of emergency exits, evacuation routes for vehicles and pedestrians within and from the Project site, and location of nearest hospitals and fire departments. The Project Applicant must also consult with neighboring land uses, including but not limited to the DFSP and the ConocoPhillips Refinery. The plan must be completed and approved based on final building plans before building permits for the Project's structures are issued. Once completed and approved by the Fire Department, this required plan would be integrated with the regional emergency response plans by the Los Angeles Police Department (LAPD) and LAFD and the other agencies responsible for emergency response measures. All of these requirements, policies, and mitigation measures provide a mechanism for developing an integrated emergency response plan for the Project and the surrounding community. Project impacts would be less than significant.

### **Mitigation Measures**

**HAZ-1** Hydrocarbon-impacted soils encountered during grading and excavation work at the Project site shall be characterized. Any soils containing hydrocarbons at levels of concern shall be either remediated on-site prior to reuse or removed and disposed of in accordance with all applicable laws and regulations, including those promulgated by the California Department of Toxic Substances Control (DTSC). All necessary approvals shall be obtained from the lead enforcement agency including, but not limited to, the Los Angeles County Fire Department Health and Hazardous Materials Division.

**HAZ-2** Prior to demolition activities, an investigation for asbestos containing materials (ACMs) shall be conducted and identified asbestos shall be abated in accordance with the South Coast Air Quality Management District (SCAQMD)'s Rule 1403, as well as all other applicable City, state, and federal regulations.

**HAZ-3** Prior to demolition activities, an investigation for lead-based paint (LBP) shall be conducted and identified LBP shall be abated in accordance with applicable City, State, and federal regulations. Construction workers shall be properly trained in lead-related construction in order to avoid exposure of such workers to lead-containing material.

### **Findings**

The City adopts CEQA Finding A, which states that “[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.” (State CEQA Guidelines Section 15091, subd. (a)(1))

### **Rationale for Findings**

Implementation of Mitigation Measures HAZ-2 and HAZ-3 will assure that ACMs and LBP in the existing on-site structures are properly abated and that potential risks from ACMs and LBP are reduced to a less than significant level. Implementation of Mitigation Measure HAZ-1 is required to ensure that petroleum-impacted soils are characterized during Project excavation and grading activities and are either remediated on-site or, if necessary, transported to an appropriate facility for disposal, thus reducing the Project impact to a less than significant level.

Implementation of Mitigation Measures HAZ-1 through HAZ-3, in conjunction with the Compliance Measures and Project Design Features presented in the Draft EIR, would reduce all Project-specific impacts related to human health hazards, the release of hazardous materials, and risk of upset to a less than significant level.

With respect to cumulative impacts, cumulative projects may also present dangers associated with hazards and hazardous materials. However, each cumulative project would also be required to evaluate for potential threats and impose mitigation necessary to reduce impacts to the extent feasible. Further, local municipalities are required to follow local, state, and federal laws regarding hazardous materials and other hazards. Therefore, with implementation of the proposed mitigation measures both Project-specific and cumulative impacts for hazards and hazardous materials would be less than significant.

### **Reference**

For a complete discussion of Hazards and Hazardous Materials impacts, see Section IV.H of the Draft EIR.

## **F. Transportation/Traffic (City of Los Angeles)**

### **Description of Effects**

The Project's construction-related traffic would cause a less than significant impact at all of the 56 study intersections during the weekday morning peak hour,

weekday afternoon peak hour, and the Saturday mid-day peak hour. Application of the threshold criteria to the Near-Term-Cumulative-With-Project-Construction and Future-Cumulative-With-Project-Construction scenarios yields the same conclusion. Based on the results of the impact analyses, traffic impacts associated with construction of the Project would be less than significant, and mitigation is not required.

The Project is expected to generate 76 inbound trips and 296 outbound trips during the weekday AM peak hour. During the weekday PM peak hour, the Project is expected to generate 304 inbound trips and 162 outbound trips. Over a 24-hour period, the Project is forecast to generate 2,425 inbound trips and 2,425 outbound trips during a typical weekday. The Project is expected to generate 227 inbound trips and 197 outbound trips during the Saturday mid-day peak hour. Over a 24-hour period, the Project is forecast to generate approximately 2,444 inbound trips and 2,443 outbound trips during a typical Saturday.

Traffic impact analyses were prepared for the 56 study intersections using the LADOT CMA methodology and application of the City of Los Angeles significant traffic impact criteria. The traffic impact analyses were prepared for the Existing With Project, Near-Term Cumulative With Project, and Future Cumulative With Project conditions. Summaries of the traffic impact analyses for the Project are provided below:

- *Existing With Project Condition:* Application of the City's threshold criteria to the "Existing With Project" condition indicates that the Project is expected to create a significant impact at 12 of the 56 study intersections during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour:
  - Western Avenue/Lomita Boulevard
  - Western Avenue/Pacific Coast Highway
  - Western Avenue/Palos Verdes Drive North
  - Western Avenue/Peninsula Verde Drive
  - Western Avenue/Westmont Drive
  - Vermont Avenue/Palos Verdes Drive North/Gaffey Street/Anaheim Street
  - Gaffey Street/Westmont Drive
  - Gaffey Street/Summerland Avenue
  - Figueroa Place/Anaheim Street
  - Figueroa Street/Pacific Coast Highway
  - Figueroa Street/I-110 Freeway NB On-Ramp (north of Anaheim Street)
  - Figueroa Street/Anaheim Street

Incremental but not significant impacts are noted at the remaining study intersections.

- *Near-Term Cumulative With Project Condition:* Application of the City's threshold criteria to the "Near-Term Cumulative With Project" scenario indicates that the Project is expected to create a significant impact at 11 of the 56 study intersections during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour:



- Western Avenue/Lomita Boulevard
- Western Avenue/Pacific Coast Highway
- Western Avenue/Palos Verdes Drive North
- Western Avenue/Peninsula Verde Drive
- Western Avenue/Westmont Drive
- Vermont Avenue/Palos Verdes Drive North/Gaffey Street/Anaheim Street
- Figueroa Place/Anaheim Street
- Figueroa Street/I-110 Freeway NB On-Ramp (north of Pacific Coast Highway)
- Figueroa Street/Pacific Coast Highway
- Figueroa Street/I-110 Freeway NB On-Ramp (north of Anaheim Street)
- Figueroa Street/Anaheim Street

Incremental but not significant impacts are noted at the remaining study intersections.

- *Future Cumulative With Project Condition:* Application of the City's threshold criteria indicates that the Project is expected to create a significant impact at 16 of the 56 study intersections during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour:
  - Crenshaw Boulevard/Palos Verdes Drive North
  - Western Avenue/Lomita Boulevard
  - Western Avenue/Pacific Coast Highway
  - Western Avenue/Palos Verdes Drive North
  - Western Avenue/Peninsula Verde Drive
  - Western Avenue/Westmont Drive
  - Western Avenue/Capitol Drive
  - Vermont Avenue/Palos Verdes Drive North/Gaffey Street/Anaheim Street
  - Gaffey Street/Westmont Drive
  - Gaffey Street/Summerland Avenue
  - Vermont Avenue/Pacific Coast Highway
  - Figueroa Place/Anaheim Street
  - Figueroa Street/I-110 Freeway NB On-Ramp (north of Pacific Coast Highway)
  - Figueroa Street/Pacific Coast Highway
  - Figueroa Street/I-110 Freeway NB On-Ramp (north of Anaheim Street)
  - Figueroa Street/Anaheim Street

Incremental but not significant impacts are noted at the remaining study intersections.

As discussed above, the Project is expected to create a significant impact at 16 of the 56 study intersections during the weekday AM peak hour, weekday PM peak hour and/or the Saturday mid-day peak hour in the year 2017 Future With Project condition. All 12 study intersections forecast to be significantly impacted by the Project under the "Existing With Project" scenario are included in the intersections forecast to be significantly impacted in the year 2017 Future With Project conditions based on City of Los Angeles threshold criteria. Thus, the Existing With Project analysis did not result in the identification of any impacts that were not previously disclosed. All 11 study intersections forecast to be significantly impacted by the Proposed Project under the "Near-Term Cumulative With Project" scenario also are included in the intersections forecast to be significantly impacted in the year 2017 Future With Project conditions based on

City of Los Angeles threshold criteria. In summary, the Near-Term With Project analysis did not result in the identification of any impacts that were not previously disclosed.

Based on the results of travel time studies, Project-generated motorists would likely travel along major arterials rather than cut through local neighborhood roadways. Thus, impacts related to neighborhood intrusion would be less than significant. The intersections that would provide primary access to the Project site are Western Avenue and Northerly Project Access-Green Hills Drive and Western Avenue and Southerly Project Access-Avenida Aprenda. Both of these intersections would operate at least at LOS C during the AM peak hour and LOS B during the PM peak hour under the Cumulative-Plus-Project (2017) condition. Therefore, impacts related to access would be less than significant. Through coordination with City departments and compliance with requirements City department requirements/standards, the Project would not result in any significant impacts related to bicycle, pedestrian, and vehicular safety. Given the relatively few number of transit trips generated during the peak hours using the CMP methodology, no significant impacts on existing or future transit services in the Project area would occur. Impacts associated with the construction of off-site traffic mitigation and roadway improvements would be less than significant.

#### **Mitigation Measures**

**TRANS-11** Prior to the generation of 151 PM peak hour trips at the site, the Project Applicant shall widen the south side of Anaheim Street west of Vermont Avenue by approximately 12 feet to accommodate a 180-foot long turn pocket and install a right-turn only lane at the eastbound approach to the intersection.

**TRANS-12** Prior to the generation of 151 PM peak hour trips at the site, the Project Applicant shall do the following:

- a. Widen Gaffey Street north of Westmont Drive to accommodate installation of a right-turn only lane at the southbound approach to the intersection;
- b. Relocate the existing southbound near-side Metro bus stop on Gaffey Street to the far side of the intersection (i.e., south of the intersection) where a full bus pad is to be installed in the street;
- c. Modify the existing traffic signal to provide a southbound right-turn signal phase on Gaffey Street that would overlap with the eastbound left-turn signal phase on Westmont Drive at the Gaffey Street intersection; and
- d. Enhanced signage shall be provided as needed to guide the right-turn motorists from the eastbound Anaheim Street approach to Gaffey Street and Palos Verdes Drive North.

It is noted that the southbound approach on Gaffey Street can be modified to include continuation of the existing bicycle lane and the southbound right-turn only lane.

**TRANS-13** Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall do the following:

- a. Restripe the southbound approach on Gaffey Street at Summerland Avenue to accommodate the installation of a right-turn only lane, and
- b. Modify the existing traffic signal to provide a southbound right-turn signal phase on Gaffey Street that would overlap with the eastbound left-turn signal phase on Summerland Avenue at the Gaffey Street intersection.

**TRANS-20** Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall widen the westbound approach on Anaheim Street at Figueroa Street by approximately 10 feet to accommodate a 120-foot long turn pocket and install a right-turn-only lane.

**TRANS-25** Prior to the issuance of Building Permits for each residential building within the Project, the Project Applicant shall perform, to the satisfaction of LADOT, a trip generation analysis for the units to be constructed. The results of these studies shall indicate which of the intersection improvements shown above in Mitigation Measures TRANS-1 through TRANS-20 must be operational prior to the occupancy of the subject residential units.

**TRANS-26** The Project Applicant shall coordinate with local and regional transit operators, including Metro and LADOT, to develop and implement strategies to increase transit utilization by Project residents. These transportation demand management (TDM) strategies could include, but would not be limited to, providing bus schedules and transit route information to residents, providing bicycle racks and information regarding optimal bike routes to local destinations to residents, and a carpooling information exchange.

**TRANS-27** In conjunction with the street widening of Western Avenue adjacent to the Project site, the Applicant shall provide a bus turnout lane and bus stop facilities (shelter, bench and schedule information) at bus stops adjacent to the Site.

**TRANS-28** The Project Applicant shall coordinate with LADOT to potentially extend the existing San Pedro DASH route northerly on Western Avenue to serve the Project site. If deemed necessary, the Project Applicant shall provide appropriate turnaround facilities to allow the DASH vehicles to utilize the Project site as an end point on the route.

## Findings

The City adopts CEQA Finding A, which states that “[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.” (State CEQA Guidelines Section 15091, subd. (a)(1))

### **Rationale for Findings**

The recommended transportation mitigation measures for the Proposed Project would mitigate the forecast Project impacts based on the CMA intersection analysis methodology and significance thresholds of the Lead Agency (City of Los Angeles), as well as using the ICU intersection analysis methodology and the significance thresholds of the nearby adjacent jurisdictions, as applicable. Further, the recommended mitigation measures would mitigate the forecast Project-related traffic impacts for each of the three analysis conditions: Existing With Project, Near-Term With Project, and Future With Project. As a result of implementing the above-listed mitigation measures, Project impacts would be reduced to a less than significant level.

### **Reference**

For a complete discussion of Transportation – Traffic impacts, see Section IV.N of the Draft EIR.

## **G. Transportation/Traffic (Other Jurisdictions)**

### **Description of Effects**

Several study intersections that are forecast to be significantly impacted by Project-generated traffic are within other jurisdictions, as detailed below. All of these intersections are included in the list presented above under Transportation/Traffic (City of Los Angeles).

### **Mitigation Measures**

**TRANS-1** Prior to the generation of 451 PM peak hour trips at the site, the Project Applicant shall do the following:

- a. Restripe the southbound approach and median islands on Crenshaw Boulevard at Pacific Coast Highway to accommodate a second left-turn lane; and
- b. Modify the traffic signal to accommodate the installation of the second southbound left-turn lane.

**TRANS-2** Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall modify the existing traffic signal at the intersection of Crenshaw Boulevard and Palos Verdes Drive North to provide a northbound right-turn signal phase on Crenshaw Boulevard that would overlap with the westbound left-turn signal phase on Palos Verdes Drive North. To accommodate this signal phasing, U-turn movements on the westbound approach of Palos Verdes Drive North shall become prohibited.

**TRANS-3** Prior to the generation of 151 PM peak hour trips at the site, the Project Applicant shall do the following:

- a. Restripe the southbound approach on Western Avenue at Lomita Boulevard to accommodate installation of a right-turn only lane; and

- b. Modify the existing traffic signal at Western Avenue and Lomita Boulevard to provide a southbound right-turn signal phase on Western Avenue that would overlap with the eastbound left-turn signal phase on Lomita Boulevard.

**TRANS-4** Prior to the generation of 1 PM peak hour trip at the site, the Project Applicant shall do the following:

- a. Modify the southbound approach on Western Avenue at Pacific Coast Highway to install a second left-turn lane and a third through lane; and
- b. Modify the existing traffic signal at the intersection of Western Avenue and Pacific Coast Highway to accommodate the modification to the southbound approach.

**TRANS-5** Prior to the generation of 1 PM peak hour trip at the site, the Project Applicant shall do the following:

- a. Modify the westbound approach on Palos Verdes Drive North at Western Avenue to install a second left-turn lane;
- b. Modify the existing median on Palos Verdes Drive North and the existing traffic signal at the intersection of Palos Verdes Drive North and Western Avenue to accommodate the modification to the westbound approach;
- c. Modify the existing median and restripe the northbound approach on Western Avenue at Palos Verdes Drive North to install a right-turn only lane;
- d. Restripe the southbound approach on Western Avenue at Palos Verdes Drive North to install a right-turn lane.

**TRANS-6** Prior to the generation of 1 PM peak hour trip at the site, the Project Applicant shall install a traffic signal at the intersection of Western Avenue and Peninsula Verde Drive.

**TRANS-7** Prior to the generation of 451 PM peak hour trips at the site, the Project Applicant shall install a traffic signal at the intersection of Western Avenue and Fitness Drive.

**TRANS-8** Prior to the generation of 151 PM peak hour trips at the site, the Project Applicant shall do the following:

- a. Modify the northbound approach on Western Avenue at Westmont Drive to install a right-turn only lane; and
- b. Restripe the eastbound approach on Westmont Drive at Western Avenue to provide one left-turn lane.

**TRANS-9** Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall restripe the northbound approach on Western Avenue at Capitol Drive and modify the raised median to install a right-turn only lane.

**TRANS-10**Prior to the generation of 451 PM peak hour trips at the site, the Project Applicant shall modify the existing traffic signal to provide a westbound right-turn signal phase on Summerland Avenue that would overlap with the southbound left-turn signal phase on Western Avenue at the Summerland Avenue intersection.

**TRANS-14**Prior to the generation of 451 PM peak hour trips at the site, the Project Applicant shall do the following:

- a. Modify the westbound approach on Sepulveda Boulevard to accommodate the installation of a second left-turn lane at the Vermont Avenue intersection;
- b. Remove the existing raised median island on Sepulveda Boulevard, east of Vermont Avenue, to accommodate installation of the second westbound left-turn lane; and
- c. Modify the traffic signal to accommodate the installation of the second westbound left-turn lane.

**TRANS-15**Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall do the following:

- a. Widen the north and south sides of Pacific Coast Highway east and west of Vermont Avenue to provide up to a 42-foot half roadway on the 50-foot half right-of-way;
- b. Install a second left-turn lane at the westbound approach; and
- c. Modify the existing traffic signal and roadway striping at the intersection as needed.

**TRANS-16**Prior to the generation of 1 PM peak hour trip at the site, the Project Applicant shall do the following:

- a. Modify the existing traffic signal at Figueroa Place/Anaheim Street to provide a southbound right-turn signal phase on Figueroa Place that would overlap with the eastbound left-turn and through phase sufficiently long enough to accommodate the southbound right-turn volumes; and
- b. Install a new traffic signal at Figueroa Place/I-110 Southbound Off-ramp (north of Anaheim Street).

**TRANS-17**Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall do the following:

- a. Modify the southbound approach on Figueroa Street at the Harbor Freeway Northbound On-ramp (north of Pacific Coast Highway) to accommodate the installation of a right-turn-only lane;
- b. Adjust the median to accommodate the right-turn-only lane; and

- c. Modify the traffic control equipment as needed.

**TRANS-18** Prior to the generation of 301 PM peak hour trips at the site, the Project Applicant shall modify the westbound approach on Pacific Coast Highway at Figueroa Street to accommodate a fourth through lane.

**TRANS-19** Prior to the generation of 1 PM peak hour trip at the site, the Project Applicant shall install a traffic signal at the Figueroa Street/Harbor Freeway Northbound On-ramp intersection (north of Anaheim Street). In addition, the existing roadway striping at the northbound approach to the intersection would be adjusted based on direction from LADOT.

**TRANS-21** Prior to completion of the Project, the Project Applicant shall make a fair-share payment toward the installation of the County's traffic signal synchronization system for the Normandie Avenue/Sepulveda Boulevard intersection.

**TRANS-22** Prior to completion of the Project, the Project Applicant shall make a fair-share payment toward the following:

- a. Modify the northbound approach on Normandie Avenue to accommodate the installation of a second left-turn lane at the Lomita Boulevard intersection; and
- b. Remove the raised median island on Normandie Avenue, south of Lomita Boulevard, to accommodate the installation of the second northbound left-turn lane.

It is noted that the northbound approach on Normandie Avenue can be modified to include continuation of the existing bicycle lane and the second northbound left-turn lane.

**TRANS-23** Prior to completion of the Project, the Project Applicant shall make a fair-share payment toward the following improvements:

- a. Modify the northbound and southbound approaches on Vermont Avenue at Sepulveda Boulevard to accommodate the installation of a second right-turn only lane; and
- b. Remove the existing raised median island on Vermont Avenue, south of Sepulveda Boulevard, and modify the existing raised median island on Vermont Avenue, north of the intersection, to accommodate the installation of the second right-turn lane.

**TRANS-24** Prior to completion of the Project, the Project Applicant shall make a fair-share payment toward the following improvements:

- a. Modify the eastbound approach on Lomita Boulevard, west of Vermont Avenue, to accommodate the installation of a second left-turn lane;
- b. Remove the existing raised median island on Lomita Boulevard, west of Vermont Avenue, and modify the striping on the east leg of the intersection as needed; and

- c. Modify the traffic signal to accommodate the installation of the second southbound left-turn lane.

### **Findings**

The City adopts CEQA Finding B, which states that "[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency." (State CEQA Guidelines Section 15091, subd. (a)(2))

### **Rationale for Findings**

Mitigation Measure TRANS-1 would reduce the significant impact identified at the Crenshaw Boulevard/Pacific Coast Highway intersection to less than significant. However, this intersection is located in the City of Torrance and therefore, is outside the jurisdiction of the Lead Agency. Also, Pacific Coast Highway is situated within Caltrans' jurisdiction and therefore, is outside the jurisdiction of the Lead Agency.

Mitigation Measure TRANS-2 would reduce the significant impact identified at the Crenshaw Boulevard/Palos Verdes Drive North intersection to less than significant. However, this intersection is located in the City of Rolling Hills Estates and therefore, is outside the jurisdiction of the Lead Agency.

Mitigation Measure TRANS-3 would reduce the significant impact identified at the Western Avenue/Lomita Boulevard intersection to less than significant. This mitigation measure is consistent with the recommended transportation improvements outlined in the Western Corridor Improvement Project report issued by Caltrans for the Western Avenue Task Force. However, it is noted that Western Avenue is within Caltrans' jurisdiction and therefore, implementation of the traffic mitigation would be outside the jurisdiction of the Lead Agency.

Mitigation Measure TRANS-4 would reduce the significant impact identified at the Western Avenue/Pacific Coast Highway intersection to less than significant. This mitigation measure is consistent with the recommended transportation improvements outlined in the Western Corridor Improvement Project report issued by Caltrans for the Western Avenue Task Force. However, it is noted that Western Avenue and Pacific Coast Highway are within Caltrans' jurisdiction and therefore, implementation of the traffic mitigation would be outside the jurisdiction of the Lead Agency.

Mitigation Measure TRANS-5 would reduce the significant impact identified at the Western Avenue/Palos Verdes Drive North intersection to less than significant. This mitigation measure is consistent with the recommended transportation improvements outlined in the Western Corridor Improvement Project report issued by Caltrans for the Western Avenue Task Force and would be implemented by the Project Applicant as a condition of Project approval. However, it is noted that a portion of this intersection is located in the City of Lomita and is, therefore, outside the jurisdiction of the Lead Agency. Also, it is noted that Western Avenue is within Caltrans' jurisdiction and is therefore outside the jurisdiction of the Lead Agency.



Mitigation Measure TRANS-6 would reduce the significant impact identified at the Western Avenue/Peninsula Verde Drive intersection to less than significant. However, it is noted that the Western Avenue/Peninsula Verde Drive intersection is located within Caltrans' and City of Rancho Palos Verdes jurisdiction and therefore, implementation of the traffic mitigation would be outside the jurisdiction of the Lead Agency.

Mitigation Measure TRANS-7 would reduce the significant impact identified at the Western Avenue/Fitness Drive intersection to less than significant. However, it is noted that the Western Avenue/Fitness Drive intersection is located within Caltrans' and partly within the City of Rancho Palos Verdes' jurisdiction and therefore implementation of the traffic mitigation may be outside the jurisdiction of the Lead Agency.

Mitigation Measure TRANS-8 would reduce the significant impact identified at the Western Avenue/Westmont Drive intersection to less than significant. This mitigation measure is consistent with the recommended transportation improvements outlined in the Western Corridor Improvement Project report issued by Caltrans for the Western Avenue Task Force and would be implemented by the Project Applicant as a condition of Project approval. However, it is noted that a portion of this intersection is located in the City of Rancho Palos Verdes and therefore, is outside the jurisdiction of the Lead Agency. Also, Western Avenue is situated within Caltrans' jurisdiction and therefore, is outside the jurisdiction of the Lead Agency.

Mitigation Measure TRANS-9 would reduce the significant impact identified at the Western Avenue/Capitol Drive intersection to less than significant. This mitigation measure is consistent with the recommended transportation improvements outlined in the Western Corridor Improvement Project report issued by Caltrans for the Western Avenue Task Force and would be implemented by the Project Applicant as a condition of Project approval. However, it is noted this intersection is located in the City of Rancho Palos Verdes and therefore, is outside the jurisdiction of the Lead Agency. Also, Western Avenue is situated within Caltrans' jurisdiction and is therefore outside the jurisdiction of the Lead Agency.

Mitigation Measure TRANS-10 would reduce the significant impact identified at the Western Avenue/Summerland Avenue intersection to less than significant. However, it is noted that this intersection is located partially in the City of Rancho Palos Verdes and therefore, is outside the jurisdiction of the Lead Agency. Also, Western Avenue is situated within Caltrans' jurisdiction and therefore, is outside the jurisdiction of the Lead Agency.

Mitigation Measure TRANS-14 would reduce the significant impact identified at the Vermont Avenue/Sepulveda Boulevard intersection to less than significant. However, this intersection is located in the County of Los Angeles and therefore, is outside the jurisdiction of the Lead Agency.

Mitigation Measure TRANS-15 would reduce the significant impact identified at the Vermont Avenue/Pacific Coast Highway intersection to less than significant. However, it is noted that Pacific Coast Highway is within Caltrans' jurisdiction and therefore, implementation of the traffic mitigation would be outside the jurisdiction of the Lead Agency.

Mitigation Measure TRANS-16 would reduce the significant impact identified at the Figueroa Place/Anaheim Street intersection to less than significant. However, it is noted that the Harbor Freeway Southbound Off-Ramp intersection at Figueroa Place is within Caltrans' jurisdiction and therefore, implementation of the voluntary installation of a traffic signal at the Figueroa Place/Harbor Freeway Southbound Off-Ramp intersection could be outside the jurisdiction of the Lead Agency.

Mitigation Measure TRANS-17 would reduce the significant impact identified at the Figueroa Street/Harbor Freeway Northbound On-Ramp intersection to less than significant. However, it is noted that the Harbor Freeway Northbound On-Ramp at Figueroa Street (north of Pacific Coast Highway) is within Caltrans' jurisdiction and therefore, implementation of the traffic mitigation would be outside the jurisdiction of the Lead Agency.

Mitigation Measure TRANS-18 would reduce the significant impact identified at the Figueroa Street/Pacific Coast Highway intersection to less than significant. However, it is noted that Pacific Coast Highway is within Caltrans' jurisdiction and therefore, implementation of the traffic mitigation would be outside the jurisdiction of the Lead Agency.

Mitigation Measure TRANS-19 would reduce the significant impact identified at the Figueroa Street/I-110 Northbound On-Ramp intersection to less than significant. However, it is noted that the Harbor Freeway Northbound On-Ramp at Figueroa Street (north of Anaheim Street) is within Caltrans' jurisdiction and therefore, implementation of the traffic mitigation would be outside the jurisdiction of the Lead Agency.

Mitigation Measures TRANS-21 through TRANS-24 (respectively) would reduce the significant impacts at the following intersections to less than significant:

- Intersection No. 32: Normandie Avenue/Sepulveda Boulevard
- Intersection No. 33: Normandie Avenue/Lomita Boulevard
- Intersection No. 44: Vermont Avenue/Sepulveda Boulevard
- Intersection No. 45: Vermont Avenue/Lomita Boulevard

These intersections are within the jurisdiction of Los Angeles County and thus implementation of the traffic mitigation would be outside the jurisdiction of the Lead Agency.

With implementation of Mitigation Measure TRANS-4, Project impacts related to CMP freeway monitoring stations would be less than significant. As discussed previously, Mitigation Measure TRANS-4 is consistent with the recommended transportation improvements outlined in the Western Corridor Improvement Project report issued by Caltrans for the Western Avenue Task Force. However, it is noted that Western Avenue and Pacific Coast Highway are within Caltrans' jurisdiction and therefore, implementation of the traffic mitigation would be outside the jurisdiction of the Lead Agency.

#### **Reference**

For a complete discussion of Transportation /Traffic impacts, see Section IV.N of the Draft EIR.

## **H. Utilities and Service Systems (Water)**

### **Description of Effects**

The Project would generate a net demand for approximately 143 acre-feet per year (AFY) of water (approximately 127,160 gpd). The Water Supply Assessment (WSA) prepared for the Project and adopted by the Los Angeles Department of Water and Power (LADWP) on September 20, 2011 concluded that the water demand generated by the Project falls within the available and projected water supplies for normal, single-dry, and multiple-dry years through 2025, and within the water demand growth projected in LADWP's Year 2010 Urban Water Management Plan. As a result, the LADWP found that it would be able to meet the water demand of the Project, in addition to existing and planned future uses of LADWP's system. As such, no new or expanded water entitlements or resources would be necessary for the operation of the Project and a less than significant impact would occur.

The Los Angeles Aqueduct Filtration Plant (LAAFP) has the ability to treat an additional 125 million gallons per day (mgd) of water. As such, it has adequate capacity to treat the water needed for the Project and no new or expanded water treatment plant facilities would be required. Impacts to water treatment capacity would therefore be less than significant.

The Project Applicant would fund the replacement of the existing on-site water system with new water lines that would be built to LADWP, Los Angeles City Plumbing Code, and LAFD fire flow standards. Construction of this infrastructure could adversely impact the flow of traffic on Western Avenue during the required water main upgrade activities.

### **Mitigation Measures**

**UTIL-1** In the event of full or partial public street closures, the Project Applicant shall employ flagmen during the construction of new water lines, to facilitate the flow of traffic.

### **Findings**

The City adopts CEQA Finding A, which states that “[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.” (State CEQA Guidelines Section 15091, subd. (a)(1))

### **Rationale for Findings**

Mitigation Measure UTIL-1 is required in order to reduce the potential construction-related impact associated with the extension of the LADWP water infrastructure in Western Avenue to a less than significant level.

### **Reference**

For a complete discussion of Utilities and Service Systems – Water impacts, see Section IV.O.1 of the Draft EIR.

## **SIGNIFICANT IMPACTS WHICH REMAIN SIGNIFICANT AFTER MITIGATION MEASURES**

### **I. Air Quality (Operations)**

#### **Description of Significant Effects**

Implementation of the Compliance Measures and Project Design Features would reduce the Proposed Project's operational air quality emissions. Specifically, these measures would reduce the emissions associated with energy use as a result of the Proposed Project. Nonetheless, the regional operational emissions associated with Project-generated traffic under the 2010 Traffic Study Scenario would exceed the established SCAQMD threshold levels for ROG, NO<sub>x</sub> and CO during the summertime (smog season) and wintertime (non-smog season). Additionally, the regional operational emissions associated with Project-generated traffic under the 2017 Traffic Study Scenario would exceed the established SCAQMD threshold levels for ROG and NO<sub>x</sub> during both the summertime (smog season) and wintertime (non-smog season). The regional operational emissions associated with the Project would not exceed the established SCAQMD threshold levels for SO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub> during either the summer (smog season) or winter (non-smog season).

Although the Project would exceed certain SCAQMD thresholds, it is consistent with and would further the policies of the AQMP, which assume emissions from housing and employment operations within the Basin, while guiding the Basin into compliance with State and federal air quality standards. These emissions are primarily associated with the operation of mobile vehicles, are typical for a residential project of this size, and there is no feasible mitigation to reduce these emissions to a less than significant level. It is neither within the Project Applicant's nor the City's authority to impose vehicle performance restrictions on vehicles producing on-road NO<sub>x</sub> and ROG emissions; such restrictions on vehicle emissions are governed by the state. As such, regional operational emissions would be considered significant and unavoidable.

#### **Mitigation Measures**

- AQ-3** The Project shall provide electric outlets on residential balconies and common areas for electric barbeques to the extent that such uses are permitted on balconies and common areas per the Covenants, Conditions and Restrictions recorded for the property.
- AQ-4** The Project shall use electric lawn mowers and leaf blowers, and electric or alternatively fueled sweepers with HEPA filters, for maintenance of the Project.

## Findings

The City adopts CEQA Finding C which states that “specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.” (State CEQA Guidelines Section 15091, subd. (a)(3))

## Rationale for Findings

Mitigation Measures TRANS-25 through TRANS-28 (see discussion under Transportation/Traffic [City of Los Angeles]) would require the Project Applicant to coordinate with local and regional transit operators to develop and implement strategies to increase transit utilization by future Project residents. A bus turnout lane and bus stop facilities (shelter, schedule information) would also be installed to serve the Project. Reducing the number of vehicle trips generated by the Project as well as mitigating the Project’s significant impacts on roadway congestion would reduce the amount of CO emissions generated by Project traffic. No other mitigation measures to reduce regional mobile air emissions from Project-generated traffic are feasible.

Also, Mitigation Measures AQ-3 and AQ-4 would reduce the use of charcoal grills and property maintenance equipment to reduce the NOx and ROG emissions.

## Reference

For a complete discussion of Air Quality impacts, see Section IV.C of the Draft EIR.

## J. Noise (Construction)

### Description of Significant Effects

During Project construction, three basic types of activities would be expected to occur and generate noise at the Project site: demolition and removal of the existing vacant residential uses; preparation, excavation, and grading to accommodate building foundations and infrastructure; and construction of the proposed structures. Construction activities associated with the Proposed Project would comply with the noise regulations established in Sections 41.40 and 112.05 of the LAMC. Nevertheless, because construction noise levels associated with the Proposed Project are likely to exceed the existing ambient noise levels at all of the identified off-site sensitive locations by more than 10 dBA for more than one day, Project construction activities would generate a substantial temporary or periodic increase in ambient noise levels in the Project vicinity and these construction noise impacts would be potentially significant. Similarly, the vibration levels forecasted to occur at the off-site sensitive receptors would exceed the Federal Transportation Administration’s (FTA) threshold for residences during construction of the Proposed Project. As such, vibration impacts associated with human annoyance would be potentially significant. Vibration impacts associated with building damage at sensitive receptors would be less than significant.

### **Mitigation Measures**

- NO-1** Noise and groundborne vibration construction activities whose specific location on the Project site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses.
- NO-2** When possible, construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- NO-3** Flexible sound control curtains shall be placed around all drilling apparatuses, drill rigs, and jackhammers when in use.
- NO-4** The Project contractor shall use power construction equipment fitted with the best available technology in noise shielding and muffling devices.
- NO-5** Barriers such as plywood structures or flexible sound control curtains extending eight-feet high shall be erected around the Project site boundary to minimize the amount of noise on the surrounding noise-sensitive receptors to the maximum extent feasible during construction.
- NO-6** All construction truck traffic shall be restricted to truck routes approved by the City of Los Angeles Department of Building and Safety, which shall avoid residential areas and other sensitive receptors to the extent feasible. Prior to the commencement of construction at the Project site, a meeting shall be held with appropriate representatives of the Cities of Rancho Palos Verdes, Torrance, and Lomita. The purpose of the meeting will be to designate truck routes for off-site load hauling vehicles and other construction-related vehicles.
- NO-7** Two weeks prior to the commencement of construction at the Project site, notification shall be provided to the immediate surrounding cities and off-site residential, school, and memorial park properties that discloses the construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period.
- NO-8** Equipment warm-up areas, water tanks, and equipment storage areas shall be located a minimum of 45 feet from abutting sensitive receptors.

### **Findings**

The City adopts CEQA Finding C which states that "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR." (State CEQA Guidelines Section 15091, subd. (a)(3)).

### **Rationale for Findings**

With implementation of the Compliance Measures and Mitigation Measures NO-1 through NO-8 listed above, which would require the implementation of noise

reduction devices and techniques during construction at the Project site, construction-related noise impacts associated with the Proposed Project would be reduced to the maximum extent feasible. Nevertheless, because construction noise levels are likely to exceed existing ambient noise levels by more than 10 dB(A) for more than one day at the identified noise-sensitive receptors, construction noise impacts would be significant and unavoidable. Further reductions in construction related noise levels are considered technically infeasible.

With implementation of the Compliance Measures and Mitigation Measures NO-1 through NO-8 listed above, groundborne vibration impacts associated with the Proposed Project would be reduced to the maximum extent feasible. Nevertheless, because construction vibration levels at the identified residences located south of the Project site would exceed the FTA's 72 VdB threshold for residences during construction of the proposed Project, construction groundborne vibration impacts would be significant and unavoidable. Further reductions in construction related vibration levels are considered technically infeasible.

With implementation of the Compliance Measures and Mitigation Measures NO-1 through NO-8 listed above, off-site sources of noise and groundborne vibration impacts associated with the Proposed Project would be reduced to the maximum extent feasible. With respect to Mitigation Measure NO-2, implementation may not always be possible, depending upon the specific activity occurring at the site. Nevertheless, because off-site construction noise and vibration sources could exceed the identified thresholds at or near noise-sensitive uses, off-site construction noise and groundborne vibration impacts would be significant and unavoidable. With respect to Mitigation Measure NO-6, while the Project Applicant proposes the least impactful haul route possible, the final haul route is subject to the approval of the Department of Building and Safety. Thus, the final haul route may result in significant and unavoidable short-term impacts on sensitive uses located along and adjacent to the route. No additional mitigation measures are available that could feasibly avoid or further reduce these impacts.

## **Reference**

For a complete discussion of Noise impacts, see Section IV.K of the Draft EIR.

## **K. Noise (On-Site Operational)**

### **Description of Significant Effects**

With respect to future Project residences fronting Western Avenue, future roadway noise levels at distances of 50 feet from the Western Avenue centerline could reach up to 73.1 dBA CNEL. While most residential uses would be at least 75 feet from the Western Avenue centerline, proposed residential uses may be exposed to noise levels that exceed 70.0 dBA CNEL, which falls within the City of Los Angeles Noise Element's normally unacceptable category for residential and open spaces uses. Thus, the Project would result in generally unacceptable exterior noise levels for the proposed residential units fronting Western Avenue. It should be noted that while the Proposed Project is not generating excessive roadway noise levels, the Project would result in the placement of noise sensitive land uses in an area with generally unacceptable existing ambient noise levels. Implementation of Compliance Measures would require that interior residential

noise levels would be below a CNEL of 45 dBA in any habitable room. As such, impacts associated with interior noise levels at these proposed residential units on-site would be reduced to a less than significant level. However, exterior noise levels (e.g., at balconies and patios) would remain unacceptable at Project residential units adjacent to the Western Avenue frontage and these impacts would be significant and unavoidable.

### **Mitigation Measures**

None.

### **Findings**

The City adopts CEQA Finding C which states that "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR." (State CEQA Guidelines Section 15091, subd. (a)(3)).

### **Rationale for Findings**

Implementation of the Compliance Measures would require that interior residential noise levels be below a CNEL of 45 dB(A) in any habitable room. As such, impacts associated with interior noise levels at the proposed residential uses on-site would be reduced to a less than significant level. Construction of a sound wall along the Project's Western Avenue frontage would not appreciably reduce noise levels at exterior living spaces in these future residential units and would degrade the Project's visual appearance along Western Avenue. No feasible mitigation measures are available to reduce exterior noise levels on-site to acceptable levels along the Western Avenue frontage.

### **Reference**

For a complete discussion of Noise impacts, see Section IV.K of the Draft EIR.

## **III. ALTERNATIVES TO THE PROJECT**

State CEQA Guideline Section 15126.6(a) requires an EIR to: (1) describe a range of reasonable alternatives to the Project, or to the location of the project, which would feasibly attain most of the basic objectives of the Project but would avoid or substantially lessen any of the significant effects of the Project; and (2) evaluate the comparative merits of the alternatives. Sections II.E and VI of the Draft EIR describe the objectives that have been identified for the Project, which are also listed in detail below:

1. To remove the abandoned improvements currently present on the site, in accordance with the contractual conditions of sale required by the U.S. Navy.
2. To provide new housing on unutilized land that will meaningfully contribute to meeting the projected 2017 and 2027 housing need in the Wilmington-Harbor City Community Plan area, as projected by the City's General Plan Framework and Southern California Association of Governments, without requiring the demolition of existing market-rate or rent-controlled housing stock.
3. To provide new housing that meets the housing needs of a broad spectrum of persons who desire to live in the San Pedro community.



4. To provide a residential project with substantial common amenities, landscaping, and open space for the use of its residents.
5. To provide a project that will invigorate the local economy, employment, and business opportunities through project construction, and through the expenditures of its future residents.
6. To mitigate potential significant environmental impacts, to the extent feasible.
7. To develop a project that fiscally benefits the City of Los Angeles.
8. To provide a project that ensures high-quality development and maintenance through the creation and adoption of a specific plan that will set land use, architectural, landscaping, streetscaping, and lighting standards.

Consistent with State CEQA Guidelines Section 15126.6, the EIR evaluated a reasonable range of six alternatives to the Project: four in the Draft EIR and two additional alternatives in the Final EIR. The six alternatives analyzed in the EIR include a variety of uses and would reduce some, but not all, significant impacts of the Project. Since publication of the Draft EIR, Alternative C has replaced the original Proposed Project as the Project Applicant's preferred alternative.

The Alternatives discussed in detail in the Draft EIR include:

- Alternative A: No Project Alternative/No Development
- Alternative B: Single-Family Homes
- Alternative C: Staff Recommendation/Reduced Density
- Alternative D: Revised Site Plan

The Alternatives discussed in the Final EIR are:

- Existing Zoning Alternative Site Plan
- Mixed Use Alternative Site Plan

In accordance with CEQA requirements, the alternatives to the Project include a No Project alternative and alternatives capable of eliminating most of the significant adverse impacts of the Project. These alternatives and their impacts, which are summarized below, are more fully described in Section VI of the Draft EIR and in Section III.A of the Final EIR.

#### **A. Alternative A: No Project Alternative/No Development**

##### **Description of the Alternative**

Under Alternative A, the Project would not be developed on the Project site. However, the Project site would not remain in its current condition. Under the conditions of the ownership transfer from the U.S. Department of Defense to the previous owner of the Project site, all existing improvements on the Project site must be removed. Accordingly, the existing vacant former Navy housing complex and associated roadways and other infrastructure would be demolished and all debris removed from the Project site under this alternative. Under the current land use designation in the *Wilmington-Harbor City Community Plan*, the Project site is designated for Low Density Residential (4 to 9 dwelling units per acre) and Open Space land uses. The Planning and Zoning Code (Los Angeles Municipal Code [LAMC], Chapter 1), zones the Project site R1-1XL (One-Family Zone, Extra Limited Height District No. 1) and OS (Open Space). Single-family dwellings, among other specified land uses, are permitted within the R1 zone.

The Extra Limited Height District No. 1 limits the height of buildings to two stories or 30 feet. Duplex dwelling units, such as those that presently exist on the Project site, are not consistent with the current R1 zoning of the site.

Alternative A assumes that the Project site would remain undeveloped following the demolition and removal of existing structures. In addition, the access road across the southern portion of the Project site connecting Western Avenue to the Mary Star of the Sea High School campus would not be provided under this alternative. Alternative A assumes that Mary Star of the Sea High School would take vehicular access from Taper Avenue, which fronts the Mary Star of the Sea High School site. As Mary Star of the Sea High School is a separate property owned by the Archdiocese of Los Angeles, responsibility for modifying the development permits of the High School in order to obtain vehicular access from Taper Avenue would belong to the Archdiocese.

### **Impact Summary of the Alternative**

Because no development of the site would occur, Alternative A has the potential to reduce or avoid the following significant impacts of the Proposed Project:

- Regional and local construction-associated air emissions
- Regional operational air emissions
- Potential impacts on nesting birds during construction
- Impacts to jurisdictional waters
- Potential impacts to archaeological resources/human remains
- Potential impacts to paleontological resources
- Impacts associated with fault rupture and displacement and other seismic related ground failure at the Project site
- Potential impacts relating to hydrocarbon-impacted soils which may be present on-site
- Exterior noise at Project units fronting Western Avenue associated with street traffic
- Project-related traffic impacts at intersections within the Project area
- Traffic impacts associated with installation of water service infrastructure

Alternative A does not have the potential to reduce or avoid potential impacts to roosting bats which may be present within the existing abandoned structures on the site. Similarly, Alternative A does not have the potential to avoid the disturbance of asbestos-containing materials (ACMs) and lead-based paint (LBP) that are present in the existing abandoned structures. Noise and vibration impacts associated with the Proposed Project would be reduced but not avoided due to the demolition of existing abandoned structures that would occur under Alternative A. Due to the elimination of access to Mary Star of the Sea High School through the Project site, Alternative A would produce residual traffic impacts within the Taper Avenue neighborhood to the southeast of the site resulting from traffic utilizing Taper Avenue as the sole means of access to the school.

### **Findings**

Some, though not all, of the significant impacts that would occur with the Project would not occur with Alternative A. However, it is found pursuant to Section 21081(a)(3) of the California Public Resources Code that specific economic,

legal, social, technological, or other considerations, including considerations identified in Section X (Statement of Overriding Considerations), below, make infeasible Alternative A.

### **Rationale for Findings**

With Alternative A, many, although not all, of the environmental impacts projected to occur in connection with the Project would be avoided. However, Alternative A would fully attain only one of the Project objectives – removal of the existing buildings on the Project site. Alternative A would not fully or partially attain any of the other seven Project objectives because it would involve no economic use of the Project site.

### **Reference**

For a complete discussion of Alternative A, see Section VI of the Draft EIR.

## **B. Alternative B: Single-Family Homes**

### **Description of the Alternative**

Under Alternative B, the Project would not be developed on the Project site. However, the Project site would not remain in its current condition. Under the conditions of the ownership transfer from the U.S. Department of Defense to the previous owner, all existing improvements on the Project site must be removed. Accordingly, the existing vacant former Navy housing complex and associated roadways and other infrastructure would be demolished and all debris removed from the Project site under this alternative. Under the current land use designation in the *Wilmington-Harbor City Community Plan*, a majority of the Project site is designated for Low Density Residential (4 to 9 dwelling units per acre) land uses. The Planning and Zoning Code (Los Angeles Municipal Code [LAMC], Chapter 1), zones all but 9.3 acres of the Project site R1-1XL (One-Family Zone, Extra Limited Height District No. 1). Single-family dwellings, among other specified land uses, are permitted within the R1 zone. The Extra Limited Height District No. 1 limits the height of buildings to two stories or 30 feet. The remaining 9.3 acres of the site is zoned and designated Open Space.

If a Zone Change and General Plan Amendment were approved to remove the 9.3 acres of Open Space zoning from the Project site, the land use and zoning designations of the Project site would permit up to 429 single-family homes. In addition, if a single-family project were to include below-market (moderate, low, and very-low income units), a potential density bonus of 35 percent under the City's existing rules and regulations, or 579 single-family units, might be developed on the Project site. Because of the significant site acquisition and site preparation costs related to the Project, the Applicant indicates that it is unlikely that a single-family project with below-market units would be developed.

Under City of Los Angeles zoning criteria, R1 zoning requires that each lot have a minimum area of 5,000 square feet, a minimum width of 50 feet, front yards of not less than 20 percent of the depth of the lot, and rear yards of not less than 15 feet, with resulting dwelling unit densities of approximately six units per acre (taking streets into account). Due to high land prices in infill locations within the City of Los Angeles, fewer and fewer new subdivisions are being developed in accordance with R1 zoning. Instead, homebuilders seeking to develop single-

family homes in infill locations routinely propose homes on smaller lots at significantly higher densities.

In addition, the requirement to incorporate a seismic setback zone across the site would eliminate approximately 44 potential lots from a single-family residential site plan, reducing the total number of potential home lots from 429 to 385.

While infill housing in areas like the Project site is not typically being developed in accordance with traditional R1 zoning criteria, this alternatives analysis assumes that, under Alternative B, the Project site would be developed as a single-family home project in accordance with R1 zoning with approximately 385 single-family homes and that a Zone Change and General Plan Amendment would be approved to remove the current Open Space zoning/land use designation from the northerly 9.3 acres of the site. The number of homes in Alternative B is below the maximum density that could be developed under the R1 zoning in order to provide a street and lot plan consistent with a move-up/high-end home plan as well as to, as described above, incorporate the required seismic setback zone.

All of the homes under Alternative B would be developed for sale at market rates. Due to the same significant site acquisition and site preparation costs discussed previously, the Project Applicant indicates that it would be necessary to develop the Project site with the maximum reasonable number of move-up/high-end single-family homes at the highest supportable prices in the market area (Los Angeles/Wilmington-Harbor City/San Pedro) that could be achieved. The Project Applicant estimates that such homes would range between 2,000 and 3,000 square feet and would need to sell for an average price approaching \$1 million. Given the current housing market and state of the local and regional economy, there is uncertainty that such prices could be realized. However, retaining the existing 9.3 acres of zoned Open Space on the site under Alternative B would eliminate approximately 81 additional single-family home lots from the site plan, which would likely make the alternative development economically infeasible to develop. For this reason, Alternative B proposes to eliminate the 9.3 acres of Open Space zoning from the Project site.

The access road across the southern portion of the Project site connecting Western Avenue to the Mary Star of the Sea High School campus would not be provided under this alternative due to the additional number of home lots that would be lost through the provision of this access. Instead, the area comprising the park and road would be used to accommodate the reduced number of single-family homes to be developed under Alternative B. Alternative B would satisfy public recreation requirements through the payment of Quimby Fees in accordance with the City's existing policies and regulations, but would not include the dedication of public park area. Alternative B assumes that Mary Star of the Sea High School would take vehicular access from Taper Avenue, which fronts the school site. As Mary Star of the Sea High School is a separate property owned by the Archdiocese of Los Angeles, responsibility for modifying the development permits of the High School in order to obtain vehicular access from Taper Avenue would belong to the Archdiocese.

Under Alternative B, all access to the Project site would be taken from Western Avenue, as with the Project. Site access would be provided by two intersections at Western Avenue located at Green Hills Drive and John Montgomery Drive.

### **Impact Summary of the Alternative**

Alternative B has the potential to reduce or avoid the following significant impacts of the Proposed Project:

- Regional operational air emissions
- Impacts associated with fault rupture and displacement at the Project site
- Project-related traffic impacts at intersections within the Project area

Alternative B does not have the potential to reduce or avoid the Proposed Project's potential impacts involving regional and local construction-associated air emissions, potential impacts on nesting birds and/or roosting bats during construction, impacts to jurisdictional resources on-site, potential impacts to archaeological and/or paleontological resources, potential impacts relating to hydrocarbon-impacted soils, disturbance of asbestos-containing materials (ACMs) and lead-based paint (LBP) that are present in the existing abandoned structures on-site, construction-related noise and groundborne vibration, exterior noise at homes fronting Western Avenue, and potential traffic impacts associated with the installation of water service infrastructure. Due to the elimination of access to Mary Star of the Sea High School through the Project site, Alternative B would produce residual traffic impacts within the Taper Avenue neighborhood to the southeast of the site resulting from traffic utilizing Taper Avenue as the sole means of access to the school.

### **Findings**

It is found, pursuant to Section 21081(a)(3) of the California Public Resources Code, that specific economic, legal, social, technological, or other considerations, including considerations identified in Section X (Statement of Overriding Considerations), below, make infeasible Alternative B.

### **Rationale for Findings**

This alternative would not decrease all of the significant and unavoidable impacts associated with the Project to a less than significant level. While most of the significant and unavoidable regional air quality impacts would be avoided, significant and unavoidable NO<sub>x</sub> emissions will remain. Moreover, significant and unavoidable noise (construction and on-site operational) impacts would remain.

Alternative B would achieve six of the Project objectives, although some would be achieved to a lesser extent than with the Proposed Project. Alternative B would remove the existing buildings on the Project site; provide new housing on unutilized land that would contribute to meeting the projected 2017 housing need in the area; provide a project that would invigorate the local economy; mitigate its environmental impacts to the extent feasible; and provide a high-quality development. Alternative B would not provide new housing to meet the housing needs of a broad spectrum of persons desiring to live in the San Pedro community due to the economic imperative to develop high-end, large-lot single-family homes having a price well above the median for the region. Although each home would have a larger amount of private open space (such as yards), Alternative B would not provide substantial common landscaped open space or recreational amenities due to the need to develop the maximum number of allowable homes on the site. While Alternative B would fiscally benefit the City, it

would likely do so to a somewhat lesser degree than the Proposed Project due to the reduced number of homes, even though the tax assessments would most likely be greater on a per unit average basis. Similarly, Alternative B would not contribute to meeting the anticipated need for housing in the San Pedro area to the same degree as the Proposed Project due to the reduced number of homes that would be developed and the prices they would likely command.

The City finds that this alternative would not reduce all of the significant and unavoidable impacts of the Project and would not meet the Project objectives to the same extent as the Project. On that basis, the City rejects Alternative B.

### **Reference**

For a complete discussion of Alternative B, see Section VI of the Draft EIR.

## **C. Alternative C: Reduced Density**

### **Description of the Alternative**

At the time the City Planning Department reviewed a previous development project proposal for the Project site in 2008, Department staff recommended establishment of a Specific Plan to develop the site at a Low Medium I Residential density, which allows for densities of 9-18 dwelling units per acre. Under such a Specific Plan, approximately 775 to 886 units could be built at the site if it were to be developed to the maximum allowable density of 18 units per net acre. For purposes of evaluating this alternative, a site plan containing 830 units (in a combination of single- and multi-family product types) has been prepared to serve as Alternative C. When the City Planning Commission considered the previous project proposal for the Project site, it endorsed the preparation of a Specific Plan and advised the previous Applicant to evaluate this Staff Recommendation as a project alternative in a new or recirculated EIR.

Alternative C would involve development of a project similar to the original Proposed Project on the site, however the total number of residential units would be reduced from 1,135 to 830. A total of six different housing product types would be included under Alternative C. Gross residential densities developed within the Alternative C project would range from 5.5 units per acre to 55.9 units per acre. The average density for the Alternative C project would be 13.5 DU/acre (gross).

As with the original Proposed Project, Alternative C would comprise a combination of for-sale and rental dwelling units within the following categories:

- Two- and three-story detached single-family homes with street- and alley-loaded private garages
- Three-story buildings containing townhomes and flats with and without elevators and motor-court and alley-loaded private garages
- Three-story townhomes in row house buildings with alley-loaded private garages
- Four- and five-story buildings with elevators over a secured common basement garage containing rental apartments

The dwelling units would range in size from approximately 600 to 2,800 square feet and would be housed within Mediterranean, Tuscan, and contemporary-style buildings built over and/or adjacent to residential parking garages. Residential buildings along Western Avenue would be two to three stories in height (between 30 and 48 feet) and would be buffered by trees and landscaping and set back from the street by approximately 18-80 feet, depending on the location and product type. Residential buildings throughout the rest of the Project site would vary in height, with buildings averaging three stories, but not exceeding five stories (approximately 65 feet) in the interior of the site along its southern boundary (apartment buildings). Based on data provided by the Project Applicant, the weighted average sale price for all for-sale units under Alternative C would be \$489,474 (2011 dollars). Within the multi-family structures to be developed under Alternative C, the number of dwelling units per building would range from 5.9 to 43.5.

Vehicular access to the Alternative C project would be from Western Avenue at the two existing signalized intersections with Green Hills Drive and Avenida Aprenda on the north and south, respectively. The proposed southerly Project entrance at the Western Avenue/Avenida Aprenda intersection would feed into a new east-west road crossing the southern portion of the Project site that would provide access to the Mary Star of the Sea High School campus adjacent to the Project site on the east.

With the exception of the east-west road described above providing access across the Project site to Mary Star of the Sea High School, all other streets would be private and vehicular access would be provided through two gated entrances: one from Western Avenue at Green Hills Drive and a second off of the new public east-west road near the southerly boundary line of the Project site that would intersect Western Avenue at Avenida Aprenda. The new access road for Mary Star of the Sea High School would terminate at the eastern edge of the Project site in a cul-de-sac, from which a private driveway would extend off-site to the east providing access to the Mary Star of the Sea campus.

When completed, Alternative C would redevelop 100 percent of the Project site. Alternative C would incorporate a seismic setback area along the fault splay crossing the center of the site. Alternative C would not include the 2.8-acre public community park that is included in the original Proposed Project. However, Alternative C would incorporate approximately 20 acres of total open space, consisting of approximately one acre of outdoor recreational amenity space (including a recreation center with adjacent community clubhouse and pool/event lawn area in the central portion of the site), approximately 7.1 acres of dedicated park area (including the open space/trail network around the perimeter of the Project site), 10.2 acres of landscaped common area throughout the Project, and an additional 2.1 acres of general open space, resulting in a total amount of open space similar to that provided by the Proposed Project (20.5 acres versus 20.6 acres). Additional indoor recreational amenities (e.g., rec rooms, fitness centers, etc.) would be distributed across the site and are not included in the acreages above. The walking/jogging path surrounding the perimeter of the Project and extending through the landscaped open space surrounding the Site would be open to the general public, and the other open space areas of the Project would be accessible to pedestrians.

As with the Proposed Project, a Specific Plan is proposed for Alternative C to provide zoning, architectural, landscape, and streetscape standards to guide the

Project's development. At residential densities ranging from 5.5 dwelling units per acre to approximately 55.9 dwelling units per acre, Alternative C would fall within the City of Los Angeles' Low, Low-Medium I, Low-Medium II, and Medium General Plan Land Use Designations.

Construction of Alternative C would proceed similarly to the Proposed Project and would be estimated to begin in late 2013 and continue over a five-year period. The existing slope along the northeastern boundary of the Project site would be modified to support the construction of the residential dwelling units along its toe. However, following completion of construction and landscaping, the re-engineered slope would be fully vegetated with a variety of native plant and tree species. As noted above, the entire Project site would be densely landscaped with a variety of ornamental and native plant and tree species. As individual phases of the development are completed, associated landscaping would be installed on an incremental basis.

As part of Alternative C construction, the existing surface drainage course crossing the southwestern corner of the Project site would be removed and buried beneath this portion of the Project as a subterranean storm drain. This storm drain would serve the same purpose as the existing surface channel by conveying the off-site stormwater runoff from the culvert at Western Avenue across this portion of the Project site. After accepting additional drainage from the Project site, this storm drain would discharge runoff to the City storm drain system in the same general location as at present along the Project site's southern boundary.

Site preparation for Alternative C would involve conventional cut and fill grading techniques and would be substantially similar to that needed for the original Proposed Project. A significant amount of existing fill is present on the Project site and would be either removed or consolidated and recompacted prior to the grading of building pads. Site grading would be required to prepare the proposed building pads for construction. Grading would also be required in order to construct the proposed roads, parking areas, and drainage improvements, and to install utilities. The combined grading operations would affect the entire site (or approximately 61.5 acres) and would involve a total earthwork quantity of approximately 1,225,000 cubic yards (cy), including approximately 350,000 cy of cut and fill for surface grading and an additional 875,000 cy of remedial grading for over-excavation and other requirements. No fill material would be imported to or exported from the Project site. However, the removal of debris resulting from the demolition of existing structures on the Project site would be required.

As with the original Proposed Project, construction staging, laydown areas, and all construction equipment would be positioned on-site and would be moved from area to area on the Project site, consistent with the sequence of construction.

### **Impact Summary of the Alternative**

Alternative C has the potential to reduce or avoid the following significant impacts of the original Proposed Project:

- Regional operational air emissions
- Impacts associated with fault rupture and displacement at the Project site
- Project-related traffic impacts at intersections within the Project area



Alternative C does not have the potential to reduce or avoid the Proposed Project's potential impacts involving regional and local construction-associated air emissions, potential impacts on nesting birds and/or roosting bats during construction, impacts to jurisdictional resources on-site, potential impacts to archaeological and/or paleontological resources, potential impacts relating to hydrocarbon-impacted soils, disturbance of asbestos-containing materials (ACMs) and lead-based paint (LBP) that are present in the existing abandoned structures on-site, construction-related noise and groundborne vibration, exterior noise at Project homes fronting Western Avenue, and potential traffic impacts associated with the installation of water service infrastructure.

### **Findings**

It is found, pursuant to Section 21081(a)(3) of the California Public Resources Code, that changes or alterations have been required in, or incorporated into, the alternative project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

### **Rationale for Findings**

Of the alternatives analyzed in the Draft and Final EIR, Alternative C was considered the environmentally superior alternative, with the exception of the No Project Alternative (Alternative A, above), although it has now been superseded by the New Preferred Alternative (see below). Alternative C would not reduce all of the significant and unavoidable impacts of the original Proposed Project.

Alternative C would achieve all of the Project objectives, although some would be achieved to a lesser extent than with the original Proposed Project. Alternative C would remove the existing buildings on the Project site; provide new housing on unutilized land that would meaningfully contribute to meeting the projected 2017 housing need in the area; provide housing to meet the needs of a broad spectrum of persons desiring to live in the San Pedro area; provide substantial common amenities including landscaping and open space for future residents; provide a project that would invigorate the local economy; mitigate its environmental impacts to the extent feasible; fiscally benefit the City; and provide a high-quality development through the creation of a specific plan that establishes development standards for the site. While Alternative C would fiscally benefit the City, it would do so to a lesser degree than the original Proposed Project due to the reduced number of homes. Similarly, Alternative C would not contribute to meeting the anticipated need for housing in the San Pedro area to the same degree as the original Proposed Project due to the reduced number of homes that would be developed, but would still provide a range of housing opportunities.

### **Reference**

For a complete discussion of Alternative C, see Section VI of the Draft EIR.

**D. Alternative D: Revised Site Plan****Description of the Alternative**

Alternative D would involve development of the site with the same 1,135 units as the Proposed Project; however, the site plan would be revised to accommodate the geotechnical constraints that were identified in the process of preparing the Draft EIR. In order to accommodate the required setbacks associated with these constraints, the mix of product types and their respective locations within the overall site design would be altered somewhat as compared to the original Proposed Project site plan. In addition, the 2.8-acre public park would not be developed under this alternative, although a similar amount of total open space would be included in the overall development plan. The access road from Western Avenue to Mary Star of the Sea High School would be included in this alternative.

Alternative D would be similar to the Proposed Project. A total of six different housing product types would be included under Alternative D. Residential densities developed within the Alternative D project would range from 5.8 units per acre to 55.9 units per acre. The average density for the Alternative D project would be 18.5 DU/acre (gross) and 23.6 DU/acre (net), the same as for the original Proposed Project.

As with the original Proposed Project, Alternative D would be comprised of a combination of for-sale and rental dwelling units within the following categories:

- Two- and three-story detached single-family homes with street- and alley-loaded private garages
- Three-story buildings containing flats with elevators and motor-court and alley-loaded private garages
- Three-story townhomes (two-stories without elevators) in row house buildings with alley-loaded private garages
- Three- and four-story buildings with elevators containing flats over a secured common basement garage
- Four- and five-story buildings with elevators over a secured common basement garage containing rental apartments

The dwelling units would range in size from approximately 600 to 2,800 square feet and would be housed within Mediterranean, Tuscan, and contemporary-style buildings built over and/or adjacent to residential parking garages. Residential buildings along Western Avenue would be two to four stories in height (approximately 30 to 55 feet) and would be buffered by trees and landscaping and set back from the street by approximately 18-80 feet, depending on the location and product type. Residential buildings throughout the rest of the Project site would vary in height, with buildings averaging three stories, but not exceeding five stories (approximately 65 feet) in the interior of the site along its southern boundary (apartment buildings). Based on data provided by the Project Applicant, the weighted average sale price for all for-sale units under Alternative D would be \$489,474 (2011 dollars). Within the multi-family structures to be developed under Alternative D, the number of dwelling units per building would range from 5.9 to 43.5.

Vehicular access to the Alternative D project would be from Western Avenue at the two existing signalized intersections with Green Hills Drive and Avenida Aprenda on the north and south, respectively. The proposed southerly Project entrance at the Western Avenue/Avenida Aprenda intersection would feed into a new east-west road crossing the southern portion of the Project site that would provide access to the Mary Star of the Sea High School campus adjacent to the Project site on the east.

With the exception of the east-west road described above providing access across the Project site to Mary Star of the Sea High School, all other streets would be private and access would be provided through two gated entrances: one from Western Avenue at Green Hills Drive and a second off of the new public east-west road near the southerly boundary line of the Project site. The new access road for Mary Star of the Sea High School would terminate at the eastern edge of the Project site in a cul-de-sac, from which a private driveway would extend off-site to the east providing access to the Mary Star of the Sea campus.

When completed, Alternative D would involve redevelopment of 100 percent of the Project site. Alternative D would incorporate the seismic setback area along the Palos Verdes Fault splay crossing the center of the site. Due to this, Alternative D would not include the 2.8-acre public community park that is included in the original Proposed Project. However, Alternative D would incorporate approximately 20 acres of total open space, consisting of approximately one acre of outdoor recreational amenity space (including a recreation center with adjacent community clubhouse and pool/event lawn area in the central portion of the site), approximately 7.1 acres of dedicated park area (including the open space/trail network around the perimeter of the Project site), and 10.2 acres of landscaped common area throughout the Project, and an additional 2.1 acres of general open space. Additional indoor recreational amenities (e.g., rec rooms, fitness centers, etc.) would be distributed across the site and are not included in the acreages above. The walking/jogging path surrounding the perimeter of the Project and extending through the landscaped open space surrounding the Site would be open to the general public, and pedestrian access would be provided to the other Project open space areas.

As with the Proposed Project, a Specific Plan is proposed for Alternative D to provide zoning, architectural, landscape, and streetscape standards to guide development. At gross residential densities ranging from 5.8 dwelling units per acre to approximately 55.9 dwelling units per acre, Alternative D would fall within the City of Los Angeles' Low, Low-Medium I, Low-Medium II, and Medium General Plan Land Use Designations.

Construction of Alternative D would proceed similarly to the Proposed Project and would be estimated to begin in late 2013 and continue over a five-year period. The existing slope along the northeastern boundary of the Project site would be modified to support the construction of the residential dwelling units along its toe. However, following completion of construction and landscaping, the re-engineered slope would be fully vegetated with a variety of native plant and tree species. As noted above, the entire Project site would be abundantly landscaped with a variety of ornamental and native plant and tree species. As individual phases of the development are completed, associated landscaping would be installed on an incremental basis.

As part of Alternative D construction, the existing surface drainage course crossing the southwestern corner of the Project site would be removed and buried beneath this portion of the Project as a subterranean storm drain. This storm drain would serve the same purpose as the existing surface channel by conveying the off-site stormwater runoff from the culvert at Western Avenue across this portion of the Project site. After accepting additional drainage from the Project site, this storm drain would discharge runoff to the City storm drain system in the same general location as at present along the Project site's southern boundary.

Site preparation for Alternative D would involve conventional cut and fill grading techniques and would be substantially similar to that needed for the Proposed Project. A significant amount of existing fill is present on the Project site and would be either removed or consolidated and recompact prior to the grading of building pads. Site grading would be required to prepare the proposed building pads for construction. Grading would also be required in order to construct the proposed roads, parking areas, and drainage improvements, and to install utilities. The combined grading operations would affect the entire site (or approximately 61.5 acres) and would involve a total earthwork quantity of approximately 1,225,000 cubic yards (cy), including approximately 350,000 cy of cut and fill for surface grading and an additional 875,000 cy of remedial grading for over-excavation and other requirements. No fill material would be imported to or exported from the Project site. However, the removal of debris resulting from the demolition of existing structures on the Project site would be required.

As with the Proposed Project, construction staging, laydown areas, and all construction equipment would be positioned on-site and would be moved from area to area on the Project site, consistent with the sequence of construction.

### **Impact Summary of the Alternative**

Alternative D has the potential to reduce or avoid the following significant impacts of the original Proposed Project:

- Impacts associated with fault rupture and displacement at the Project site

Alternative D does not have the potential to reduce or avoid the original Proposed Project's other potential impacts, which involve regional and local construction-associated air emissions, regional operational air emissions, potential impacts on nesting birds and/or roosting bats during construction, impacts to jurisdictional resources on-site, potential impacts to archaeological and/or paleontological resources, potential impacts relating to hydrocarbon-impacted soils, disturbance of asbestos-containing materials (ACMs) and lead-based paint (LBP) that are present in the existing abandoned structures on-site, construction-related noise and groundborne vibration, exterior noise at Project homes fronting Western Avenue, Project-related traffic impacts at intersections in the surrounding area, and potential traffic impacts associated with the installation of water service infrastructure.

### **Findings**

It is found, pursuant to Section 21081(a)(3) of the California Public Resources Code, that changes or alterations have been required in, or incorporated into, the alternative project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

### **Rationale for Findings**

This alternative would not avoid any of the significant and unavoidable impacts of the original Proposed Project, with the exception of avoiding impacts associated with fault rupture and displacement through incorporation of a seismic setback zone.

Alternative D would achieve all of the Project objectives, although one would be achieved to a lesser extent than with the Proposed Project. Alternative D would remove the existing buildings on the Project site, provide new housing on unutilized land that would meaningfully contribute to meeting the projected 2017 housing need in the area, provide housing to meet the needs of a broad spectrum of persons desiring to live in the San Pedro area, provide common amenities including landscaping and open space for future residents, provide a project that would invigorate the local economy, would mitigate its environmental impacts to the extent feasible, would fiscally benefit the City, and would provide a high-quality development through the creation of a specific plan that establishes development standards for the site. While Alternative D would provide common amenities, including open space and landscaping, the amount of open space to be included would be less than that contained within the original Proposed Project.

The City finds that this alternative does not reduce the significant and unavoidable impacts of the Project, and, on that basis, rejects Alternative D.

### **Reference**

For a complete discussion of Alternative D, see Section VI of the Draft EIR.

## **E. Existing Zoning Alternative Site Plan**

### **Description of the Alternative**

Multiple commenters on the Draft EIR requested that an alternative site plan that is fully consistent with the Project site's existing zoning and General Plan land use designations be evaluated. Commenters have also requested that such an alternative site plan include the same public access roadway to Mary Star of the Sea High School that is proposed under the original Project and under Alternatives C and D in the Draft EIR. Commenters have also requested that this alternative site plan contain full-sized single-family home lots consistent with R1 zoning (5,000 square feet or 50 feet by 100 feet). Under these design constraints, a conceptual site plan was developed that would result in development of 169 single-family homes at the Project site. This plan would also incorporate the required seismic setback zone across the center of the site and would include two recreation centers as well as landscaped common area. The northernmost 9.3 acres of the Project site would remain as open space, consistent with the current zoning and land use designation of this portion of the property. This area could be developed to some extent with park and recreation facilities for the use of the general public, although its configuration and topography would likely limit its suitability for dedication to the City as a neighborhood park.

### **Impact Summary of the Alternative**

To summarize the impacts of the “Existing Zoning” alternative site plan in comparison to those of the currently preferred alternative project (Alternative C in the Draft EIR), this alternative has the potential to reduce or avoid the following significant impacts:

- Regional operational air emissions
- Project-related traffic impacts at intersections within the Project area

The “Existing Zoning” alternative would not have the potential to reduce or avoid the Proposed Project’s potential impacts involving regional and local construction-associated air emissions, potential impacts on nesting birds and/or roosting bats during construction, impacts to jurisdictional resources on-site, potential impacts to archaeological and/or paleontological resources, potential impacts relating to hydrocarbon-impacted soils, disturbance of asbestos-containing materials (ACMs) and lead-based paint (LBP) that are present in the existing abandoned structures on-site, construction-related noise and groundborne vibration, exterior noise at homes fronting Western Avenue, and potential traffic impacts associated with the installation of water service infrastructure. Other impacts associated with the Project, although less than significant, would be substantially reduced under this alternative due to the fewer number of residences that would be developed on-site.

### **Findings**

It is found, pursuant to Section 21081(a)(3) of the California Public Resources Code, that specific economic, legal, social, technological, or other considerations, including considerations identified in Section X (Statement of Overriding Considerations), below, make infeasible the Existing Zoning Alternative Site Plan.

### **Rationale for Findings**

With respect to being able to achieve most of the Project’s objectives, the 169 single-family home “Existing Zoning” alternative site plan would achieve seven of the Project objectives, although some would be achieved to a substantially lesser extent than with the Proposed Project. The “Existing Zoning” alternative site plan would remove the existing buildings on the Project site; provide new housing on unutilized land that would contribute to meeting the projected 2017 housing need in the area; provide a project that would invigorate the local economy; mitigate its environmental impacts to the extent feasible; provide substantial common open space along the site’s northern boundary as well as two recreation centers for the use of residents, and provide a high-quality development. The “Existing Zoning” site plan would not provide new housing to meet the housing needs of a broad spectrum of persons desiring to live in the San Pedro community due to the economic imperative to develop high-end, large-lot single-family homes having a price well above the median for the region. While development of this “Existing Zoning” site plan would fiscally benefit the City, it would likely do so to a significantly lesser degree than the Proposed Project due to the reduced number of homes, even though the tax assessments would most likely be greater on a per unit average basis. Similarly, the “Existing Zoning” alternative site plan would not contribute to meeting the anticipated need for housing in the San Pedro area

to the same degree as the Proposed Project due to the reduced number of homes that would be developed and the prices they would likely command.

With respect to the "Existing Zoning" alternative site plan that was requested by numerous commenters on the Draft EIR, nothing would physically prevent the alternative from being developed at the Project site. Therefore, the determination of its feasibility is limited to its ability to produce a positive return on investment to the Applicant. In order to evaluate the economic feasibility of the "Existing Zoning" alternative, a study was prepared by The Concord Group in June 2013. The study concludes that the "Existing Zoning" alternative would be economically infeasible to develop due to the substantial level of fixed costs associated with infrastructure and land that remain largely the same irrespective of the total number of lots developed at the site. The "Existing Zoning" alternative could only become economically feasible (e.g., avoid an economic loss for the Applicant) if it could achieve a top line home sale price of \$1.57 million (\$525 per square foot of home), a level that is currently unsupported in the market. The nearest new home project, Harbor Highlands, generates an average home price of \$554,000 (\$300 per square foot) for a small-lot detached home. Nearby resales in Rancho Palos Verdes, across Western Avenue from the Project site, generate an average sale price of \$721,000. In light of the comparables proximate to Ponte Vista, any development at the Project site would not support home values in excess of \$1 million. Given the realities of the current residential real estate market, development of the "Existing Zoning" alternative at the Project site would result in a loss of approximately \$87 million.

The "Existing Zoning" alternative would substantially reduce many of the Project's less than significant impacts and would avoid the Project's significant, unmitigated operational air quality impact and reduce the Project's significant but mitigated traffic impacts. Thus, an argument could be advanced that the "Existing Zoning" alternative could be the environmentally superior alternative. However, CEQA requires that the range of alternatives evaluated in an EIR be feasible to develop. As has been shown above, the "Existing Zoning" alternative would not be economically feasible to develop at the Project site.

Therefore, the City finds that this alternative would be infeasible to develop and, on that basis, rejects the Existing Zoning Alternative Site Plan.

### **Reference**

For a complete discussion of the Existing Zoning Alternative Site Plan, see Section III.A of the Final EIR.

## **F. Mixed-Use Alternative Site Plan**

### **Description of the Alternative**

Several commenters on the Draft EIR requested that a mixed-use residential/commercial alternative site plan be evaluated. Commenters have also requested that such an alternative site plan include the same public access roadway to Mary Star of the Sea High School that is proposed under the original Project and under Alternatives C and D in the Draft EIR. Commenters have also requested that this alternative site plan contain neighborhood-serving retail space, limited office space intended to serve future Project residents, a six-acre public neighborhood park, and space for development of a neighborhood branch

library. Under these design constraints, a conceptual site plan was developed that consists of 477 residential units in a mix of housing product types ranging from single-family homes to townhomes and flats. A total of 181 single-family homes and 296 condominium units could be developed under this alternative. In addition, 5,000 square feet of office space, 20,000 square feet of retail/commercial space, and a site for a 20,000 square foot public library, as well as a 6-acre central neighborhood park, are included in this alternative. This alternative would provide public access across the site to Mary Star of the Sea High School from Western Avenue. This plan would also incorporate the required seismic setback zone across the center of the site and would include a central recreation center as well as landscaped common area.

### **Impact Summary of the Alternative**

The "Mixed Use" alternative site plan would generally result in similar impacts as the current preferred alternative (Alternative C in the Draft EIR), with the differences primarily due to the fewer number of homes that would be developed at the site and/or the addition of commercial/retail and public library and park uses.

This alternative has the potential to reduce or avoid the following significant impacts:

- Regional operational air emissions
- Exterior noise at some Project residences
- Traffic (daily vehicle trips only)

The "Mixed Use" alternative would not have the potential to reduce or avoid the currently preferred alternative's potential impacts involving regional and local construction-associated air emissions, potential impacts on nesting birds and/or roosting bats during construction, impacts to jurisdictional resources on-site, potential impacts to archaeological and/or paleontological resources, potential impacts relating to hydrocarbon-impacted soils, disturbance of asbestos-containing materials (ACMs) and lead-based paint (LBP) that are present in the existing abandoned structures on-site, construction-related noise and groundborne vibration, significant traffic impacts at study intersections, and potential traffic impacts associated with the installation of water service infrastructure. Other impacts associated with the Project, although less than significant, would be either equivalent or reduced to some degree under this alternative due to the fewer number of residences that would be developed on-site.

### **Findings**

It is found, pursuant to Section 21081(a)(3) of the California Public Resources Code, that specific economic, legal, social, technological, or other considerations, including considerations identified in Section X (Statement of Overriding Considerations), below, make infeasible the Mixed-Use Alternative Site Plan.



### **Rationale for Findings**

With respect to being able to achieve most of the Project's objectives, the "Mixed Use" alternative site plan would achieve each of the Project objectives, although some would be achieved to a substantially lesser extent than with the Proposed Project. The "Mixed Use" alternative site plan would remove the existing buildings on the Project site; provide new housing on unutilized land that would contribute to meeting the projected 2017 housing need in the area; provide a project that would invigorate the local economy; mitigate its environmental impacts to the extent feasible; provide substantial common open space and park area as well as a recreation center for the use of residents; and provide a high-quality development. The "Mixed Use" site plan would provide new housing to meet the housing needs of a broad spectrum of persons desiring to live in the San Pedro community but to a lesser degree than the Project due to the fewer number of units and housing product types to be developed. While development of this "Mixed Use" site plan would fiscally benefit the City, it would likely do so to a significantly lesser degree than the Proposed Project due to the reduced number of homes. Similarly, the "Mixed Use" alternative site plan would not contribute to meeting the anticipated need for housing in the San Pedro area to the same degree as the Proposed Project due to the reduced number of homes that would be developed.

With respect to the "Mixed Use" alternative site plan, nothing would physically prevent the alternative from being developed at the Project site. Therefore, the determination of its feasibility is limited to its ability to produce a positive return on investment to the Applicant. In order to evaluate the economic feasibility of the "Mixed Use" alternative, a study was prepared by The Concord Group in June 2013. The study concludes that the "Mixed Use" alternative would be economically infeasible to develop due to the substantial level of fixed costs associated with infrastructure and land that remain largely the same irrespective of the total number of lots developed at the site. In addition, the "Mixed Use" alternative would donate acreage on-site to the Los Angeles Public Library for construction of a neighborhood branch library and, thus, would return no economic value to the Applicant. Recently reviewed vacancy reports for the area surrounding the Project site indicate that 1,073,992 square feet of available (vacant) office space exists within a five-mile radius of the Site and that 166,675 square feet of available (vacant) retail space exists within a two-mile radius of the Site. These figures represent a relatively large amount of vacant office and retail space and would likely present challenges to developing economically viable commercial and retail uses at the Project site. Given the realities of the current residential, office, and retail real estate market, it is estimated that development of the "Mixed Use" alternative at the Project site would result in a loss of approximately \$37 million.

The "Mixed Use" alternative would, as discussed above, marginally reduce some of the Project's less than significant impacts and would reduce the Project's significant, unmitigated operational air quality impact. Thus, an argument could be advanced that the "Mixed Use" alternative could be the environmentally superior alternative. However, as noted previously, CEQA requires that the range of alternatives evaluated in an EIR be feasible to develop. As has been shown above, the "Mixed Use" alternative would not be economically feasible to develop at the Project site.

Therefore, the City finds that this alternative would be infeasible to develop and, on that basis, rejects the Mixed-Use Alternative Site Plan.

### **Reference**

For a complete discussion of the Mixed-Use Alternative Site Plan, see Section III.A of the Final EIR.

## **G. New Preferred Alternative – Further Density Reduction**

### **Description of the Alternative**

Subsequent to publication of the Final EIR, the Project Applicant submitted a revised Project site plan to the City featuring a reduction in the number of residential units to be developed from 830 to a maximum of 700 units. The changes in the revised site plan are fully discussed in the document entitled “Supplemental Analysis of Project Revisions”, which is part of the Project’s CEQA document. However, for purposes of presenting the most current analysis within these Findings, the discussion below of the New Preferred Alternative reflects the current 700-unit revised site plan rather than the former 830-unit plan that was evaluated in both the Draft and Final EIR.

The New Preferred Alternative would involve development of a project similar to the original Proposed Project on the site, however the total number of residential units would be reduced from 1,135 to a maximum of 700. A total of six different housing product types would be included under the New Preferred Alternative. Gross residential densities developed within the New Preferred Alternative project would range from 8 units per acre to 23 units per acre. The average density for the New Preferred Alternative project would be 11.4 DU/acre (gross).

The New Preferred Alternative would be comprised of a combination of dwelling units within the following categories:

- Two- and three-story detached single-family homes with street-loaded private garages
- Two-story buildings containing townhomes with driveway-loaded private garages
- Three-story townhomes and flats with driveway-loaded private garages and elevators
- Four-story buildings containing flats with elevators over driveway-loaded garages

The dwelling units would range in size from approximately 600 to 2,800 square feet and would be housed within Mediterranean, Tuscan, and contemporary-style buildings built over and/or adjacent to residential parking garages. Residential buildings along Western Avenue would be two to three stories in height (between 30 and 48 feet) and would be buffered by trees and landscaping and set back from the street by approximately 18-80 feet, depending on the location and product type. Residential buildings throughout the rest of the Project site would vary in height, with buildings averaging three stories, but not exceeding four stories (approximately 55 feet) in the interior of the site near its southern boundary. Based on data provided by the Project Applicant, the weighted average sale price for all for-sale units under Alternative C would be \$489,474 (2011 dollars).

Vehicular access to the New Preferred Alternative project would be from Western Avenue at the two existing signalized intersections with Green Hills Drive and Avenida Aprenda on the north and south, respectively. The proposed southerly Project entrance at the Western Avenue/Avenida Aprenda intersection would feed into a new east-west road crossing the southern portion of the Project site that would provide access to the Mary Star of the Sea High School campus adjacent to the Project site on the east.

With the exception of the east-west road described above providing access across the Project site to Mary Star of the Sea High School, all other streets would be private and vehicular access would be provided through two gated entrances: one from Western Avenue at Green Hills Drive and a second off of the new public east-west road near the southerly boundary line of the Project site that would intersect Western Avenue at Avenida Aprenda. The new access road for Mary Star of the Sea High School would terminate at the eastern edge of the Project site in a cul-de-sac, from which a private driveway would extend off-site to the east providing access to the Mary Star of the Sea campus.

When completed, the Project would redevelop 100 percent of the Project site. The Project would incorporate a seismic setback area along a splay of the Palos Verdes Fault crossing the center of the site. The Proposed Project would incorporate over 24 acres of total open space, consisting of outdoor recreational amenity space (including primary and secondary recreation centers with adjacent community clubhouses and pool/event lawn areas for project residents), dedicated park area (including an open space/trail network around the perimeter of the Project site and a publically-accessible park near Western Avenue), landscaped common areas throughout the Project, and other open space. The open space/trail network and publically-accessible park areas would be accessible to both Project residents and the general public. Additional indoor recreational amenities (e.g., rec rooms, fitness centers, etc.) would be distributed across the site for the private use of residents.

A Specific Plan is proposed for the Project to provide zoning, architectural, landscape, and streetscape standards to guide the Project's development. At residential densities ranging from 8 dwelling units per acre to approximately 23 dwelling units per acre, the Project would fall within the City of Los Angeles' Low, Low-Medium I, and Low-Medium II General Plan Land Use Designations.

Although a maximum of 212 residential units would be permitted under the Specific Plan within Subarea 6, only 188 units are currently being proposed. In order to provide additional housing within Subarea 6 exceeding the currently proposed 188 units but not more than 212 units, a new subdivision map would be required, although no Specific Plan Amendment would be required.

Construction of the New Preferred Alternative would proceed similarly to the Proposed Project and would be estimated to begin in late 2013 and continue over a five-year period. The existing slope along the northeastern boundary of the Project site would be modified to support the construction of the residential dwelling units along its toe. However, following completion of construction and landscaping, the re-engineered slope would be fully vegetated with a variety of native plant and tree species. As noted above, the entire Project site would be densely landscaped with a variety of ornamental and native plant and tree species. As individual phases of the development are completed, associated landscaping would be installed on an incremental basis.

As part of New Preferred Alternative construction, the existing surface drainage course crossing the southwestern corner of the Project site would be removed and buried beneath this portion of the Project as a subterranean storm drain. This storm drain would serve the same purpose as the existing surface channel by conveying the off-site stormwater runoff from the culvert at Western Avenue across this portion of the Project site. After accepting additional drainage from the Project site, this storm drain would discharge runoff to the City storm drain system in the same general location as at present along the Project site's southern boundary.

Site preparation for the New Preferred Alternative would involve conventional cut and fill grading techniques and would be substantially similar to that needed for the original Proposed Project. A significant amount of existing fill is present on the Project site and would be either removed or consolidated and recompacted prior to the grading of building pads. Site grading would be required to prepare the proposed building pads for construction. Grading would also be required in order to construct the proposed roads, parking areas, and drainage improvements, and to install utilities. The combined grading operations would affect the entire site (or approximately 61.5 acres) and would involve a total earthwork quantity of approximately 1,225,000 cubic yards (cy), including approximately 350,000 cy of cut and fill for surface grading and an additional 875,000 cy of remedial grading for over-excavation and other requirements. No fill material would be imported to or exported from the Project site. However, the removal of debris resulting from the demolition of existing structures on the Project site would be required.

As with the original Proposed Project, construction staging, laydown areas, and all construction equipment would be positioned on-site and would be moved from area to area on the Project site, consistent with the sequence of construction.

### **Impact Summary of the Alternative**

The New Preferred Alternative has the potential to reduce or avoid the following significant impacts of the original Proposed Project:

- Regional operational air emissions
- Impacts associated with fault rupture and displacement at the Project site
- Project-related traffic impacts at intersections within the Project area

The New Preferred Alternative does not have the potential to reduce or avoid the Proposed Project's potential impacts involving regional and local construction-associated air emissions, potential impacts on nesting birds and/or roosting bats during construction, impacts to jurisdictional resources on-site, potential impacts to archaeological and/or paleontological resources, potential impacts relating to hydrocarbon-impacted soils, disturbance of asbestos-containing materials (ACMs) and lead-based paint (LBP) that are present in the existing abandoned structures on-site, construction-related noise and groundborne vibration, exterior noise at Project homes fronting Western Avenue, and potential traffic impacts associated with the installation of water service infrastructure.

## **Findings**

It is found, pursuant to Section 21081(a)(3) of the California Public Resources Code, that changes or alterations have been required in, or incorporated into, the alternative project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

## **Rationale for Findings**

Of the alternatives analyzed in the Draft and Final EIR and Supplemental Analysis of Project Revisions, the New Preferred Alternative is considered the environmentally superior alternative, with the exception of the No Project Alternative (Alternative A, above), and is also the Project Applicant's current preferred alternative (replacing the original Proposed Project in the Draft EIR). However, the New Preferred Alternative would not reduce all of the significant and unavoidable impacts of the original Proposed Project.

The New Preferred Alternative would achieve all of the Project objectives, although some would be achieved to a lesser extent than with the original Proposed Project. The New Preferred Alternative would remove the existing buildings on the Project site; provide new housing on unutilized land that would meaningfully contribute to meeting the projected 2017 housing need in the area; provide housing to meet the needs of a broad spectrum of persons desiring to live in the San Pedro area; provide substantial common amenities including landscaping and open space for future residents; provide a project that would invigorate the local economy; mitigate its environmental impacts to the extent feasible; fiscally benefit the City; and provide a high-quality development through the creation of a specific plan that establishes development standards for the site. While the New Preferred Alternative would fiscally benefit the City, it would do so to a lesser degree than the original Proposed Project due to the reduced number of homes. Similarly, the New Preferred Alternative would not contribute to meeting the anticipated need for housing in the San Pedro area to the same degree as the original Proposed Project due to the reduced number of homes that would be developed, but would still provide a range of housing opportunities.

## **Reference**

For a complete discussion of the New Preferred Alternative, see Supplemental Analysis of Project Revisions.

## **FINDINGS REGARDING OTHER CEQA CONSIDERATIONS**

### **G. Growth Inducing Impacts of the Project**

The Project would contribute a total of approximately 2,079 net new residents to the Project area and the City of Los Angeles. Additional indirect/induced population growth caused by the economic activity created by the Project would be estimated to add 763 persons to the Project area, for a total population growth of 2,842 persons associated with the Project. This growth would be largely consistent with area-wide population and housing forecasts. The Project would foster economic growth by increasing the number of residents at the Project site who could patronize local businesses and services in the area. In addition, short-term employment opportunities would be provided during the construction phases of the Project.

While the Project's addition of new housing units is consistent with various regional and local policies, it would not, in and of itself, foster new growth in the area by removing impediments to growth. The property surrounding the Project site is already developed with single-family and multi-family homes, Mary Star of the Sea High School campus, or is reserved for uses by the federal government. All roads planned for the Project are for internal circulation only or Mary Star of the Sea High School access, and would not open undeveloped areas for new use. Similarly, all utility and other infrastructure upgrades planned for the Project are intended solely to meet Project-related demand and would not support development external to the Project site. The Project households' demand for commercial goods and services would be met by existing retail, service, and other resources already located within about a five mile radius of the Project site, and no new development specifically to meet the Project's scale of household demand would be needed. On the contrary, the Project's new household demand would help support the viability of existing businesses in the Project vicinity. The Project would redevelop a blighted site that currently contains abandoned buildings in a state of advancing disrepair.

#### **H. Significant Irreversible Impacts**

The CEQA Guidelines require that an EIR address any significant irreversible environmental changes that would be involved in a project should it be implemented (CEQA Guidelines, Sections 15126(c) and 15126.2(c)). CEQA Guidelines Section 15126.2(c) indicates that "[u]ses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter likely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irrecoverable commitments of resources should be evaluated to assure that such current consumption is justified."

The types and level of development associated with the Project would consume limited, slowly renewable and non-renewable resources. This consumption would occur during construction of the Project and would continue throughout its operational lifetime. Committed resources would include: (1) building materials, (2) fuel and operational materials/resources, and (3) resources used in the transport of goods and people to and from the Project site.

Construction of the Project would require consumption of resources that are not replenishable or which may renew slowly as to be considered non-renewable. These resources would include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt (e.g., sand, gravel and stone), metals (e.g., steel, copper and lead), petrochemical construction materials (e.g., plastics), and water. Fossil fuels, such as gasoline and oil, would also be consumed in the use of construction vehicles and equipment. The consumption of these resources would be spread out over the phased five-year construction period.

The commitment of resources to the Project would limit the availability of these resources for future generations. However, insofar as the Project is consistent with, or brought into consistency with, applicable land use plans and policies, this

resource consumption would be consistent with growth and anticipated change in the Los Angeles region. Consideration of all the foregoing factors supports the conclusion that the Project's use of resources is justified, and that the Project will not result in significant irreversible environmental changes that warrant further consideration.

#### IV. OTHER CEQA CONSIDERATIONS

- A. The City of Los Angeles (the City), acting through the Planning Department, is the "Lead Agency" for the Project evaluated in the Final EIR. The City finds that the Final EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City finds that it has independently reviewed and analyzed the Final EIR for the Project, and that the Final EIR reflects the independent judgment of the City.
- B. The City finds that the Final EIR provides objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the Project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review period and responds to comments made during the public review period.
- C. The Planning Department evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the Planning Department prepared written responses describing the disposition of significant environmental issues raised. The Final EIR and provides adequate, good faith and reasoned responses to the comments. The Planning Department reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The lead agency has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the Final EIR.
- D. The mitigation measures, which have been identified for the Project, were identified in the text and summary of the Final EIR. The final mitigation measures are described in the Complete MMRP. Each of the mitigation measures identified in the Complete MMRP, and contained in the Final EIR, is incorporated into the Project. The City finds that the impacts of the Project have been mitigated to the extent feasible by the Mitigation Measures identified in the Complete MMRP, and contained in the Final EIR.
- E. Textual refinements and errata were compiled and presented to the decision-makers for review and consideration. The Planning Department staff has made every effort to notify the decision-makers and the interested public/agencies of each textual change in the various documents associated with the Project review. These textual refinements arose for a variety of reasons. First, it is inevitable that draft documents will contain errors and will require clarifications and corrections. Second, textual clarifications were necessitated in order to describe refinements suggested as part of the public participation process.

- F. CEQA requires the lead agency approving a project to adopt an MMRP for the changes to the project, which it has adopted or made a condition of project approval in order to ensure compliance with project implementation. The mitigation measures included in the Final EIR as certified by the City and included in the Complete MMRP as adopted by the City serve that function. The Complete MMRP includes all of the mitigation measures identified in the Final EIR and has been designed to ensure compliance during implementation of the Project. In accordance with CEQA, the Complete MMRP provides the means to ensure that the mitigation measures are fully enforceable. In accordance with the requirements of Public Resources Code Section 21081.6, the City hereby adopts the Mitigation Monitoring and Reporting Program.
- G. In accordance with the requirements of Public Resources Code §21081.6, the City hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the Project.
- H. The custodian of the documents or other material which constitute the record of proceedings upon which the City's decision is based is the: Department of City Planning, City of Los Angeles 200 North Spring Street, Room 750, Los Angeles, CA 90012.
- I. The City finds and declares that substantial evidence for each and every finding made herein is contained in the Final EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.
- J. In light of the entire administrative record of the proceedings for the Project, the City determines that there is no significant new information (within the meaning of CEQA) that would have required a recirculation of the sections of the Draft EIR or Final EIR.
- K. The "References" subsection of each impact area discussed in these Findings are for reference purposes only and are not intended to represent an exhaustive listing of all evidence that supports these Findings.
- L. The City is certifying an EIR for, and is approving and adopting findings for, the entirety of the actions described in these Findings and in the Final EIR as comprising the Project. It is contemplated that there may be a variety of actions undertaken by other State and local agencies (who might be referred to as "responsible agencies" under CEQA). Because the City is the lead agency for the Project, the Final EIR is intended to be the basis for compliance with CEQA for each of the possible discretionary actions by other State and local agencies to carry out the Project.

## **V. STATEMENT OF OVERRIDING CONSIDERATIONS**

The Final EIR has identified unavoidable significant impacts, which will result from implementation of the Project. Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines provide that when the decision of the public agency allows the occurrence of significant impacts which are identified in the EIR but are not at least substantially mitigated to an insignificant level or eliminated, the lead agency must state in writing the reasons to support its action based on the completed EIR and/or other information in the record.

Article I of the City of Los Angeles CEQA Guidelines incorporates all of the State CEQA Guidelines contained in title 15, California Code of Regulations, section 15000 et seq. and hereby requires, pursuant to CEQA Guidelines Section 15093(b) that the decision-maker adopt a Statement of Overriding



Considerations at the time of approval of a project if it finds that significant adverse environmental effects have been identified in the EIR which cannot be substantially mitigated to an insignificant level or be eliminated. These findings and the Statement of Overriding Considerations are based on the record of proceedings, including but not limited to the Final EIR, and other documents and materials that constitute the record of proceedings.

The following impacts are not mitigated to a less than significant level for the Project: Air Quality and Noise, as identified in the Final EIR, and it is not feasible to mitigate such impacts to a less than significant level.

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

The below stated reasons summarize the benefits, goals and objectives of the Project, and provide the rationale for the benefits of the Project. Any one of the overriding considerations of economic, social, aesthetic and environmental benefits individually would be sufficient to outweigh the adverse environmental impacts of the Project and justify their adoption and certification of the Final EIR.

1. Implementation of the Project will create a high-quality residential development that increases density near major employment nodes and furthers sound planning goals, including goals set out by SCAG for addressing regional housing needs through the development of infill sites.
2. Implementation of the Project will create a vibrant residential project that responds to the growth of the Harbor region.
3. Implementation of the Project will maximize the development potential of the Project site in context with the area through quality design and development controls that ensure a unified and cohesive development.
4. Implementation of the Project will support local and regional sustainability goals through urban infill.
5. Implementation of the Project will generate community benefits by maximizing land use opportunities and providing a vibrant residential environment with new amenities, public spaces and State-of-the-Art improvements.
6. Implementation of the Project will provide safe access for pedestrians and vehicles to Mary Star of the Sea High School from Western Avenue.
7. Implementation of the Project will reduce vehicular trips by creating a new residential community in close proximity to existing neighborhood-serving retail and commercial land uses and will work to promote alternative methods of transportation and create provisions for non-vehicular travel by providing pedestrian pathways/linkages within the Project site and providing bicycle parking and storage.
8. Implementation of the Project would increase the amount of tax revenue generated by the Project site.
9. Implementation of the Project would remove a blighted, abandoned development and would create a lushly landscaped residential neighborhood in its place.

10. Implementation of the Project will provide for logical, consistent planning within the Project site.

**Finding.** The City finds that none of the public comments to the Draft EIR or subsequent public comments or other evidence in the record, including the changes in the Project in response to input from the community and the Council Office, include or constitute substantial evidence that would require recirculation of the Final EIR prior to its certification and that there is no substantial evidence elsewhere in the record of proceedings that would require substantial revision of the Final EIR prior to its certification, and that the Final EIR need not be recirculated prior to its certification.

## PUBLIC HEARING AND COMMUNICATIONS

### Summary of Public Hearing Testimony and Communications Received

The Public Hearing on this matter was held at Harbor Commission Building Hearing Room at 425 S. Palos Verdes Avenue in San Pedro, CA 90731 on Tuesday, July 30, 2013 at 10:00 AM.

1. Present: Approximately 125 people attended: The applicant and team members, several neighborhood council members, members of surrounding Homeowner Associations, organizations, residents, Councilmembers from the City of Rancho Palos Verdes, and a representative from Council Office 15.
2. Public Speakers: 36 public speakers. 5 in support; 21 opposed; and 10 general comments and concerns.
3. The Applicant's Representative and other team members spoke at the hearing and made the following statements:
  - In 1962, the US Navy site developed the site as the San Pedro Naval Housing comprised of 122 separate structures.
  - The site was annexed into the City of Los Angeles in the late 1980s, and located in the Wilmington-Harbor City Community Plan Area. Shortly after annexation, the San Pedro Naval Housing complex, and the Navy's Defense Fuel Support Point, were given their current zoning and land use designations (which were and are inconsistent with the then-current uses of the property).
  - The site served as naval housing for about 35 years until its closure in the late 1990s. The site presently contains vacant structures that are uninhabited.
  - In 2005, the site was purchased by Bisno Development Company for the purpose of developing a 2,300-unit project comprised of several multi-story condo towers, dedicated senior housing, and a small amount of site-serving commercial retail, and a public park with a little league baseball complex. The project also included a new public street connecting Western Avenue to Mary Star of the Sea High School. The project was reduced to 1,950 units, and was considered and denied by the City Planning Commission in 2009.
  - The Planning Commission embraced several recommendations by the Planning Department including a) limiting residential densities to the prevailing density of development in that neighborhood; b) the property zone be changed from existing Low residential to Low Medium I; c) the density would meet the Wilmington-Harbor City Community Plan, which is to promote the provision of adequate housing for all people; and d) the Low Medium I designation would allow the opportunity to add new housing to the community while maintaining a density that is compatible with the existing single family neighborhoods.
  - The Planning Commission recommended the following: a) The property is currently an eyesore; b) There should be future dialogue between the applicant and the Planning Department; and 3) A future development should not be R-1 density; however it should be consistent with the surrounding community.
  - Within a year of the CPC's recommended denial of the Bisno project, in 2010, iStar Financial took ownership of Ponte Vista and began an intensive, wholesale re-evaluation of the project.
  - Within a year of the CPC's recommended denial of the Bisno project, in 2010, iStar Financial took ownership of Ponte Vista and began an intensive, wholesale re-evaluation of the project.

- iStar studied the comments from the previous EIR and recommendations by City Planning staff and the Planning Commission; evaluated previous public proceedings, engaged with the then-Councilmember, met with community stakeholders - both individuals and groups, and undertook market research to understand what the specific residential market demands were for the Harbor area.
- In 2010 iStar announced its new plan for development and submitted an application for a 1,135 residential unit project, which included a public park and an access roadway for Mary Star of the Sea High School.
- While the project and reduced density alternatives were being evaluated for the release of the DEIR, iStar continued to seek input from the community, the Council office, potential buyers; and furthered the review of previous Planning Department and Commission input; and they worked directly with current Planning Department staff to further refinement of the project.
- iStar is seeking approval for 830 units on the Ponte Vista site, representing 305 less units than the project application of 1135. This represents an overall decrease of 27%.
- The plan would incorporate approximately 24 acres of total open space, including: a) approximately 4.64 acres of public park area; b) 13.36 acres of landscaped common area, and 5.1 acres perimeter trail.
- Overall Project Amenities for residents include: a) High-quality housing in proximity to existing jobs; b) Homes to suit a wide variety of budgets, needs and sizes; c) Walking trails, open space and playgrounds' d) Vehicular gates that meet market demand and buyers' tastes; and e) Proximity to existing local shops, grocery stores and restaurants within walking distance.
- The walking/jogging path surrounding the perimeter of the Project and extending through the landscaped open space surrounding the Site would be open to the general public.
- Parking for the public wishing to use the trail or park space will be available along the Mary Star Roadway
- Ponte Vista benefits all of San Pedro and the Harbor area community by: a) Redeveloping a long blighted and dilapidated site with new high-quality housing; b) providing new open publically accessible open designed for hiking, picnicking, family play, and accessing Harbor views; c) boosting local business as new consumers move to area; d) boosting for local real estate market as new homes raise property values for area properties; e) improving traffic flow at 16 intersections; f) providing \$2.5 million in Quimby funds for local park and recreation facilities; g) building a dedicated road to Mary Star of the Sea High School from Western Avenue; h) Providing neighboring developments direct pedestrian access to Ponte Vista and its publically available open space' i) Building a private driveway on the Ponte Vista site that connects to the backside of the Seaport Village garage. This driveway will be designed for and meant as providing emergency access to Seaport Village.
- The Ponte Vista plan responds with 48% of the site devoted to single family residences, with the remainder devoted to multifamily in varying densities; the site plan also is heavily designed to best co-exist with adjacent uses and densities, as well as transition appropriately internally and externally between housing types and densities.

- The project provides a variety of housing types from single family, to townhomes, to a mix of condominium types, to flats to address the housing needs and population growth objectives in the Community Plan.
  - At 830 units, the plan meets the Low Medium I residential density recommended by the Planning Department and Commission, as it is within the range provided.
  - The project was designed to take into account the four distinct property boundaries and adjacent uses.
  - The collective uses along the southern edge of Ponte Vista are made up of three different developments - The Tennis Club, Seaport Village, and Casa Verde -- on 5.5 acres. A total of 348 units exist within the three developments at an R-3 density - an average of 63 units per acre.
  - The Applicant met with the Council Office, Urban Design Studio, and Department of Transportation to implement the project.
  - Public outreach encompassed the Council office during two different administrations, as well as presentations and dialogue five neighborhood councils, chambers of commerce, and nonprofit organizations. The goal has been to maintain a positive and productive presence in the community, in order to communicate accurate information about the project to key stakeholders, and to gather input from individual stakeholders and groups.
4. Organized opposition, the Northwest San Pedro Neighborhood Council was allotted the same amount of time as the Project Applicant, and raised the following items:
- The Ponta Vista site lies right on the border of the Wilmington-Harbor City and San Pedro Community Plan areas, and lies right at the boundaries of the Northwest San Pedro Neighborhood Council.
  - The Neighborhood Council has reviewed all aspects of the Project from its beginning.
  - The project
  - Traffic remains a concern for the community. Specifically, Western Avenue, is a challenge to travel to and from work, pick up children from school, etc.
  - Traffic studies are dated. With the implementation of bike lanes on Westmont and Capitol Avenue, traffic patterns have changed.
  - The neighborhood council recognizes the problem of this project bringing in more traffic to the area, and requests traffic studies be updated.
  - The current zoning requires open space. It is recommended that 10 to 15 acres of fully accessible open space be required as part of the site plan with ample parking.
  - A natural creekbed located on the site should be preserved.
  - The gates and fences are of great concern as this development will be separated from the Harbor community. Gates and fences do not fit into the character of the community. There are a few examples within the community, but these are rare examples of the community. Many state that what draws people to San Pedro and the Harbor community is civic engagement and involvement by residents of the area.
  - The Northwest San Pedro Neighborhood Council rejects the use gates and fences and all streets and sidewalks, proposed home designs and open space conform to City standards and allow full public access.

- The neighborhood council wishes to sit with the Applicant to share ideas on how the project would make sense for the community.
  - The City should make sure they have a complete and accurate packet before them. There have been conflicting renderings that do not reflect updates. Adequate review time should be given to the public.
  - A specific plan is not appropriate for this location. The Specific Plan should comply with Government Code 65452 and 65457, which spells out all requirements of the Specific Plan. The Cornfield Arroyo Seco Specific Plan should be used as a model for this specific plan.
  - Planning produced a draft San Pedro Community Plan document for Ponte Vista, and specific direction was given. The goals were spelled out, and state that the site should be open and accessible, and not developed as a gated community.
  - Civic engagement should include review of the project by all departments at an early stage.
  - Data for gated communities only keep the public safety people out of the neighborhood.
  - The context of the community has been studied for months. The riparian corridor on the site is not visible on the site plan. Here's an opportunity to turn this corridor into a neighborhood asset.
  - The multi-family building on the southern portion of the site needs to respond to the neighboring multi-family buildings.
  - The project's traffic will create a significant environmental impact in daily trips creating overcrowding on Western Avenue and on emergency vehicles and response times.
  - The Applicant should provide an environmentally and socially responsible project.
5. Communications Received. See Exhibit H.
- Public comments are available in the case file located at City Hall.