

SUPPLEMENTAL REPORT TO THE REGIONAL PLANNING COMMISSION

DATE ISSUED: August 27, 2025

HEARING DATE: September 10, 2025 AGENDA ITEM: 7

PROJECT NUMBER: 2015-01232

PERMIT NUMBERS: Vesting Tentative Tract Map No. 073082
Conditional Use Permit No. 201500052
Environmental Assessment No. 201500089 (Referred
to collectively as the "Project")

SUPERVISORIAL DISTRICT: 2

PROJECT LOCATION: 5101 Overhill Drive

OWNER: Peak Capital Investments, LLC c/o Scott Tran

APPLICANT: The Bedford Group

PUBLIC MEETINGS HELD: 3 of 5

INCLUSIONARY HOUSING
ORDINANCE ("IHO"): The Project is not subject to the IHO because it was
deemed complete prior to the effective date of the IHO.

CASE PLANNER: Erica G. Aguirre, AICP, Principal Planner
eaguirre@planning.lacounty.gov

RECOMMENDATION

The following recommendation is made prior to the public hearing and is subject to change based upon testimony and/or documentary evidence presented at the public hearing:

LA County Planning staff ("Staff") recommends **APPROVAL** of Project Number 2015-01232, Vesting Tentative Tract No. 073082 and Conditional Use Permit No. 201500052, based on the attached Findings and Conditions, which have been updated since the Board of Supervisors ("Board") prior approval from March 6, 2018, which were subsequently vacated pending a new environmental document be prepared for the Project addressing the significance of environmental impacts regarding Traffic and Circulation, pursuant to the court's ruling and judgment in Case No. BS172990.

CEQA:

I MOVE THAT THE REGIONAL PLANNING COMMISSION CLOSE THE PUBLIC HEARING AND CERTIFY THE ENVIRONMENTAL IMPACT REPORT ALONG WITH THE REQUIRED FINDINGS OF FACT AND ADOPT THE MITIGATION MONITORING AND REPORTING PROGRAM FOR THE PROJECT, PURSUANT TO STATE AND LOCAL CEQA GUIDELINES.

ENTITLEMENTS:

I MOVE THAT THE REGIONAL PLANNING COMMISSION APPROVE VESTING TENTATIVE TRACT MAP NO. 073082 AND CONDITIONAL USE PERMIT NO. 201500052, SUBJECT TO THE ATTACHED FINDINGS AND CONDITIONS.

PROJECT DESCRIPTION

A. Entitlements Requested

- Vesting Tentative Tract Map (“VTTM”) No. 073082 is a request to create one multi-family lot with 88 attached condominium units within one building on 1.84 gross acres (1.77 net acres) within the C-1 (Restricted Business) Zone in the unincorporated community of Ladera Heights / View Park - Windsor Hills (“Project Site”) pursuant to Los Angeles County (“County”) Code Chapter 21.38 (Vesting Maps). The Project includes five dwelling units voluntarily set aside for moderate-income households with incomes no greater than 120% of the average median income (“AMI”).
- Conditional Use Permit (“CUP”) No. 201500052 is a request to authorize a residential use in the C-1 Zone pursuant to prior County Code Sections 22.28.110 (Uses Subject to Permits)¹ and for development within a Hillside Management Area (“HMA”) pursuant to prior County Code Section 22.56.217 (HMAs - Additional Regulations)². This includes two modifications to County Code Title 22 (Planning and Zoning): a reduced front yard setback from 20 to 15 feet, and an increase in the height limit of 35 feet by 30 feet for a total building height of 65 feet.

B. Project

As previously described in the May 21, 2025 staff report, the Project will create one multi-family lot developed with 88 attached condominium units in one five-story, 65-foot-high building. The Project includes five dwelling units voluntarily set aside for moderate income households with incomes no greater than 120% of AMI. The Project includes a subterranean parking garage for vehicles (including guest parking), and bicycle parking. The Project includes 27% of the Project Site as improved open space, including pedestrian walkways, landscaping, and other common areas (outdoor swimming pool, and community room, and exercise room). A minimum of 49 new, native and/or drought-tolerant trees will be planted onsite. There are also existing neighboring walls within the Project’s front yard, side yard, and rear yard setback areas - some of which will remain. Grading for the Project includes 28,450 cubic yards (“cy”) of total grading including 28,150 cy of cut, 300 cy of fill, and 27,850 cy of export. The Project includes two requests to modify development standards. The Project requests to exceed the maximum height limit of 35 feet by 30 feet (for a total height of approximately 65 feet), and to reduce the front yard setback distance from 20 feet to 15 feet. The Project Site is accessible from two points of ingress/egress on Overhill Drive to the east. Additional public-right-of-way improvements include a public sidewalk and parkway along the Project’s Overhill Drive

¹ For reference only, this is currently County Code Table 22.20.030-B (Principal Use Regulations for Commercial Zones)

² For reference only, this is currently County Code Chapter 22.140 (HMAs)

frontage. The Project will be required to provide pedestrian and sidewalk improvements along extended portions of the west and east side of Overhill Drive for approximately 1,500 linear feet (including the Project's frontage). These off-site improvements include parkways with landscaping and 24-inch box trees. Another requirement will be added regarding the submittal of a designated haul route for the off-site transport of the project's export material.

Supplemental Project Information

To further clarify the Project's improvements from that previously described, as noted in the Project's conditions of approvals from 2016, the Project will be required to install two new fire hydrants (one private and one public) to meet LA County Fire Code fire flow requirements. The Project will also be required to make any necessary water system upgrades to the satisfaction of County Departments of Fire ("Fire") and Public Works ("Public Works") to meet required fire flow. This will result in three fire hydrants serving the Project Site, including use of one existing hydrant. Although this is not a new component of the Project, several Project conditions of approval have been added to clarify when and how the required off-site water system upgrades necessary for the installation of the new fire hydrants, will be reviewed and approved by the County prior to final map recordation. Additionally, the updated conditions will clarify that bonding for not only the fire hydrants, but also for the necessary water system upgrades, will be required. Finally, the updated Project conditions will specify that the hydrants and water system upgrades shall be installed and constructed, prior to the issuance of any building permits for the Project.

C. Project Background

As previously provided in the June 4 public hearing materials, in August 2017, the County Regional Planning Commission ("Commission") adopted a Mitigated Negative Declaration ("MND") and Mitigation Monitoring and Reporting Program ("MMRP") and approved the Project. The Commission's approval was appealed to the Board and the Board indicated its intent to deny the appeal and uphold the Commission's previous approval during its November 2017 public hearing. The Board denied the appeal on consent and approved the Project in March 2018. A Petition for Writ of Mandate was then timely filed by the United Homeowner's Association ("UHA") in the Los Angeles County Superior Court ("Court"). UHA legally challenged the County's approval of the Project, including the adoption of the MND and MMRP. The Court found that MND did not fully satisfy the requirements of CEQA as to impacts to Traffic and Circulation. As a result, the Court set aside the County's adoption of the MND and MMRP and approval of the Project.

Supplemental Project Background

To further clarify the Court's action, the Court instructed the County to set aside the Transportation section of the Initial Study - Mitigated Negative Declaration ("IS/MND") only and prepare a focused Environmental Impact Report ("EIR") to assess the potential for the Project to result in Traffic and Circulation impacts, and to set aside the Project

approvals until such report is prepared. On November 24, 2020, the Board set aside the adoption of the prior IS/MND, only as to pertains to traffic and circulation, and set aside the entitlements, which include the CUP and VTTM. See Exhibit A (Board Resolution, November 24, 2020)

On June 4, 2025, the Project was continued without opening the public hearing to September 10, 2025, at the request of the applicant, to allow time to properly review and respond to comments received the day before the June 4 public hearing. Since this time, the Project was re-noticed as a courtesy primarily because there has been a change in venue and time for the continued hearing on September 10, 2025.

OTHER SUPPLEMENTAL INFORMATION

In addition to the supplemental information noted above, the following is additional information since the release of the June 4 public hearing materials:

A. Deemed Complete vs. Vesting

“Deemed complete” and “vesting” are specific terms from the Government Code. “Deemed complete” refers to the date when an application was determined to be complete. For purposes of this Project, the “deemed complete” date is August 24, 2016, when the Project application was deemed complete by the County Subdivision Committee (“SCM”) as noted on the Project’s SCM report clearing the maps dated August 24, 2016. Under the Housing Crisis Act (“SB330”), once an application is “deemed complete,” no new zoning and land use regulations shall apply to applications that have been deemed complete.

“Vesting” or “vested” refers to the state of a project and determines which local rules and regulations apply to it. Once a project is approved, it becomes “vested” and the local rules and regulations that apply to the project are those that were in effect on the date on which the project application was “deemed complete.”

B. Project Findings and Conditions

Included are updated draft VTTM and CUP findings and conditions for the Project to consolidate the Board’s prior approved findings and conditions with additional information provided for the June 4 and this September 10 public hearing, including technical information related to the Project’s compliance with the General Plan and 2015 Safety Element, Subdivision and Zoning Code requirements, development within a Very High Fire Hazard Severity Zone (“VHFHSZ”) and Hillside Management Area. See Exhibit B (Updated Draft Findings and Conditions).

Furthermore, the applicant is required to substantiate all facts identified by California Government Code Section(s) 66474 (Tentative Maps) and 66474.02 (Tentative Maps) within a designated State Responsibility Area or VHFHSZ) as well as prior County Code

Sections 22.56.217.F (HMA Findings) and 22.56.090 (CUP Findings)³. The applicant's Burdens of Proof forms are attached. Staff is of the opinion that the applicant has met the burdens of proof. See Exhibit C (Applicant's Burdens of Proof).

C. Additional Correspondence

In addition to the correspondence previously received and transmitted to the Commission (See past staff and supplemental reports, Exhibit F), at the time of writing this report, Staff received 20 comment letters from the public on the Project. This correspondence includes:

- 18 emails in opposition to the Project from various community members;
- one letter of support for the Project from the applicant's counsel, Veneble, LLP, dated July 14, 2025, which responds to a letter from the United Homeowners' Association II's ("UHA") counsel, Strumwasser and Woocher, dated June 2, 2025 (previously provided to the Commission); and
- a letter in opposition to the Project from Strumwasser and Woocher, dated August 26, 2025, responding to Veneble, LLP's prior letter, dated July 14, 2025.

Public comments in opposition to the Project express the following concerns:

1. Traffic safety and congestion in the neighborhood, with specific comments regarding the Project's ingress/egress on Overhill Drive;
2. Development within an earthquake fault zone and subsidence risks;
3. Development within a VHFHSZ and fire safety, citing deficiencies in fire flow rates for existing hydrants, posing questions about the required water system infrastructure, emergency services, and about the Project's findings in relation to this;
4. Incompatibility with the existing community, gentrification, and the lack of affordable rental housing;
5. regarding the Project's vesting status; and
6. about the Project's Alternatives as described in the EIR.

All public comments not previously submitted to the Commission are compiled as part of Exhibit D (Additional Public Comments).

D. EIR Supplemental Errata

A Supplemental Errata has been issued for the Project's EIR to clarify that the Project's requirement to meet fire flow as required by Fire, will require installation of new fire hydrants for the Project and off-site water system upgrades. The clarifying information in

³ Currently equivalent County Code Sections 22.104.060 (HMA - Findings) and 22.158.050 (CUP - Findings and Decision).

PROJECT NO. 2015-01232
VESTING TENTATIVE TRACT MAP NO. 073082
CONDITIONAL USE PERMIT NO. 201500052
ENVIRONMENTAL ASSESSMENT NO. 201500089

September 10, 2025
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the Supplemental Errata would not change the impact determination or conclusions presented in the Draft EIR. Therefore, recirculation of the Draft EIR is not required by CEQA Guidelines. See Exhibit E (EIR - Supplemental Errata)

Report

Reviewed By:



Josh Huntington, AICP, Supervising Regional Planner

Report

Approved By:



Susan Tae, AICP, Assistant Deputy Director

LIST OF ATTACHED EXHIBITS

EXHIBIT A	Board Resolution, November 24, 2020
EXHIBIT B	Updated Draft Findings and Conditions
EXHIBIT C	Applicant's Burdens of Proof
EXHIBIT D	Additional Public Comments
EXHIBIT E	EIR - Supplemental Errata, August 26, 2025 (LINK); All CEQA Documents including EIR, Findings of Fact, and MMRP (LINK)
EXHIBIT F	All Project materials, including past supplemental reports and public comments (LINK)



COUNTY OF LOS ANGELES
OFFICE OF THE COUNTY COUNSEL

648 KENNETH HAHN HALL OF ADMINISTRATION
500 WEST TEMPLE STREET
LOS ANGELES, CALIFORNIA 90012-2713

RODRIGO A. CASTRO-SILVA
Acting County Counsel

November 24, 2020

TELEPHONE
(213) 787-0688
FACSIMILE
(213) 613-4751
TDD
(213) 633-0901

Agenda No.

ADOPTED

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

27 November 24, 2020

A handwritten signature in cursive script, reading "Celia Zavala".

CELIA ZAVALA
EXECUTIVE OFFICER

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

Dear Supervisors:

**PROJECT NO. R2015-01232-(2)
VACATION OF: PORTION OF MITIGATED NEGATIVE DECLARATION;
CONDITIONAL USE PERMIT NO. 2015-00052-(2); AND
VESTING TENTATIVE TRACT MAP NO. 073082-(2)
APPLICANT: BEDFORD GROUP
SECOND SUPERVISORIAL DISTRICT (3-VOTES)**

SUBJECT

Recommendation to vacate and set aside certain project approvals for the development of an 88 single-family condominium project in the Second Supervisorial District to comply with a court order issued in *United Homeowners' Association II v. County of Los Angeles, et al.*

**JOINT RECOMMENDATION WITH THE DIRECTOR OF REGIONAL PLANNING
THAT YOUR BOARD:**

Adopt the attached resolution vacating and setting aside adoption of the traffic and circulation section of the Mitigated Negative Declaration (MND), and approval of Conditional Use Permit (CUP) No. 2015-00052-(2) and Vesting Tract Map (Vesting Map) No. 073082-(2) for Project No. R2015-01232-(2).

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

On November 26, 2019, the court granted a Writ of Mandate in favor of United Homeowners' Association II (UHA) and against the County in UHA's challenge to the

County's approval of land use entitlements for the development of an 88 single-family condominium project located at 5101 South Overhill Drive in the Second Supervisorial District (the Project). By performing the recommended actions, the County will be in compliance with the court's order and will further permit the Bedford Group (Applicant) to work with the Department of Regional Planning (DRP) to proceed with the preparation of a Focused Environmental Impact Report (EIR), solely as to traffic and circulation, to enable the County's Regional Planning Commission to reconsider the Project.

FISCAL IMPACT/FINANCING

Vacating the adoption of the traffic and circulation section of the MND, and approval of the CUP and Vesting Map, would not result in any new significant costs to the County, as the proposed project is a private development. Any related costs will be borne by the Applicant.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

On May 31, 2017 and August 2, 2017, the Commission adopted an MND and approved a CUP and Vesting Map for the Project, a development of 88 single-family condominiums located at 5101 South Overhill Drive in the Second Supervisorial District.

Pursuant to Subsection A of Section 22.240.020 of the Los Angeles County Code (County Code), UHA appealed the Commission's approval to the Board of Supervisors (Board) on October 24, 2017. Your Board heard the matter on October 24, 2017, continued it to November 21, 2017, and then denied the appeal.

UHA filed a Writ of Mandate on April 6, 2018, pursuant to the California Environmental Quality Act (CEQA) challenging the Board's decision to adopt an MND and approve a CUP and Vesting Map. The matter proceeded to trial on June 14, 2019. On November 26, 2019, the court issued a judgment granting the Writ of Mandate in favor of UHA and against the County and real parties in interest, Peak Capital Investments, LLC and the Applicant. The court ruled that the Initial Study and MND did not satisfy the requirements of CEQA as to impacts from traffic and circulation, and required that the County set aside the adoption of that section of the MND and the Project's entitlements (the CUP and Vesting Map). The court found substantial evidence to support a fair argument the Project may have a significant unmitigatable environmental impact as to traffic and circulation. The Project now requires the preparation of a Focused EIR on traffic and circulation, before the Project can be reconsidered.

ENVIRONMENTAL DOCUMENTATION

Approval of the recommended actions does not require compliance with CEQA. The Applicant will work with DRP to prepare a Focused EIR, solely as to traffic and circulation, prior to the Project being reconsidered.

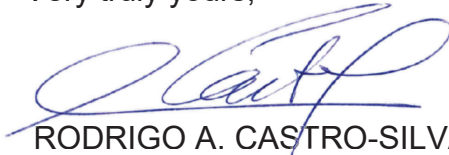
IMPACT ON CURRENT SERVICES (OR PROJECTS)

Action on the MND, CUP, and Vesting Map is not anticipated to have a negative impact on current services.

CONCLUSION

County Counsel and DRP recommend that your Board adopt the attached resolution vacating and setting aside the adoption of the traffic and circulation section of the MND and the approval of CUP No. 2015-00052-(2) and Vesting Map No. 073082-(2) by the Board on October 24, 2017, and November 21, 2017.

Very truly yours,



RODRIGO A. CASTRO-SILVA
Acting County Counsel

SC:KRM:ll

Attachment: Resolution

c: Amy J. Bodek, Director
Department of Regional Planning

**RESOLUTION OF THE BOARD OF SUPERVISORS
OF THE COUNTY OF LOS ANGELES
VACATING ADOPTION OF MITIGATED NEGATIVE DECLARATION
AND APPROVAL OF CONDITIONAL USE PERMIT NO. 2015-00052-(2)
AND VESTING TENTATIVE TRACT MAP NO. 073082-(2)**

WHEREAS, on October 24, 2017, and November 21, 2017, the Board of Supervisors ("Board") held public hearings regarding an appeal of the Regional Planning Commission's ("Commission") adoption of the related Mitigated Negative Declaration ("MND") and approval of Conditional Use Permit No. 2015-00052-(2) ("CUP") and Vesting Tentative Tract Map No. 073082-(2) ("Vesting Map") (collectively, the "Project") for the creation of one multi-family residential lot developed with 88 new, single-family condominium units within one building on 1.84 gross acres, whereby the owners will hold an undivided interest in the common areas, which, in turn, provide the necessary access and utility easements for all the units;

WHEREAS, on October 24, 2017, the Board heard a presentation by Department of Regional Planning staff, testimonies from the appellant United Homeowners' Association II ("UHA"), and members of the public;

WHEREAS, the Board closed the public hearing on October 24, 2017, and continued the matter to November 21, 2017. On November 21, 2017, the Board denied the appeal, certified the MND, adopted the Mitigation Monitoring and Reporting Program, upheld the findings of the Commission to approve the CUP and Vesting Map, and instructed County Counsel to prepare the necessary findings and conditions to approve the Project for the Board's consideration;

WHEREAS, on March 6, 2018, the Board voted to approve the CUP and Vesting Map;

WHEREAS, UHA filed a writ petition on April 6, 2018, challenging the Board's decision. The matter proceeded to a hearing on June 14, 2019, and the court issued a judgment granting the writ of mandate; and

WHEREAS, on December 5, 2019, the court issued a peremptory writ of mandate ordering respondent, County of Los Angeles, to set aside the adoption of the MND, only as to traffic and circulation, and set aside the entitlements, which include the CUP and Vesting Map.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby vacates and sets aside its adoption of the MND as to traffic and circulation, and the approval of the CUP and Vesting Map.

The foregoing resolution was adopted on the 24TH day of NOVEMBER, 2020, by the BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES.

CELIA ZAVALA, Executive Officer
Clerk of the Board of Supervisors

By: _____

Deputy



APPROVED AS TO FORM

RODRIGO A. CASTRO-SILVA
Acting County Counsel

By: _____

Starr Coleman
Assistant County Counsel

DRAFT FINDINGS OF THE REGIONAL PLANNING COMMISSION
AND ORDER
COUNTY OF LOS ANGELES
PROJECT NO. 2015-01232
VESTING TENTATIVE TRACT MAP NO. 073082
ENVIRONMENTAL REVIEW NO. 201500089

Recitals

1. **Hearing Date.** The Los Angeles County (“County”) Regional Planning Commission (“Commission”) conducted a duly-noticed public hearing on September 10, 2025, in the matter of Project No. 2015-01232, continued without opening the public hearing from June 4, 2025. Vesting Tentative Tract Map (“VTTM”) No. 073082 was considered together with Conditional Use Permit (“CUP”) No. 201500052 and the Environmental Assessment No. 201500089. The Vesting Tentative Tract Map, Conditional Use Permit, and Environmental Assessment, are referred to collectively as the “project.”
2. **Hearing Proceedings.** *Reserved.*
3. **Request.** The subdivider, The Bedford Group ("subdivider"), requests VTTM No. 073082 to create one multi-family residence lot with 88 attached residential condominium units within one building on a property located at 5101 S. Overhill Drive in the unincorporated community of Ladera Heights/View Park-Windsor Hills ("Project Site").
4. **Vesting Tentative Map.** VTTM No. 073082 is a request to create one multi-family residence lot with 88 attached residential condominium units in one building on 1.84 gross acres (1.77 net acres) pursuant to Los Angeles County Code ("County Code") Section 21.38.010 (Vesting Tentative Map – Application). The 1.84-gross acre lot would be developed with 88 attached single-family residential condominium units.
5. **Conditional Use Permit.** CUP No. 201500052 is a related request to ensure compliance with hillside management development criteria, for a structure to exceed the maximum height of 35 feet above grade by 30 feet for a total height of 65 feet maximum, for a reduced front yard setback from standard 20 feet to 15 feet along Overhill Drive and to authorize single-family residence development within a commercial zone pursuant to prior County Code Section 22.28.110 (Zone C-1 – Uses Subject to Permits).
6. **Background.** The Project was previously approved by the Commission on August 2, 2017, and the Board of Supervisors (“Board”) on November 21, 2017, however, was subsequently set aside by the Board on November 24, 2020, due to a court mandate to prepare a transportation-focused Environmental Impact Report (“EIR”) for the Project.
7. **Size.** The Project Site is 1.84 gross acres and 1.77 net acres in size. The Project Site is trapezoidal in shape and gently sloping. The Project Site is undeveloped.
8. **Zoning.** The Project Site is located in the View Park Zoned District and is currently zoned C-1 (Restricted Business).

9. **Land Use Classification.** The Project Site is located within the CG (General Commercial - Up to 50 Dwelling Units per Net Acre) land use category of the General Plan Land Use Policy Map.

10. **Surrounding Zoning.** Surrounding Zoning within a 500-foot radius includes:

North: C-1
South: R-1 (Single-Family Residence – 5,000 Square Feet Minimum Required Lot Area),
East: R-1, and
West: A-2 (Heavy Agricultural - 10,000 Square Feet Minimum Required Lot Area).

11. **Surrounding Land Uses.** Surrounding land uses within a 500-foot radius include:

North: Commercial Retail
South: Single-family residences
East: Windsor Hills Math Science Elementary School
West: Oil fields

12. **Previous Cases/Zoning History.** Zoning was established as unclassified in 1927 with Ordinance 1494. District No. 16, Section 3-W was named View Park and the site's zoning was changed to R-3 (Limited Multiple Residence) Zone, effective October 16, 1947, with the adoption of Ordinance Number 4988, amending Section 254 to Ordinance 1494.

The most recent underlying tract map is TR12584 (M.B. 254-7), recorded February 3, 1943.

Zoning became C-3 (Unlimited Commercial) with the adoption of Ordinance No. 5114 on April 27, 1948. On February 12, 1991, the adoption of Ordinance No. 910023Z changed the zone to CPD (Commercial Planned Development) via Zoning Case No. 90060.

The current zone C-1 on the subject property became effective on November 5, 2015, with the zone change associated with the 2015 General Plan Update.

13. **Map and Site Plan Description.** A VTTM is proposed for subdividing the 1.84-acre property into the above-described multi-family lot. A 1.77 net-acre parcel is proposed for the irregularly-shaped, steep topography of the land, to be developed with a condominium project for 88 new, attached, residential condominium units in one building whereby the owners of the units of air space will hold an undivided interest in the common areas, which common areas will, in turn, provide the necessary access and utility easements for all the units.

The Exhibit Map shows a residential use proposed to be developed within one (1) building attached by four sections situated in the center of the site of proposed Lot No. 1. The Project Site fronts on both Overhill Drive and La Brea Avenue. Primary vehicular ingress and egress is proposed to be provided via two new driveways on Overhill Drive. The Exhibit Map depicts access via a driveway, subterranean parking, and landscaping

throughout the Project Site. The Exhibit Map also shows that the project consists of a network of pedestrian paths, including stairs, to provide entrance to the building, subterranean parking, and the on-site common open space amenities.

14. **Site Access.** The Project Site proposes access via Overhill Drive at two points of ingress/egress.
15. **Parking.** Space used for vehicle parking is required for each unit. Each residence shall have at least two covered standard automobile parking spaces per dwelling unit. One hundred seventy-six (176) standard spaces for automobile parking are required. Twenty-two (22) guest spaces are required. One hundred ninety-eight (198) total spaces are required; the parking requirements are met with 198 proposed spaces for automobile parking, with at least seven accessible spaces. There are nine short-term and 44 long-term bicycle parking spaces within the proposed subterranean parking area for a total of 53 spaces. The required parking for the residential condominium development will be provided when the units are constructed.
16. **Community Outreach.** On April 28, 2016, August 13, 2016, September 2, 2016, September 13, 2016, September 23, 2016, September 30, 2016, October 15, 2016, January 28, 2017 and July 22, 2017 community meetings were held at the Bedford Group offices, restaurants, a private home, a church, and other community events, prior to the Commission's 2017 public hearing on the project to present the proposed project and to field any questions, comments, or concerns about the project. The community and United Homeowners' Association II ("UHAI") raised concerns over density, increased traffic, congestion and air quality, and impacts to views of residents adjacent to the Project Site. Based on the concerns, the applicant cited the landscaping and private driveway as a buffer between the existing single-family residence structures adjacent to the Project Site and meeting code requirements to address impacts due to implementation of the project.
17. **County/Agency Comments and Recommendations.** The County Departments of Public Works ("Public Works") and Fire ("Fire") have cleared the project and their conditions of approval are included in the Project's conditions. The County Department of Parks and Recreation ("Parks and Recreation") has cleared the project and payment of the park obligation fee is required as a condition of approval of the project. The County Department of Public Health ("Public Health") recommends approval of the project since it will be served by the existing public water and sewer systems.

18. **CEQA DETERMINATION**

Environmental Impact Report ("EIR")

In response to the October 10, 2019, Court Order, an EIR focused on Traffic and Circulation impacts only was prepared for this Project. On November 2, 2020, a Notice of Preparation ("NOP") for the EIR was prepared and distributed for public review to solicit input on the EIR. The NOP and comments received within the 45-day review period were considered in the preparation of the Draft EIR, and are included as part of its Appendix A. As part of the NOP process, the County prepared an updated Environmental Checklist ("Initial Study") to confirm the findings of the previous Mitigated Negative Declaration ("MND"), except Traffic and Circulation, to be analyzed

in the Draft EIR. The Initial Study examines all environmental topic areas, and it is included as Appendix B of the Draft EIR. The previously adopted MMRP was included as an attachment to the Initial Study, as those measures would continue to apply to the Project in accordance with the Court Order and upon final approval of the Project. The Draft EIR, including the Initial Study, addresses the environmental effects associated with the Project. The Project scope has not changed from what was analyzed under the adopted MND, except for the off-site pedestrian and sidewalk improvements required along the right-of-way on Overhill Drive extending north across from the adjacent parcel and south to Northridge Drive. The Draft EIR analyzed the same Project as was analyzed in the MND, excluding the off-site pedestrian and sidewalk improvements along the right-of-way on Overhill Drive; the off-site improvements are addressed in the Final EIR. The Notice of Completion and Availability for the Project was issued on November 7, 2022. The public review and comment period for the Draft EIR was from November 7, 2022, to January 6, 2023 (60 days), exceeding the 45-day minimum required pursuant to Title 14, Section 15105(a) of the California Code of Regulations. A Hearing Examiner meeting was held virtually on December 8, 2022, to receive public testimony on the adequacy of the Draft EIR prior to preparation of the Final EIR and subsequent Project consideration by the Commission.

The Draft EIR (including the Initial Study) concluded the Project would not result in any significant and unavoidable impacts after implementation of all mitigation measures. The determinations of the environmental analysis are listed below, per Section 15087 of the CEQA Guidelines.

No Impacts without Mitigation

The three areas of environmental impact for which no impacts would occur are Agriculture/Forest, Mineral Resources, and Wildfire.

Less Than Significant Impacts without Mitigation Measures

The 11 areas of environmental impact identified as less than significant, requiring no mitigation, are listed below:

- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Population and Housing
- Public Services
- Recreation
- Traffic and Circulation
- Utilities and Service Systems

Specifically, regarding Traffic and Circulation, the less-than-significant determination for the Traffic and Circulation chapter was based on the Vehicle Miles Traveled (“VMT”) Screening Analysis submitted to Public Works in compliance with screening criteria set by the Public Work’s Traffic Impact Analysis (“TIA”) Guidelines developed in 2020. The TIA guidelines provide several criteria to determine whether projects may be screened out of further VMT analysis when presumed to have a less than significant impact and not requiring mitigation. Specifically in this case, the Project meets the screening out criteria because it is located within a half mile of an existing stop along a

high-quality transit corridor (“HQTC”). LA Metro Route 212 is within 800 feet of the Project Site, and has 15-minute or less headways during peak hours. The Project is also considered to be located within a Transit Priority Area, as defined by the Southern California Association of Governments (“SCAG”) Regional Transportation Plan/Sustainable Communities Strategy (“Connect SoCal”). Additionally, although not mitigation as required under CEQA, the Project will be conditioned to require pedestrian and sidewalk improvements along extended portions of the west and east side of Overhill Drive extending north across from the adjacent parcel as well as south to Northridge Drive for an approximate total of 1,500 linear feet, including the Project’s frontage, further bolstering pedestrian connectivity to nearby transit. Finally, pursuant to SB 743, the Project was not required to submit a Levels of Service Analysis; however, an analysis was prepared and included as part of the VMT Screening Analysis for informational purposes only included as Appendix C of the Draft EIR.

Less Than Significant with Mitigation Measures

The six areas of environmental impact identified as less than significant with mitigation incorporated are listed below:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Noise
- Tribal Cultural Resources

The mitigation measures included for these topic areas include the preparation and review of Site Lighting Plan to ensure minimizing exterior light pollution; various dust mitigation and the preparation of an Air Quality Assessment; obtaining Archaeologist and Paleontologist proper treatment of human remains if encountered including contacting the Native American Heritage Commission; an Acoustical Analysis, and several noise controls during construction; 24-hour neighbor notification prior to impactful outdoor construction activities; Tribal notification if tribal cultural resources are identified; and the submission of an annual compliance report for all mitigation measures. Note: These mitigation measures are the same as previously adopted, are included as an attachment to the Initial Study, and will continue to apply upon final approval of the Project.

During the Draft EIR public comment period, Staff received a total of 36 comments. These included a letter from the County Sanitation District, nine letters of support, and 27 letters in opposition to the Project. The County Sanitation District commented on wastewater flow, generation, and treatment for the Project. Supporters of the Project cited the need for housing, particularly potentially entry-level housing and including a variety of housing types. Those in opposition raised concerns about the Project’s density, traffic, congestion and vehicle safety concerns, lack of community compatibility, and privacy and views of the residents and property owners of adjacent lots. As a result of the Draft EIR comments, Public Works re-reviewed the proposed conceptual signage and requested the preparation of a striping plan and a sight distance memorandum for the Project and provided comments to the subdivider. These documents are typically reviewed and approved after the final map records, as part of the plan check process; however, Public Works approved the revised Signing and Striping Plan (EIMP2019000001) on August 20, 2024. These documents were

found to align with the County's Community Traffic and Safety Plan released in December 2023, which implements and supports the Guiding Principles and other goals and policies of the General Plan.

The Final EIR includes the written responses to all comments received during the Draft EIR review period, along with the Initial Study, Draft EIR, and mitigation measures. There were minor updates to the Draft EIR and no changes to the Mitigation Monitoring and Reporting Program ("MMRP") as a result of these comments.

Finally, a Supplemental Errata has been added to the EIR to clarify that the Project will be required to install two new fire hydrants (one private and one public) to meet LA County Fire Code requirements, and to make any necessary off-site water system upgrades to the satisfaction of Fire and Public Works in order to meet the required fire flow requirements. The clarifying information in the Supplemental Errata would not change the impact determination or conclusions presented in the Draft EIR. Therefore, recirculation of the Draft EIR is not required by CEQA Guidelines.

19. Comments from Public. Reserved.

General Plan Consistency Findings

20. Land Use Policy. The Commission finds that the project is consistent with the CG land use classification set forth by the General Plan Land Use Element, which is intended for local-serving, commercial uses, including retail, restaurants, and personal and professional services, and single- and multi-family residences of up to 50 dwelling units per acre. Based on the size of the site and application of the land use category, 88 units is the maximum number of residential units that may be developed. The VTTM and CUP request are consistent with the land use designation in that the proposed density is in keeping with the designation's density. The proposal is therefore consistent with the permitted uses of the underlying land use category.

21. GOALS AND POLICIES. The Commission finds that the Project is consistent with the following policies of the General Plan:

- *Policy LU 4.1 – Encourage infill development in urban and suburban areas on vacant, underutilized, and/or brownfield sites.*

The Project proposes to develop a vacant lot that follows the current pattern of development in an area that allows for efficient use of public services and facilities.

- *Policy LU 10.2 – Encourage development adjacent to natural features in a sensitive manner to complement the natural environment.*

The Project Site is a hillside management area ("HMA") site due to the presence of slopes greater than 25 percent. The open space is contiguous, providing areas reserved to be maintained as improved natural or private recreation area. The building is proposed to be sited away from adjacent residences preserving a significant portion of the site for privacy of and compatibility with the existing single-family residences located south of the site.

- *Policy LU 10.3 – Consider the built environment of the surrounding area and location in the design and scale of new or remodeled buildings, architectural styles, and reflect appropriate features such as massing, materials, color, detailing or ornament.*

Architectural features, building color, setbacks, landscaping and lighting are compatible with and sensitive to the needs of adjacent uses. Though the proposed project building is of greater mass and height than lower-rise buildings and homes in the immediate area, the overall design is of a transitional nature from the single-family residential area to the commercial and arterial intersection it is part of.

- *Policy LU 10.4 – Promote environmentally-sensitive and sustainable design.*
The proposed project design is required to be consistent with the purpose of the Los Angeles County Green Building Standards Code to conserve energy, water, natural resources and promote a healthier environment. Tank-less water heaters, low flow plumbing fixtures, drought tolerant landscaping, smart irrigation and adjacent planting of vegetation with similar watering needs, and energy-efficient windows, light fixtures and appliances are also proposed. The project is expected to reduce, reuse or recycle at least 65 percent of non-hazardous construction debris.
- *Policy LU 10.5 – Encourage the use of distinctive landscaping, signage and other features to define the unique character of districts, neighborhoods or communities, and engender community identity, pride and community interaction.*

The proposed architectural treatment of the structure and its prominence near a busy arterial intersection would provide identity of the Project and further a diverse mix of housing for the area. The Project includes a community room for residents and guests.

- *Policy LU 10.10 – Promote architecturally distinctive buildings and focal points at prominent locations, such as major commercial intersections and near transit stations or open spaces.*

The Project is located near a commercial intersection of several streets that include La Brea Avenue, Overhill Drive, and Stocker Street with various modes of transportation including pedestrian trails, vehicle/private and public transportation.

- *Policy LU 11.1 – Encourage new development to employ sustainable energy practices, such as utilizing passive solar techniques and/or active solar technologies.*

The Project proposes a structure with a flat, solar-ready roof and in full compliance with energy efficiency and green building standards.

- *Policy LU 11.2 – Support the design of developments that provide substantial tree canopy cover, and utilize light-colored paving materials and energy-efficient roofing materials to reduce the urban heat island effect.*

The Project proposes to use colors and materials that reduce the urban heat island effect including tan, “ancient earth,” “Egyptian sand,” and stone veneer.

The Project supports several Guiding Principles (“GP”) of the General Plan including:

- ***GP 1, which supports “creating vibrant neighborhood centers around transit stations where people can live, work, and shop without the need to drive to each destination,” while conserving natural resources;***
- ***GP 2 states that the provision of “urban infrastructure must be context-sensitive” and necessary for effective growth management and for new urban development; and***
- ***GP 5, which promotes safety through improvements aimed at creating pedestrian-friendly environments and complete streets accessible to all users.***

The Commission finds that the Project Site is located within a HQTC defined by the SCAG Region for plan year 2050, developed for SCAG's Connect SoCal 2024, the Regional Transportation Plan/Sustainable Communities Strategy (“RTP/SCS”). An HQTC is a corridor with fixed route bus service with service intervals no longer than 20 minutes during peak commute hours. The proposed sidewalk improvements, including landscaped parkways and trees, will enhance the existing urban pedestrian infrastructure, as well as pedestrian safety and connectivity along Overhill Drive.

The Project aligns with several goals and policies of the 2015 Safety Element as follows:

Goal S 1. An effective regulatory system that prevents or minimizes personal injury, loss of life and property damage due to seismic and geotechnical hazards.

- ***Policy S 1.1. Discourage development in Seismic Hazard and Alquist-Priolo Earthquake Fault Zones.***
- ***Policy S 1.2. Prohibit the construction of most structures for human occupancy adjacent to active faults until a comprehensive fault study that addresses the potential for fault rupture has been completed.***

The Project Site is located within an Alquist-Priolo Earthquake Fault Zone. Fault traces are located approximately 50 feet to the southeast and southwest of the Project Site and approximately 100 feet to the northwest of the property. Earth cracks have been identified within the southeast portion of the property during prior fault trenching on site. The primary active or potentially active fault zone that would have the maximum potential impact on the site is the Newport Inglewood Fault. A maximum probable earthquake of magnitude 7.2 and a slip rate of 1 mm/year have been assigned to this fault zone. A Geotechnical Report, prepared by Hetherington Engineering, Inc. and dated November 11, 2014, was reviewed by Public Works and the Project has been cleared. The report found that the Project is feasible from a geotechnical standpoint. It recommends setbacks from identified earth cracks,

which are included within the Project design. There are additional recommendations regarding grading, foundation, and slab design. Recommendations include setting building footings back one-third of the height of the slope, with a minimum of five feet and a maximum of 40 feet, and one half of the height of the slope, with a maximum of 15 feet for the ascending slope. Additionally, a minimum 15-foot setback from any surface ground fracture shall be maintained.

- ***Policy S 1.3. Require developments to mitigate geotechnical hazards, such as soil instability and landsliding, in Hillside Management Areas (“HMA”) through siting and development standards.***

The Commission finds that because the Project Site is in an HMA this requires a CUP and compliance with Hillside Design Guidelines to ensure appropriate Project siting and design. Furthermore, the Project was reviewed and cleared by Public Works for compliance with the applicable geotechnical requirements.

Goal S 3. An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to fire hazards.

- ***Policy S 3.1. Discourage high-density and intensity development VHFHSZs.***

The Commission finds that the Project does not include a density bonus to increase the allowable density on the Project Site, but rather proposes the maximum allowable density of 88 dwelling units.

- ***Policy S 3.3. Ensure that the mitigation of fire-related property damage and loss in Fire Hazard Severity Zone (“FHSZ”) limits impacts to biological and other resources.***
- ***Policy S 3.4. Reduce the risk of wildland fire hazards through the use of regulations and performance standards, such as fire-resistant building materials, vegetation management, fuel modification and other fire hazard reduction programs.***

The Commission finds that the Project would be required to comply with all County Building and Fire codes that are applicable at the time of building permit approval and construction, which California Fire Code, Chapter 7A of the California Building Code. These codes include provisions for fuel modification, use of ignition-resistant building materials, and defensible space for fire prevention and safety to aid in the protection of residents and structures. The Project will be required to submit a fuel modification plan to meet Fire Code.

- ***Policy S 3.5. Encourage the use of low-volume and well-maintained vegetation that is compatible with the area’s natural vegetative habitats.***

The Commission finds that the Project will be required to install landscaping with native, drought-tolerant, and climatically appropriate species.

- *Policy S 3.7. Site and design developments located within Fire Hazard Severity Zones, such as in areas located near ridgelines and on hilltops, in a sensitive manner to reduce the wildfire risk.*

The Project Site is located within a VHFHSZ. However, the Project Site and surrounding area is characterized as developed and urbanized and does not constitute wildlands. Fire, specifically Fire Station 58 (5757 South Fairfax Avenue; 0.64 miles southeast of the Project Site), within the Windsor Hills area, would provide fire protection services. Due to the urbanized nature of the area and the provision of nearby firefighting protection services, implementation of the Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Therefore, there are no impacts related to wildland fires.

Additionally, the Project has submitted the conceptual plans for off-site water system upgrades. The final engineering plans for off-site water system upgrades to utilities by California American Water will be reviewed and approved after project approval and prior to final map recordation, requiring bonding to guarantee performance. Consistent with all projects located within a VHFHSZ, a Fuel Modification Plan will be reviewed and approved after the Project is approved. Fire has reviewed and cleared the map for the proposed subdivision Project.

The Commission therefore finds that the Project would comply with Fuel Modification requirements and incorporate new water infrastructure improvements to ensure compliance with Fire's fire flow requirements to ensure fire safety and reliable fire flow water pressure for new residential structures and fire hydrants. The Commission finds that the development of the proposed dwelling units and on-site development would also be required to comply with current Chapter 7A of the California Fire Code, which requires the use of ignition-resistant building materials, smoke barriers, sprinkler systems, fire protection systems, and door and window designs to avoid ember intrusion. Finally, the Commission finds that the Project includes two points of ingress/ingress for the property to the northeast and southeast along Overhill Drive and is consistent with County Code Title 21 (Subdivisions) and access requirements of the Fire Code for new residential development in a VHFHSZ, with emergency fire engine access via the private driveway and fire lane to the southeast.

Goal S 4. Effective County emergency response management capabilities.

- *Policy S 4.3. Coordinate with other County and public agencies, such as transportation agencies, and health care providers on emergency planning and response activities, and evacuation planning.*

The development of residential condominium units in a developed area will not impair implementation of, or physically interfere, with an adopted emergency response plan or emergency evacuation plan. While La Brea Avenue is a designated highway disaster response route (Figure 12.6, General Plan 2035), the proposed Project would not interfere with the use of the route as direct access to the site is provided via Overhill Drive.

- **Policy S 4.5.** *Ensure that there are adequate resources, such as sheriff and fire services, for emergency response.*

The Commission finds that the Project is not required to pay the County's law enforcement facilities mitigation fee per County Code Chapter 22.74 (Law Enforcement Facilities Fee) since it is not located within one of the three identified zones (Santa Clarita, Newhall or Gorman). The Commission further finds that the subdivider may also be required to pay the Fire Prevention Fees during plan check at the discretion of Fire.

Subdivision and Zoning Consistency Findings

22. **Zoning Code Consistency.** The Commission finds the Project is consistent with the C-1 zoning classification. Residences are subject to permit within the Restricted Business Zone.
23. **Deemed Complete.** The Commission finds that the Project was deemed complete on August 24, 2016, as it met all the requirements pursuant to County Code Section 21.38.040 (Additional contents) for Vesting Maps, and is subject to the applicable local regulations in place at that time.

Tentative Map-Specific Findings

24. **Vesting Map.** The Commission finds that this map has been submitted as a VTTM and to the provisions of Chapter 21.38 (Vesting Tentative Maps) of the County Code.
25. **Land Use Compatibility.** The Commission finds that the proposed subdivision and the provisions for its design and improvements are consistent with the goals and policies of the General Plan. The Project increases the supply of housing and promotes the full use of existing service systems.
26. **Physical Site Suitability.** The Commission finds that the Project Site is physically suitable for the type of development being proposed since the property is located within a largely developed urban area and is served by adequate road and utility infrastructure.
27. **Sewer Discharge.** The Commission finds that the discharge of sewage from this land division into the public sewer system will not violate the requirements of the California Regional Water Quality Control Board pursuant to Division 7 (Commencing with Section 13000) of the Water Code. Public Works has issued conditional approval of the subject land division, and sewer service is available for the site.
28. **Design Impact - Public Health.** The Commission finds that the design of the subdivision and the type of improvements will not cause serious public health problems, since sewage disposal, storm drainage, fire protection, and geologic and soils factors are already adequately addressed.
29. **Wildlife/Habitat Impact.** The Commission finds that there is no substantial evidence, based on the record as a whole, that the proposed project will have potential for an adverse effect on wildlife resources or the habitat upon which, either individually or

cumulatively, the wildlife depends. The proposed subdivision is surrounded by developed land and does not contain any sensitive wildlife or habitat environments.

30. **Passive Cooling.** The Commission finds that the design of the subdivision provides to the extent feasible, for future passive or natural heating or cooling opportunities therein. Future structures built on the subject property after subdivision recordation will be required to comply with State and County Green Building standards, which regulate the heating and cooling efficiency of structures for the benefit of the natural environment.
31. **Rights-Of-Way/Easements.** The Commission finds that the division and development of the property in the manner set forth on this map will not unreasonably interfere with the free and complete exercise of public entity and/or public utility rights-of-way and/or easements within this map, since the design and development as set forth in the conditions of approval and shown on the tentative map, provide adequate protection for any such easements.
32. **Street Trees.** The Commission finds that the installation of street trees on the west of Overhill Drive from Stocker Street to Northridge Drive to the satisfaction of Public Works, is a benefit to the community.
33. **Watercourse Impact.** The Commission finds that Pursuant to Article 3.5 of the Subdivision Map Act, the proposed subdivision does not contain or front upon any public waterway, river, stream, coastline, shoreline, lake or reservoir.
34. **Housing/Employment Needs.** The Commission finds that the housing and employment needs of the region were considered and balanced against the public service needs of local residents and available fiscal and environmental resources when the project was determined to be consistent with the General Plan.
35. **Local Hire.** The Commission finds that the use of a local hire program, similar to that adopted for Los Angeles County Development Authority (“LACDA”) affordable housing projects, is consistent with the General Plan and a benefit to the community.
36. **Moderate Income Housing.** The Commission finds that a set aside of at least five percent of the proposed units to be priced for buyers who qualify at moderate income levels (120% AMI), is consistent with the General Plan and a benefit to the community.
37. **Tenant Protections.** The Commission finds that it is necessary to provide tenant protections where the subdivider opts to lease all of the units rather than sell the units as is allowed under the Subdivision Map Act.
38. **Covenant for Tenant Notification.** The Commission finds that a covenant and agreement are needed to ensure potential tenants are provided with 180 days’ written notice of intention to sell units prior to termination of tenancy due to the sale of the condominium unit.

39. **The Commission finds that the design, location of, and access to each lot of the subdivision, and the subdivision as a whole, subject to the Project Permit conditions, are consistent with applicable regulations adopted by the State Board of Forestry and Fire Protection, pursuant to sections 4290 and 4291 of the Public Resources Code.** The Commission further finds that the Project Site is located within a VHFHSZ. As such, the subdivider is required to comply with applicable fire and building codes meant to create a wildfire-resistant development, including the implementation of defensible space, fire-ignition construction and building materials, and home/structure hardening. Furthermore, the Commission finds that a conceptual fuel modification plan was reviewed and approved by the Fire's Fuel Modification Division prior to approval of the VTTM. The Commission also finds that final fuel modification plans will require approval from Fire prior to the issuance of building permits. The Commission further finds that upon occupancy, the Fire Forestry Division will conduct random annual inspections for compliance with brush clearance and other regulations such as those pertaining to defensible space per the County's Fire Code. In addition, the Commission finds that the Project would provide emergency vehicle access via the Project's southern proposed private driveway and fire lane. Although the Project includes a reduced setback from 20 to 15 feet as part of the related CUP, this was depicted on the VTTM and Exhibit Maps and cleared as such for hearing by the County Subdivision Committee. As such, the Project would ensure that land uses have adequate setbacks, fuel modification areas, and emergency access routes.
40. **The Commission finds that structural fire protection and suppression services will be available for the subdivision through Fire.** The Commission finds that the VTTM and Exhibit Map dated August 24, 2016, and EIR were reviewed and approved by Fire. As part of these approvals, the subdivider will be required to provide adequate fire flow capacity for the Project. This includes the installation of at least two additional fire hydrants on the Project Site and frontage (including a public hydrant and a private hydrant), along with any required upgrades to the existing fire hydrant to the north of the project Site, resulting in three fire hydrants to serve the Project Site, providing adequate fire flow.

The Commission finds that this is supported by a water will serve letter for the Project provided by the water purveyor, California American Water, dated May 20, 2016, which specifies that "the installation of water services and appurtenances" may be required to meet Fire requirements, and as determined by third-party qualified hydraulics engineers. The Commission further finds that Public Works' approval letter dated September 26, 2016, states that "a water system maintained by the water purveyor, with appurtenant facilities to serve all lots in the land division, must be provided", and that the "water mains shall be sized to accommodate the total domestic and fire flows". The Commission further finds that final engineering review and plans for needed off-site water system upgrades would be required prior to final map recordation. Additionally bonding for these off-site improvements would be required prior to final map recordation, as well, and that the improvements will need to be completed prior to issuance of a building permit. The Commission further finds that the subdivider may

be required to pay a Fire Facility and/or Fire Prevention Fees at the discretionary of Fire.

Administrative Findings

41. **Legal Notification.** Pursuant to Sections 21.16.070 (Notice of Public hearing) and 21.16.075 (Posting), of the County Code, the community was properly notified of the public hearing by mail, newspaper, *The Sentinel*, and property posting. Additionally, the Project notice and case materials were posted on LA County Planning's website. On April 10, 2025, a total of 66 Notices of Public Hearing were mailed to all property owners as identified on the County Assessor's record within a 500-foot radius from the Project Site, including 10 notices to those on the courtesy mailing list for the View Park Zoned District and to any additional interested parties. Additional courtesy notices were sent for the September 10, 2025, continued public hearing.
42. **Housing Accountability Act.** The Commission finds that the Project is considered a housing development that is consistent with the General Plan and Zoning, as modified, and would not have a specific adverse impact upon public health or safety as described in the VTTM and environmental findings.
43. **Public Meetings.** The Commission finds that pursuant to SB330, the number of publicly held meetings since January 1, 2020, do not exceed the five-meeting limit. Three meetings occurred on the following dates:
- Hearing Examiner Meeting held on December 8, 2022, and
 - Commission Hearing on June 4, 2025, continued without opening the public hearing to September 10, 2025: and
 - Commission Hearing on September 10, 2025.
44. **Location of Documents.** The location of the documents and other materials constituting the record of proceedings upon which the Commission's decision is based in this matter is at the LA County Planning, 13th Floor, Hall of Records, 320 West Temple Street, Los Angeles, California 90012. The custodian of such documents and materials shall be the Section Head of the Subdivisions Section, LA County Planning.

Environmental Findings

45. The Commission finds that the EIR for the Project was prepared in accordance with CEQA, the State CEQA Guidelines, and the County's Environmental Document Reporting Procedures and Guidelines. The Commission reviewed and considered the EIR, which includes the Draft EIR and Final EIR along with its associated MMRP, and finds that they reflect the independent judgment of the Commission.
46. The Commission finds that the MMRP for the Project is consistent with the conclusions and recommendations of the EIR and that the MMRP's requirements are incorporated into the conditions of approval for the Project.
47. The Commission finds that the MMRP, which is included as part of the EIR, identifies in detail how compliance with its measures will mitigate or avoid potential adverse

impacts to the environment from the Project. Mitigations included for these topic areas include the preparation and review of Site Lighting Plan to ensure minimizing exterior light pollution; various dust mitigation and the preparation of an Air Quality Assessment; obtaining an Archaeologist, Paleontologist, and regarding treatment of human remains encountered requiring contacting the National American Heritage Commission; an Acoustical Analysis, several noise controls during construction, and 24-hour neighbor notification prior to impactful outdoor construction activities; Tribal notification if tribal cultural resources are identified; and the submission of annual compliance report for all mitigation measures.

48. The Commission finds that the MMRP, which is included as part of the EIR, identifies in detail how compliance with its measures will mitigate or avoid potential adverse impacts to the environment from the Project. The Commission further finds that the MMRP's requirements are incorporated into the conditions of approval for this Project, and that approval of this Project is conditioned on the subdivider's compliance with the attached conditions of approval and MMRP.
49. The Commission finds that the subdivider is subject to payment of the California Department of Fish and Wildlife fees related to the Project's effect on wildlife resources pursuant to section 711.4 of the California Fish and Game Code.

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

- A. The map is consistent with the goals and policies of the General Plan.
- B. The design or improvement of the proposed subdivision is consistent with the goals and policies of the General Plan.
- C. The site is physically suitable for this type of development.
- D. The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
- E. The design of the subdivision or type of improvements is not likely to cause serious public health problems since sewage disposal, storm drainage, fire protection, and geologic and soils factors.
- F. The design or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.
- G. It is necessary to provide tenant protections where the subdivider opts to lease all of the units rather than sell the units as is allowed under the Subdivision Map Act.
- H. A covenant and agreement are needed to ensure potential tenants are provided with 180 days' written notice of intention to sell units prior to termination of tenancy due to the sale of the condominium unit.

- I. The design, location of, and access to each lot of the subdivision, and the subdivision as a whole, subject to the Project Permit conditions, are consistent with applicable regulations adopted by the State Board of Forestry and Fire Protection, pursuant to sections 4290 and 4291 of the Public Resources Code, and are supported by the EIR, and the Administrative Record for this Project.
- J. The structural fire protection and fire suppression services will be available for the subdivision through Fire.

THEREFORE, THE REGIONAL PLANNING COMMISSION:

1. Certifies that the EIR for the Project was completed in compliance with CEQA and the State and County CEQA Guidelines related thereto; certifies that it independently reviewed and considered the information contained in the EIR, and that the Final EIR reflects the independent judgment and analysis of the Commission as to the environmental consequences of the Project; adopts the MMRP; finds that the MMRP is adequately designed to ensure compliance with the mitigation measures during the Project implementation; and
2. Approves Vesting Tentative Tract Map No. 073082 subject to the attached conditions.

SMT:JH:EGA
8/27/2025

DRAFT FINDINGS OF THE REGIONAL PLANNING COMMISSION
AND ORDER
COUNTY OF LOS ANGELES
PROJECT NO. 2015-01232
CONDITIONAL USE PERMIT NO. 201500052
ENVIRONMENTAL REVIEW NO. 201500089

Recitals

1. **Hearing Date.** The Los Angeles County ("County") Regional Planning Commission ("Commission") conducted a duly-noticed public hearing on September 10, 2025, in the matter of Project No. 2015-01232, continued without opening the public hearing from June 4, 2025. Vesting Tentative Tract Map ("VTTM") No. 073082 was considered together with CUP No. 201500052 and the Environmental Plan No. 201500089. The VTTM, CUP, and Environmental Plan, are referred to collectively as the "Project."
2. **Hearing Proceedings.** *Reserved.*
3. **Request.** The permittee, the Bedford Group ("permittee"), requests the Project to create one multi-family residence lot developed with 88 attached residential condominium units within one building on a property located at 5101 S Overhill Drive in the unincorporated community of Ladera Heights/View Park-Windsor Hills ("Project Site").
4. **Conditional Use Permit.** The CUP is a request to ensure compliance with hillside management area ("HMA") development criteria, for a structure to exceed the maximum height of 35 feet above grade by 30 feet for a total height of 65 feet maximum, for a reduced front yard setback standard 20 feet to 15 feet along Overhill Drive, and to authorize residential development within a commercial zone pursuant to County Code Section 22.28.110 (Zone C-1 – Uses Subject to Permits).
5. **Vesting Tentative Map.** VTTM No. 073082 is a related request to create one multi-family residence lot with 88 attached residential condominium units on 1.84 gross acres (1.77 net acres) pursuant to Los Angeles County Code ("County Code") Section 21.38.010 (Vesting Tentative Map – Application).
6. **Background.** The Project was previously approved by the Commission on August 2, 2017, and the Board of Supervisors ("Board") on November 21, 2017, however, was subsequently set aside by the Board on November 24, 2020, due to a court mandate to prepare a transportation-focused Environmental Impact Report ("EIR") for the Project.
7. **Size.** The Project Site is 1.77 net acres in size. The Project Site is trapezoidal in shape and gently sloping. The Project Site is undeveloped.
8. **Zoning.** The Project Site is located in the View Park Zoned District and is currently zoned C-1 (Restricted Business).

9. **Land Use Classification.** The Project Site is located within the CG (General Commercial - Up to 50 Dwelling Units per Net Acre) land use category of the General Plan Land Use Policy Map.

10. **Surrounding Zoning.** Surrounding Zoning within a 500-foot radius includes:

North: C-1,
South: R-1 (Single-Family Residence – 5,000 Square Feet Minimum Required Lot Area),
East: R-1, and
West: A-2 (Heavy Agricultural - 10,000 Square Feet Minimum Required Lot Area).

11. **Surrounding Land Uses.** Surrounding land uses within a 500-foot radius include:

North: Commercial Retail
South: Single-family residences
East: Windsor Hills Math Science Elementary School
West: Oil fields

11. **Previous Cases/Zoning History.** Zoning was established as unclassified in 1927 with Ordinance 1494. District No. 16, Section 3-W was named View Park and the site's zoning was changed to R-3 (Limited Multiple Residence) Zone, effective October 16, 1947, with the adoption of Ordinance Number 4988, amending Section 254 to Ordinance 1494.

The most recent underlying tract map is TR12584 (M.B. 254-7), recorded February 3, 1943.

Zoning became C-3 (Unlimited Commercial) with the adoption of Ordinance No. 5114 on April 27, 1948. On February 12, 1991, the adoption of Ordinance No. 910023Z changed the zone to CPD (Commercial Planned Development) via Zoning Case No. 90060.

The current zone C-1 on the subject property became effective on November 5, 2015, with the zone change associated with the 2015 General Plan Update.

12. **Map and Site Plan Description.** A VTTM is proposed for subdividing the 1.84-acre property into the above-described multi-family lot. A 1.77 net-acre parcel is proposed for the irregularly-shaped, steep topography of the land, to be developed with a condominium project for 88 new, attached, residential condominium units in one building whereby the owners of the units of air space will hold an undivided interest in the common areas, which common areas will, in turn, provide the necessary access and utility easements for all the units.

The Exhibit Map shows a residential use proposed to be developed within one (1) building attached by four sections situated in the center of the site of proposed Lot No. 1. The Project Site fronts on both Overhill Drive and La Brea Avenue. Primary vehicular ingress and egress is proposed to be provided via two new driveways on Overhill Drive. The Exhibit Map depicts access via a driveway, subterranean parking, and landscaping

throughout the Project Site. The Exhibit Map also shows that the project consists of a network of pedestrian paths, including stairs, to provide entrance to the building, subterranean parking, and the on-site common open space amenities.

12. **Site Access.** The Project Site proposes access via Overhill Drive at two points of ingress/egress.
13. **Parking.** Space used for vehicle parking is required for each unit. Each single-family residence shall have at least two covered standard automobile parking spaces per dwelling unit. One hundred seventy-six (176) standard spaces for automobile parking are required. Twenty-two (22) guest spaces are required. One hundred ninety-eight (198) total spaces are required; the parking requirements are met with 198 proposed spaces for automobile parking, with at least seven accessible spaces. There are nine short-term and 44 long-term bicycle parking spaces within the proposed subterranean parking area for a total of 53 spaces. The required parking for the residential condominium development will be provided when the units are constructed.
14. **Community Outreach.** On April 28, 2016, August 13, 2016, September 2, 2016, September 13, 2016, September 23, 2016, September 30, 2016, October 15, 2016, January 28, 2017 and July 22, 2017 community meetings were held at the Bedford Group offices, restaurants, a private home, a church and other community events prior to the Commission's 2017 public hearing on the project to present the proposed project and to field any questions, comments, or concerns about the project. The community and United Homeowners' Association II ("UHAI") raised concerns over density, increased traffic, congestion and air quality, and impacts to views of residents adjacent to the project Site. Based on the concerns, the applicant cited the landscaping and private driveway as a buffer between the existing single-family residence structures adjacent to the Project Site and meeting code requirements to address impacts due to implementation of the project.
15. **County/Agency Comments and Recommendations.** The County Departments of Public Works ("Public Works") and Fire ("Fire Department") have cleared the project and their conditions of approval are included in the Project's conditions. The County Department of Parks and Recreation ("Parks and Recreation") has cleared the project and payment of the park obligation fee is required as a condition of approval of the project. The County Department of Public Health ("Public Health") recommends approval of the project since it will be served by the existing public water and sewer systems.

16. CEQA DETERMINATION

Environmental Impact Report ("EIR")

In response to the October 10, 2019, Court Order, an EIR focused on Traffic and Circulation impacts only was prepared for this Project. On November 2, 2020, a Notice of Preparation ("NOP") for the EIR was prepared and distributed for public review to solicit input on the EIR. The NOP and comments received within the 45-day review period were considered in the preparation of the Draft EIR, and are included as part of its Appendix A. As part of the NOP process, the County prepared an updated Environmental Checklist ("Initial Study") to confirm the findings of the previous Mitigated Negative Declaration ("MND"), except Traffic and Circulation, to be analyzed

in the Draft EIR. The Initial Study examines all environmental topic areas, and it is included as Appendix B of the Draft EIR. The previously adopted MMRP was included as an attachment to the Initial Study, as those measures would continue to apply to the Project in accordance with the Court Order and upon final approval of the Project. The Draft EIR, including the Initial Study, addresses the environmental effects associated with the Project. The Project scope has not changed from what was analyzed under the adopted MND, except for the off-site pedestrian and sidewalk improvements required along the right-of-way on Overhill Drive extending north across from the adjacent parcel and south to Northridge Drive. The Draft EIR analyzed the same Project as was analyzed in the MND, excluding the off-site pedestrian and sidewalk improvements along the right-of-way on Overhill Drive; the off-site improvements are addressed in the Final EIR. The Notice of Completion and Availability for the Project was issued on November 7, 2022. The public review and comment period for the Draft EIR was from November 7, 2022, to January 6, 2023 (60 days), exceeding the 45-day minimum required pursuant to Title 14, Section 15105(a) of the California Code of Regulations. A Hearing Examiner meeting was held virtually on December 8, 2022, to receive public testimony on the adequacy of the Draft EIR prior to preparation of the Final EIR and subsequent Project consideration by the Commission.

The Draft EIR (including the Initial Study) concluded the Project would not result in any significant and unavoidable impacts after implementation of all mitigation measures. The determinations of the environmental analysis are listed below, per Section 15087 of the CEQA Guidelines.

No Impacts without Mitigation

The three areas of environmental impact for which no impacts would occur are Agriculture/Forest, Mineral Resources, and Wildfire.

Less Than Significant Impacts without Mitigation Measures

The 11 areas of environmental impact identified as less than significant, requiring no mitigation, are listed below:

- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Population and Housing
- Public Services
- Recreation
- Traffic and Circulation
- Utilities and Service Systems

Specifically, regarding Traffic and Circulation, the less-than-significant determination for the Traffic and Circulation chapter was based on the Vehicle Miles Traveled (“VMT”) Screening Analysis submitted to Public Works in compliance with screening criteria set by the Public Work’s Traffic Impact Analysis (“TIA”) Guidelines developed in 2020. The TIA guidelines provide several criteria to determine whether projects may be screened out of further VMT analysis when presumed to have a less than significant impact and not requiring mitigation. Specifically in this case, the Project meets the screening out criteria because it is located within a half mile of an existing stop along a

high-quality transit corridor (“HQTC”). LA Metro Route 212 is within 800 feet of the Project Site, and has 15-minute or less headways during peak hours. The Project is also considered to be located within a Transit Priority Area, as defined by the Southern California Association of Governments (“SCAG”) Regional Transportation Plan/Sustainable Communities Strategy (“Connect SoCal”). Additionally, although not mitigation as required under CEQA, the Project will be conditioned to require pedestrian and sidewalk improvements along extended portions of the west and east side of Overhill Drive extending north across from the adjacent parcel as well as south to Northridge Drive for an approximate total of 1,500 linear feet, including the Project’s frontage, further bolstering pedestrian connectivity to nearby transit. Finally, pursuant to SB 743, the Project was not required to submit a Levels of Service Analysis; however, an analysis was prepared and included as part of the VMT Screening Analysis for informational purposes only included as Appendix C of the Draft EIR.

Less Than Significant with Mitigation Measures

The six areas of environmental impact identified as less than significant with mitigation incorporated are listed below:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Noise
- Tribal Cultural Resources

The mitigation measures included for these topic areas include the preparation and review of Site Lighting Plan to ensure minimizing exterior light pollution; various dust mitigation and the preparation of an Air Quality Assessment; obtaining Archaeologist and Paleontologist proper treatment of human remains if encountered including contacting the Native American Heritage Commission; an Acoustical Analysis, and several noise controls during construction; 24-hour neighbor notification prior to impactful outdoor construction activities; Tribal notification if tribal cultural resources are identified; and the submission of an annual compliance report for all mitigation measures. Note: These mitigation measures are the same as previously adopted, are included as an attachment to the Initial Study, and will continue to apply upon final approval of the Project.

During the Draft EIR public comment period, Staff received a total of 36 comments. These included a letter from the County Sanitation District, nine letters of support, and 27 letters in opposition to the Project. The County Sanitation District commented on wastewater flow, generation, and treatment for the Project. Supporters of the Project cited the need for housing, particularly potentially entry-level housing and including a variety of housing types. Those in opposition raised concerns about the Project’s density, traffic, congestion and vehicle safety concerns, lack of community compatibility, and privacy and views of the residents and property owners of adjacent lots. As a result of the Draft EIR comments, Public Works re-reviewed the proposed conceptual signage and requested the preparation of a striping plan and a sight distance memorandum for the Project and provided comments to the permittee. These documents are typically reviewed and approved after the final map records, as part of the plan check process; however, Public Works approved the revised Signing and Striping Plan (EIMP2019000001) on August 20, 2024. These documents were

found to align with the County's Community Traffic and Safety Plan released in December 2023, which implements and supports the Guiding Principles and other goals and policies of the General Plan.

The Final EIR includes the written responses to all comments received during the Draft EIR review period, along with the Initial Study, Draft EIR, and mitigation measures. There were minor updates to the Draft EIR and no changes to the Mitigation Monitoring and Reporting Program ("MMRP") as a result of these comments.

Finally, a Supplemental Errata has been added to the EIR to clarify that the Project will be required to install two new fire hydrants (one private and one public) to meet LA County Fire Code requirements, and to make any necessary off-site water system upgrades to the satisfaction of Fire and Public Works in order to meet the required fire flow requirements. The clarifying information in the Supplemental Errata would not change the impact determination or conclusions presented in the Draft EIR. Therefore, recirculation of the Draft EIR is not required by CEQA Guidelines.

17. Comments from Public. Reserved.

General Plan Consistency Findings

18. Land Use Policy. The Commission finds that the project is consistent with the CG land use classification set forth by the General Plan Land Use Element, which is intended for local-serving, commercial uses, including retail, restaurants, and personal and professional services, and single- and multi-family residences of up to 50 dwelling units per acre. Based on the size of the site and application of the land use category, 88 units is the maximum number of residential units that may be developed. The VTTM and CUP request are consistent with the land use designation in that the proposed density is in keeping with the designation's density. The proposal is therefore consistent with the permitted uses of the underlying land use category.

19. GOALS AND POLICIES. The Commission finds that the Project is consistent with the following policies of the General Plan

- *Policy LU 4.1 – Encourage infill development in urban and suburban areas on vacant, underutilized, and/or brownfield sites.*

The Project proposes to develop a vacant lot that follows the current pattern of development in an area that allows for efficient use of public services and facilities.

- *Policy LU 10.2 – Encourage development adjacent to natural features in a sensitive manner to complement the natural environment.*

The Project Site is a hillside management area ("HMA") site due to the presence of slopes greater than 25 percent. The open space is contiguous, providing areas reserved to be maintained as improved natural or private recreation area. The building is proposed to be sited away from adjacent residences preserving a significant portion of the site for privacy of and compatibility with the existing single-family residences located south of the site.

- *Policy LU 10.3 – Consider the built environment of the surrounding area and location in the design and scale of new or remodeled buildings, architectural styles, and reflect appropriate features such as massing, materials, color, detailing or ornament.*

Architectural features, building color, setbacks, landscaping and lighting are compatible with and sensitive to the needs of adjacent uses. Though the proposed project building is of greater mass and height than lower-rise buildings and homes in the immediate area, the overall design is of a transitional nature from the single-family residential area to the commercial and arterial intersection it is part of.

- *Policy LU 10.4 – Promote environmentally-sensitive and sustainable design.*
The proposed project design is required to be consistent with the purpose of the Los Angeles County Green Building Standards Code to conserve energy, water, natural resources and promote a healthier environment. Tank-less water heaters, low flow plumbing fixtures, drought tolerant landscaping, smart irrigation and adjacent planting of vegetation with similar watering needs, and energy-efficient windows, light fixtures and appliances are also proposed. The project is expected to reduce, reuse or recycle at least 65 percent of non-hazardous construction debris.
- *Policy LU 10.5 – Encourage the use of distinctive landscaping, signage and other features to define the unique character of districts, neighborhoods or communities, and engender community identity, pride and community interaction.*

The proposed architectural treatment of the structure and its prominence near a busy arterial intersection would provide identity of the Project and further a diverse mix of housing for the area. The Project includes a community room for residents and guests.

- *Policy LU 10.10 – Promote architecturally distinctive buildings and focal points at prominent locations, such as major commercial intersections and near transit stations or open spaces.*

The Project is located near a commercial intersection of several streets that include La Brea Avenue, Overhill Drive, and Stocker Street with various modes of transportation including pedestrian trails, vehicle/private and public transportation.

- *Policy LU 11.1 – Encourage new development to employ sustainable energy practices, such as utilizing passive solar techniques and/or active solar technologies.*

The Project proposes a structure with a flat, solar-ready roof and in full compliance with energy efficiency and green building standards.

- *Policy LU 11.2 – Support the design of developments that provide substantial tree canopy cover, and utilize light-colored paving materials and energy-efficient roofing materials to reduce the urban heat island effect.*

The Project proposes to use colors and materials that reduce the urban heat island effect including tan, “ancient earth,” “Egyptian sand,” and stone veneer.

The Project supports several Guiding Principles (“GP”) of the General Plan including:

- ***GP 1, which supports “creating vibrant neighborhood centers around transit stations where people can live, work, and shop without the need to drive to each destination,” while conserving natural resources;***
- ***GP 2 states that the provision of “urban infrastructure must be context-sensitive” and necessary for effective growth management and for new urban development; and***
- ***GP 5, which promotes safety through improvements aimed at creating pedestrian-friendly environments and complete streets accessible to all users.***

The Commission finds that the project site is located within a HQTC defined by the SCAG Region for plan year 2050, developed for SCAG's Connect SoCal 2024, the Regional Transportation Plan/Sustainable Communities Strategy (“RTP/SCS”). An HQTC is a corridor with fixed route bus service with service intervals no longer than 20 minutes during peak commute hours. The proposed sidewalk improvements, including landscaped parkways and trees, will enhance the existing urban pedestrian infrastructure, as well as pedestrian safety and connectivity along Overhill Drive.

The Project aligns with several goals and policies of the 2015 Safety Element as follows:

Goal S 1. An effective regulatory system that prevents or minimizes personal injury, loss of life and property damage due to seismic and geotechnical hazards.

- ***Policy S 1.1. Discourage development in Seismic Hazard and Alquist-Priolo Earthquake Fault Zones.***
- ***Policy S 1.2. Prohibit the construction of most structures for human occupancy adjacent to active faults until a comprehensive fault study that addresses the potential for fault rupture has been completed.***

The Project Site is located within an Alquist-Priolo Earthquake Fault Zone. Fault traces are located approximately 50 feet to the southeast and southwest of the Project Site and approximately 100 feet to the northwest of the property. Earth cracks have been identified within the southeast portion of the property during prior fault trenching on site. The primary active or potentially active fault zone that would have the maximum potential impact on the site is the Newport Inglewood Fault. A maximum probable earthquake of magnitude 7.2 and a slip rate of 1 mm/year have been assigned to this fault zone. A Geotechnical Report, prepared by Hetherington Engineering, Inc. and dated November 11, 2014, was reviewed by Public Works and the Project has been cleared. The report found that the Project is feasible from a geotechnical standpoint. It recommends setbacks from identified earth cracks,

which are included within the Project design. There are additional recommendations regarding grading, foundation, and slab design. Recommendations include setting building footings back one-third of the height of the slope, with a minimum of five feet and a maximum of 40 feet, and one half of the height of the slope, with a maximum of 15 feet for the ascending slope. Additionally, a minimum 15-foot setback from any surface ground fracture shall be maintained.

- ***Policy S 1.3. Require developments to mitigate geotechnical hazards, such as soil instability and landsliding, in Hillside Management Areas (“HMA”) through siting and development standards.***

The Commission finds that because the Project Site is in an HMA this requires a CUP and compliance with Hillside Design Guidelines to ensure appropriate Project siting and design. Furthermore, the Project was reviewed and cleared by Public Works for compliance with the applicable geotechnical requirements.

Goal S 3. An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to fire hazards.

- ***Policy S 3.1. Discourage high-density and intensity development VHFHSZs.***

The Commission finds that the Project does not include a density bonus to increase the allowable density on the Project Site, but rather proposes the maximum allowable density of 88 dwelling units.

- ***Policy S 3.3. Ensure that the mitigation of fire-related property damage and loss in Fire Hazard Severity Zone (“FHSZ”) limits impacts to biological and other resources.***
- ***Policy S 3.4. Reduce the risk of wildland fire hazards through the use of regulations and performance standards, such as fire-resistant building materials, vegetation management, fuel modification and other fire hazard reduction programs.***

The Commission finds that the Project would be required to comply with all County Building and Fire codes that are applicable at the time of building permit approval and construction, which California Fire Code, Chapter 7A of the California Building Code. These codes include provisions for fuel modification, use of ignition-resistant building materials, and defensible space for fire prevention and safety to aid in the protection of residents and structures. The Project will be required to submit a fuel modification plan to meet Fire Code.

- ***Policy S 3.5. Encourage the use of low-volume and well-maintained vegetation that is compatible with the area’s natural vegetative habitats.***

The Commission finds that the Project will be required to install landscaping with native, drought-tolerant, and climatically appropriate species.

- *Policy S 3.7. Site and design developments located within Fire Hazard Severity Zones, such as in areas located near ridgelines and on hilltops, in a sensitive manner to reduce the wildfire risk.*

The Project Site is located within a VHFHSZ. However, the Project Site and surrounding area is characterized as developed and urbanized and does not constitute wildlands. Fire, specifically Fire Station 58 (5757 South Fairfax Avenue; 0.64 miles southeast of the Project Site), within the Windsor Hills area, would provide fire protection services. Due to the urbanized nature of the area and the provision of nearby firefighting protection services, implementation of the Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Therefore, there are no impacts related to wildland fires.

Additionally, the Project has submitted the conceptual plans for off-site water system upgrades. The final engineering plans for off-site water system upgrades to utilities by California American Water will be reviewed and approved after project approval and prior to final map recordation, requiring bonding to guarantee performance. Consistent with all projects located within a VHFHSZ, a Fuel Modification Plan will be reviewed and approved after the Project is approved. Fire has reviewed and cleared the map for the proposed subdivision Project.

The Commission therefore finds that the Project would comply with Fuel Modification requirements and incorporate new water infrastructure improvements to ensure compliance with Fire's fire flow requirements to ensure fire safety and reliable fire flow water pressure for new residential structures and fire hydrants. The Commission finds that the development of the proposed dwelling units and on-site development would also be required to comply with current Chapter 7A of the California Fire Code, which requires the use of ignition-resistant building materials, smoke barriers, sprinkler systems, fire protection systems, and door and window designs to avoid ember intrusion. Finally, the Commission finds that the Project includes two points of ingress/ingress for the property to the northeast and southeast along Overhill Drive and is consistent with County Code Title 21 (Subdivisions) and access requirements of the Fire Code for new residential development in a VHFHSZ, with emergency fire engine access via the private driveway and fire lane to the southeast.

Goal S 4. Effective County emergency response management capabilities.

- ***Policy S 4.3.** Coordinate with other County and public agencies, such as transportation agencies, and health care providers on emergency planning and response activities, and evacuation planning.*

The development of residential condominium units in a developed area will not impair implementation of, or physically interfere, with an adopted emergency response plan or emergency evacuation plan. While La Brea Avenue is a designated highway disaster response route (Figure 12.6, General Plan 2035), the proposed Project would not interfere with the use of the route as direct access to the site is provided via Overhill Drive.

- **Policy S 4.5.** *Ensure that there are adequate resources, such as sheriff and fire services, for emergency response.*

The Commission finds that the Project is not required to pay the County's law enforcement facilities mitigation fee per County Code Chapter 22.74 (Law Enforcement Facilities Fee) since it is not located within one of the three identified zones (Santa Clarita, Newhall or Gorman). The Commission further finds that the permittee may also be required to pay the Fire Prevention Fees during plan check at the discretion of Fire.

Subdivision and Zoning Consistency Findings

20. **Zoning Code Compliance.** The Commission finds the Project complies with the C-1 zoning classification as modified by this permit for setback and height. Single-family residences are subject to permit within the Restricted Business Zone.
21. **Subdivision Modification or Waiver of Provision.** The Commission finds that topographic features, subdivision plans, or other conditions create an unnecessary hardship or unreasonable regulation, or make it obviously impractical to require compliance with the maximum height and setback requirements when considering the physical context of the proposed lot.
22. **Maximum Units.** The Commission finds that based on the size of the site and application of the land use category, 88 units is the maximum number of units allowed on the site. A structure height of 64 feet 9 inches accommodates the maximum number of residential units that may be developed.
23. **Reduced Setback.** The Commission finds that the project is designed to match the existing pattern of development so that a reduced front yard setback along Overhill Drive proposed to be reduced from standard 20 feet to 15 feet from the property line is consistent with adjacent properties and that the front yard setback would accommodate landscaping along the east edge of the Project Site which would improve the pedestrian experience.
24. **Burden of Proof Finding.** The Commission finds that the proposed modifications will be consistent with the General Plan. The proposed 88, for-sale attached residential condominium units are consistent in use and density at 50 dwelling units per acre and compatible with the neighboring residential developments to the west and southwest.
25. **Burden of Proof Finding.** The Commission finds that the requested use at the location proposed will not adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area; will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site; and will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety, or general welfare because a residential use is allowed on the Project Site.

26. **Burden of Proof Finding.** The Commission finds that the Project Site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping, and other development features prescribed in the Zoning Code, or as otherwise required in order to integrate said use with the uses in the surrounding area. Modification to the maximum height and front yard setback along Overhill Drive are appropriate due to the shape and size of the proposed multi-family lot.
27. **Burden of Proof Finding.** The Commission finds that the Project Site is adequately served by Overhill Drive, a 100-foot-wide public street, that is improved to carry the kind and quantity of pedestrian, bicycle, and vehicle traffic such use would generate and is adequately served by other public or private service facilities as required. A public school is across from the Project Site and a variety of commercial uses and bus stops are located within 500 feet of the proposed development.
28. **Street Trees.** The Commission finds that the installation of street trees on the west of Overhill Drive from Stocker Street to Northridge Drive to the satisfaction of Public Works, is a benefit to the community.
29. **Deemed Complete.** The Commission finds that the Project was deemed complete on August 24, 2016, as it met all the requirements pursuant to County Code Section 21.38.040 (Additional contents) for the related VTTM, and is subject to the applicable local regulations in place at that time.
30. **Housing/Employment Needs.** The Commission finds that the housing and employment needs of the region were considered and balanced against the public service needs of local residents and available fiscal and environmental resources when the project was determined to be consistent with the General Plan.
31. **Local Hire.** The Commission finds that the use of a local hire program, similar to that adopted for Los Angeles County Development Authority ("LACDA") affordable housing projects, is consistent with the General Plan and a benefit to the community.
32. **Moderate Income Housing.** The Commission finds that a set aside of at least five percent of the proposed units to be priced for buyers who qualify at moderate income levels (120% AMI), is consistent with the General Plan and a benefit to the community.

Supplemental Findings – HMA

33. **The Commission finds that the proposed development preserves the physical integrity of HMAs to the greatest extent feasible, resulting in lesser impacts to hillside resources by locating development outside of HMAs to the extent feasible, locating development in the portions of the HMAs with fewer hillside constraints, and using sensitive design techniques tailored to the site requirements.** The Commission finds the existing 1.84-acre lot covered by primarily grass and shrubs consists of relatively flat building surface adjacent to Overhill Drive. The proposed project will be located on this flat pad to take advantage of views and minimize hillside constraints during construction.
34. **The Commission finds that the proposed development preserves the scenic value of HMAs to the extent feasible, resulting in lesser impacts to on-site and**

off-site scenic views of slopes and ridgelines as well as views of other unique, site-specific aesthetic or significant natural features of the hillside, by locating development outside of HMAs to the extent feasible, locating development in the portions of the HMAs with fewer hillside constraints, and using sensitive design techniques tailored to the site requirements. The Commission finds that there are no scenic vistas that would be adversely affected by the proposed Project.

35. **The Commission finds that the proposed development is compatible with or enhances community character, and provides open space as required.** The Commission finds that the development is compatible with the surrounding community. The Commission finds that the Project would upgrade a Project Site that has been vacant for 50 years. In addition, the Project would add residential homeownership opportunities that are consistent with adjacent uses. The Project would serve as a transition from commercial uses to the north and single-family residential uses to the south.
36. **The Commission finds that the proposed development is in substantial compliance with the Hillside Design Guidelines.** The Project is consistent with the HMA Ordinance because the design incorporated features and promotes development that is compatible to the natural surroundings. However, the Project Site is located in a highly urbanized area and developed community. Examples of strategies used include placement of the proposed building on the upper flat area of the Project Site, minimizing the Project's grading by placing excavation under the building so that the existing topography maintains the same relation to the surrounding streets. The Project will also comply with required Fuel Modification requirements for tree vegetation which exceed Hillside Design Guidelines.

Administrative Findings

37. **Legal Notification.** Pursuant to Sections 22.60.174 (Public Hearing Procedures – required procedures described) and 22.60.175 (Public Hearing Procedures - Posting) of the County Code, the community was properly notified of the public hearing by mail, newspaper, *The Sentinel*, and property posting. Additionally, the Project notice and case materials were posted on LA County Planning's website. On April 10, 2025, a total of 66 Notices of Public Hearing were mailed to all property owners as identified on the County Assessor's record within a 500-foot radius from the Project Site, including 10 notices to those on the courtesy mailing list for the View Park Zoned District and to any additional interested parties. Additional courtesy notices were sent for the September 10, 2025, continued public hearing.
13. **Housing Accountability Act.** The Commission finds that the Project is considered a housing development that is consistent with the General Plan and Zoning, as modified, and would not have a specific adverse impact upon public health or safety as described in the tentative map and environmental findings.
14. **Public Meetings.** The Commission finds that pursuant to SB330, the number of publicly held meetings since January 1, 2020, do not exceed the five-meeting limit. Three meetings occurred on the following dates:

- Hearing Examiner Meeting held on December 8, 2022,
- Commission Hearing on June 4, 2025, continued without opening the public hearing to September 10, 2025, and
- Commission Hearing on September 10, 2025.

15. **Location of Documents.** The location of the documents and other materials constituting the record of proceedings upon which the Commission's decision is based in this matter is at the LA County Planning, 13th Floor, Hall of Records, 320 West Temple Street, Los Angeles, California 90012. The custodian of such documents and materials shall be the Section Head of the Subdivisions Section, LA County Planning.

Environmental Findings

16. The Commission finds that the EIR for the Project was prepared in accordance with CEQA, the State CEQA Guidelines, and the County's Environmental Document Reporting Procedures and Guidelines. The Commission reviewed and considered the EIR, which includes the Draft EIR and Final EIR along with its associated MMRP, and finds that they reflect the independent judgment of the Commission.
17. The Commission finds that the MMRP for the Project is consistent with the conclusions and recommendations of the EIR and that the MMRP's requirements are incorporated into the conditions of approval for the Project.
18. The Commission finds that the MMRP, which is included as part of the EIR, identifies in detail how compliance with its measures will mitigate or avoid potential adverse impacts to the environment from the Project. Mitigations included for these topic areas include the preparation and review of Site Lighting Plan to ensure minimizing exterior light pollution; various dust mitigation and the preparation of an Air Quality Assessment; obtaining an Archaeologist, Paleontologist, and regarding treatment of human remains encountered requiring contacting the National American Heritage Commission; an Acoustical Analysis, several noise controls during construction, and 24-hour neighbor notification prior to impactful outdoor construction activities; Tribal notification if tribal cultural resources are identified; and the submission of annual compliance report for all mitigation measures.
19. The Commission finds that the MMRP, which is included as part of the EIR, identifies in detail how compliance with its measures will mitigate or avoid potential adverse impacts to the environment from the Project. The Commission further finds that the MMRP's requirements are incorporated into the conditions of approval for this Project, and that approval of this Project is conditioned on the permittee's compliance with the attached conditions of approval and MMRP.
20. The Commission finds that the permittee is subject to payment of the California Department of Fish and Wildlife fees related to the Project's effect on wildlife resources pursuant to section 711.4 of the California Fish and Game Code.

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

- A. The proposed use with the attached conditions will be consistent with the adopted General Plan.
- B. The proposed use at the site will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area, will not be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site, and will not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.
- C. The proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in Title 22, or as is otherwise required in order to integrate said use with the uses in the surrounding area.
- D. The proposed site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and by other public or private service facilities as are required.
- E. The proposed development preserves the physical integrity of HMAs to the greatest extent feasible, resulting in lesser impacts to hillside resources by locating development outside of HMAs to the extent feasible, locating development in the portions of the HMAs with fewer hillside constraints, and using sensitive design techniques tailored to the site requirements.
- F. The proposed development preserves the scenic value of HMAs to the extent feasible, resulting in lesser impacts to on-site and off-site scenic views of slopes and ridgelines as well as views of other unique, site-specific aesthetic or significant natural features of the hillside, by locating development outside of HMAs to the extent feasible, locating development in the portions of the HMAs with fewer hillside constraints, and using sensitive design techniques tailored to the site requirements.
- G. The proposed development is compatible with or enhances community character and provides open space as required. The Commission finds that the development is compatible with the surrounding community.
- H. The proposed development is in substantial compliance with the Hillside Design Guidelines.

THEREFORE, THE REGIONAL PLANNING COMMISSION:

1. Certifies that the EIR for the Project was completed in compliance with CEQA and the State and County CEQA Guidelines related thereto; certifies that it independently reviewed and considered the information contained in the EIR, and that the Final EIR reflects the independent judgment and analysis of the Commission as to the environmental consequences of the Project; adopts the MMRP; finds that the MMRP is adequately designed to ensure compliance with the mitigation measures during the Project implementation; and
2. Approves Conditional Use Permit No. 201500052, subject to the attached conditions.

PROJECT NO. R2015-01232
CONDITIONAL USE PERMIT NO. 201500052

EXHIBIT B - DRAFT
FINDINGS
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SMT:JH:EGA
8/27/2025

DRAFT CONDITIONS OF APPROVAL
COUNTY OF LOS ANGELES
PROJECT NO. 2015-01232
VESTING TENTATIVE TRACT MAP NO. 073082

PROJECT DESCRIPTION

The vesting tentative tract map is a request to create one multi-family lot with 88 attached residential condominium units in one building on 1.84 gross acres (1.77 net acres) pursuant to Los Angeles County Code ("County Code") section 21.38.010 (Vesting Tentative Map – Application).

GENERAL CONDITIONS

1. **Subdivider.** Unless otherwise apparent from the context, the term “subdivider” shall include the applicant, owner of the property, and any other person, corporation, or other entity making use of this grant.
2. **Affidavit of Acceptance.** This grant shall not be effective for any purpose until the subdivider, and the owner of the subject property if other than the subdivider, have filed at the office of the Los Angeles County ("County") Department of Regional Planning (“LA County Planning”) their affidavit stating that they are aware of and agree to accept all of the conditions of this grant and until all required monies have been paid pursuant to Condition Nos. 12 (Environmental Document Filing Fees) and 15 (MMRP Deposit). Notwithstanding the foregoing, this Condition No. 2 (Affidavit of Acceptance), and Condition Nos. 4 (Indemnification), 5 (Litigation Deposit), 8 (Expiration of Vesting Tentative Tract Map), and 12 (Environmental Document Filing Fees) shall be effective immediately upon the date of final approval of this grant by the County.
3. **Date of Final Approval.** Unless otherwise apparent from the context, the term “date of final approval” shall mean the date the County's action becomes effective pursuant to Section 21.56.010 (Appeals - Procedures—Submittal and determination) of the County Code as provided in the Subdivision Map Act Section 66452.5 for Tentative Maps.
4. **Indemnification.** The subdivider shall defend, indemnify, and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void, or annul this permit approval, which action is brought within the applicable time period of Government Code Section 66439.7 or any other applicable limitations period. The County shall promptly notify the subdivider of any claim, action, or proceeding and the County shall reasonably cooperate in the defense. If the County fails to promptly notify the subdivider of any claim, action, or proceeding, or if the County fails to cooperate reasonably in the defense, the subdivider shall not thereafter be responsible to defend, indemnify, or hold harmless the County.
5. **Litigation Deposit.** In the event that any claim, action, or proceeding as described above is filed against the County, the subdivider shall within ten days of the filing make an initial deposit with LA County Planning in the minimum amount of \$10,000.00, from

which actual costs and expenses shall be billed and deducted for the purpose of defraying the costs or expenses involved in LA County Planning's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance provided to subdivider or subdivider's counsel.

- A. If during the litigation process, actual costs or expenses incurred reach 80 percent of the amount on deposit, the subdivider shall deposit additional funds sufficient to bring the balance to the minimum required amount of \$5,000.00. There is no limit to the number of supplemental deposits that may be required prior to completion of the litigation.
 - B. At the sole discretion of the subdivider, the amount of an initial or any supplemental deposit may exceed the minimum amounts defined herein. Additionally, the cost for collection and duplication of records and other related documents shall be paid by the Subdivider according to County Code Section 2.170.010 (Fees for Providing County Records).
6. **Invalidation.** If any material provision of this grant is held or declared to be invalid by a court of competent jurisdiction, the grant shall be void and the privileges granted hereunder shall lapse.
7. **Transfer of Property.** Upon any transfer or lease of the property during the term of this grant, the subdivider, or the owner of the subject property if other than the subdivider, shall promptly provide a copy of the grant and its conditions to the transferee or lessee of the subject property.
8. **Expiration of Vesting Tentative Tract Map.** In the event that Vesting Tentative Tract Map No. 073082 should expire without the recordation of a final map, this grant shall terminate upon the expiration of the tentative map. Entitlement to the use of the property thereafter shall be subject to the regulations then in effect.
9. **Conditions Compliance.** The subject property shall be maintained and operated in full compliance with the conditions of this grant and any law, statute, ordinance, or other regulation applicable to any development or activity on the subject property. Failure of the Subdivider to cease any development or activity not in full compliance shall be a violation of these conditions. No provision of any easement of any other encumbrance on the property shall exempt the Subdivider from compliance with these conditions and applicable regulations.
10. **Inspection Fees.** If inspections are required to ensure compliance with the conditions of this grant, or if any inspection discloses that the subject property is being used in violation of any one of the conditions of this grant, the Subdivider shall be financially responsible and shall reimburse LA County Planning for all enforcement efforts necessary to bring the subject property into compliance. The amount charged for each inspection shall be **\$456.00** per inspection, or the current recovery cost established by LA County Planning at the time any inspection(s) is/are required, whichever is greater. Inspections may be unannounced. Inspections may be conducted utilizing any available technologies, including, but not limited to, unmanned aircraft systems (UAS). Use of an UAS requires the consent of the Subdivider pursuant to LA County

Planning's UAS policy, which may be updated from time to time, and which shall be provided to the Subdivider upon request.

11. **Library Facilities Mitigation Fees.** Prior to the issuance of any building permit(s), the subdivider shall remit all applicable library facilities mitigation fees to the County Librarian, pursuant to Chapter 22.72 of the County Code. The subdivider shall pay the fees in effect at the time of payment, pursuant to Section 22.72.030. Questions regarding fee payment can be directed to the County Librarian at (562) 940-8430. The subdivider shall provide proof of payment upon request from LA County Planning.
12. **Environmental Document Filing Fees.** Within five (5) working days from the day after your appeal period ends on **September 22, 2025**, the subdivider shall remit processing fees at the County Registrar-Recorder/County Clerk Office, payable to the County of Los Angeles, in connection with the filing and posting of a Notice of Determination (NOD) for this project and its entitlements in compliance with Section 21152 of the Public Resources Code. Unless a Certificate of Exemption is issued by the California Department of Fish and Wildlife pursuant to Section 711.4 of the California Fish and Game Code, the subdivider shall pay the fees in effect at the time of the filing of the NOD, as provided for in Section 711.4 of the Fish and Game Code, currently **\$4,198.50** (\$4,123.50 for an Environmental Impact Report plus \$75.00 processing fee). No land use project subject to this requirement is final, vested or operative until the fee is paid.
13. **Mitigation Monitoring and Reporting Program ("MMRP").** The subdivider shall comply with all mitigation measures identified in the MMRP, which are incorporated by this reference as if set forth fully herein.
14. **MMRP Covenant and Agreement.** Within thirty (30) days of the date of final approval of the grant by the County, the Subdivider shall record a covenant and agreement, which attaches the MMRP and agrees to comply with the mitigation measures imposed by the Environmental Impact Report for this project, in the Recorder's Office. Prior to recordation of the covenant, the Subdivider shall submit a draft copy of the covenant and agreement to LA County Planning for review and approval. As a means of ensuring the effectiveness of the mitigation measures, the Subdivider shall submit annual mitigation monitoring reports to LA County Planning for approval or as required. The reports shall describe the status of the Subdivider's compliance with the required mitigation measures.
15. **MMRP Deposit.** The subdivider shall deposit an initial sum of **\$6,000.00** with LA County Planning within thirty (30) days of the date of final approval of this grant in order to defray the cost of reviewing and verifying the information contained in the reports required by the MMRP. The subdivider shall replenish the mitigation monitoring account if necessary until all mitigation measures have been implemented and completed.
16. **Revocation.** Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Regional Planning Commission ("Commission") or a Hearing Officer may, after conducting a public hearing, revoke or modify this grant, if the Commission or Hearing Officer finds that these conditions have been violated or that this grant has been exercised so as to be

detrimental to the public's health or safety or so as to be a nuisance, or as otherwise authorized pursuant to Chapter 22.56, Part 13 of the County Code.

17. **County Fire Code.** All development pursuant to this grant must be kept in full compliance with the County Fire Code to the satisfaction of the County Fire Department ("Fire").
18. **County Public Works Requirements.** All development pursuant to this grant shall conform with the requirements of the County Department of Public Works ("Public Works") to the satisfaction of said department.
19. **Compliance to County Code Title 21 and Title 22.** All development pursuant to this grant shall comply with the requirements of Title 21 (Subdivisions) and Title 22 (Planning and Zoning) of the County Code and of the specific zoning of the subject property, unless specifically modified by this grant, as set forth in these conditions, including the approved Exhibit Map or an Amended Exhibit Map approved by the Director of LA County Planning ("Director").
20. **Maintenance.** The Subdivider shall maintain the subject property in a neat and orderly fashion. The Subdivider shall maintain free of litter all areas of the premises over which The Subdivider has control. All structures, walls and fences open to public view shall remain free of graffiti or other extraneous markings, drawings, or signage that was not approved by LA County Planning. In the event of graffiti or other extraneous markings occurring, the Subdivider shall remove or cover said markings, drawings, or signage within 48 hours of such notification, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.
21. **Exhibit Map.** The subject property shall be developed and maintained in substantial conformance with the plans marked Exhibit Map. If changes to any of the plans marked Exhibit Map are required as a result of instruction given at the public hearing, **digital copies** of a modified Exhibit Map shall be submitted to LA County Planning by **November 10, 2025**.
22. **Revisions to Exhibit Map.** In the event that subsequent revisions to the approved Exhibit Map are submitted, the subdivider shall submit **digital copies** of the proposed plans to the Director for review and approval. All revised plans must substantially conform to the originally approved Exhibit Map. All revised plans must be accompanied by the written authorization of the property owner(s) and applicable fee for such revision.

PROJECT SITE SPECIFIC CONDITIONS

23. **Grant.** This grant authorizes the creation of one multi-family lot with 88 for-sale attached residential condominium units within one building as depicted in the Exhibit Map dated August 24, 2016, and specified herein.
24. **Recommended Conditions.** Except as expressly modified herein, the subdivider shall comply with all of the recommended conditions set forth in the attached Public Works, Fire, and County Departments of Parks and Recreation, and Public Health

letters concerning Vesting Tentative Tract Map and Exhibit Map dated August 24, 2016.

Covenants, Conditions, and Restrictions (CC&Rs)

25. A Homeowner's Association ("HOA") and Covenants, Conditions, and Restrictions ("CC&Rs") shall be continuously maintained to own and permanently maintain all private recreation common areas.
26. The subdivider shall provide in the CC&Rs, a method for the continuous maintenance of the common areas, including but not limited to, the open space, private driveways and fire lanes, walkways, lighting systems along all walkways, landscaping (including all open space areas, front yard trees and street trees), irrigation systems, wall, fence and recreation area to the satisfaction of the Director.
27. The subdivider shall reserve in the CC&Rs the right for all residents and their guests within the condominium project to use the private driveways and fire lanes for subdivision ingress and egress.
28. Post the common driveways with signs stating "No Parking" and provide for continued posting and enforcement of the restriction in the CC&Rs.

Prior to final map recordation

29. **Affordable Housing Exhibit.** Prior to obtaining final map approval the subdivider shall submit to the Director for review and approval an Amended Exhibit Map/Revised Exhibit "A" depicting a housing set aside of five percent of the total dwelling units proposed to be constructed or five proposed dwelling units, whichever is greater, for sale to moderate income households, with incomes no greater than 120% area median income ("AMI") as defined in California Health and Safety Code Section 50079.5.
30. **Condominium Note(s) on Final Map.** The subdivider shall place a note or notes on the final map, to the satisfaction of LA County Planning, that this subdivision is approved as a condominium project, where all 88 units are to be sold, and where the owners of the units of air space will hold an undivided interest in the common areas. These common areas will in turn, provide the necessary access and utility easements for all of the units.
31. **Draft CC&Rs.** Prior to obtaining final map approval, the subdivider shall submit a draft copy of the project's CC&Rs to the Director for review and approval. A copy of these conditions of approval shall be attached to the CC&Rs and made a part thereof.
32. **Grading.** The Subdivider shall not obtain any grading permit for the project prior to the recordation of the final map, unless otherwise authorized by the Director of LA County Planning ("Director").
33. **Local Hire Program.** Prior to obtaining final map approval the subdivider or successor shall provide a draft covenant for implementation of a local hire program similar to that adopted for Los Angeles County Development Authority ("LACDA")

affordable housing projects, with exact specifications to the satisfaction of the Director and subdivider, to be recorded prior to issuance of grading permits.

34. **Sewer and Water Will Serve Letters.** Prior to final map recordation, the subdivider shall provide updated sewer and water will serve letters.

Private Driveway and Fire Lane

35. **Private Driveway and Fire Lane on Final Map.** The shared driveways shall be labeled as Private Driveway and Fire Lane on the final map.
36. **Construction or Bonding for Private Driveway and Fire Lane.** Prior to final map recordation, the subdivider shall construct or bond with Public Works for the private driveway and fire lane paving design and widths as depicted on the approved Exhibit Map dated August 24, 2016, or an amended Exhibit Map approved by the Director.

Condominiums

37. **Condominium Project Details.** The Subdivider shall place a note or notes on the final map, to the satisfaction of LA County Planning, that this subdivision is approved as a condominium project for a total of <*> residential/commercial/industrial units whereby the owners of the units of air space will hold an undivided interest in the common areas, which common areas will in turn provide the necessary access and utility easements for all of the units.
38. **Covenant and Agreement for Condominium Project.** Prior to final map recordation, the Subdivider shall submit a draft covenant and agreement to provide tenants 180 days written notification of the intention to sell units prior to termination of tenancy due to sale of the condominium units. The Subdivider shall record said covenant and agreement concurrently with the recordation of the final map.

Tree Planting Requirements

39. **On-site Tree Planting.** Plant at least 10 trees within the front yard area along La Brea, at least 11 trees within the front yard area along Overhill Drive, and at least 28 trees within the planting area along the main private drive and fire lane. The trees shall be of a non-invasive species. The location and the species of said trees shall be incorporated into a site plan or landscape plan. Prior to final map approval, the site/landscaping plan shall be approved by the Director and a bond shall be posted with Public Works or other verification shall be submitted to the satisfaction of LA County Planning to ensure the planting of the required on-site trees.
40. **Street Trees.** The subdivider shall plant or cause to be planted street trees along the west side of Overhill Drive from Stocker Street to Northridge Drive and along the property frontage on Overhill Drive to the satisfaction of Public Works.

Off-site Improvements

41. **Pedestrian and Sidewalk Improvements/Bonding.** The subdivider shall carry out engineering and construction of sidewalk improvements along the west (approximately 700 linear feet) and east sides (approximately 800 linear feet) of Overhill Drive extending north across from the adjacent parcel and south to Northridge Drive, totaling approximately 1,500 linear feet, including landscaping and parkways with 24-inch box trees. The subdivider shall enter into a secured agreement/bond with Public Works to guarantee the engineering and construction of said sidewalk improvements, prior to final map recordation. Any security for these sidewalk improvements (or equivalent off-site improvements) shall be returned once the construction is completed by the subdivider to the satisfaction of LA County Planning and Public Works, and prior to issuance of a Certificate of Occupancy.
42. **Plans for Off-site Water System.** The subdivider shall submit final engineering plans for required off-site water system upgrades to meet fire flow requirements for review and approval to the satisfaction of Fire and Public Works, prior to final map recordation.
43. **Construction or Bonding for Off-site Water System Upgrades.** The subdivider shall complete the engineering for required off-site water system upgrades and improvements to meet fire flow requirements for the installation of new fire hydrants, and construct, or bond for this, prior to final map recordation.

Concurrent with final map recordation

44. Concurrent with final map recordation, the subdivider or successor in interest shall enter into a covenant with the LACDA to set aside five percent of total units constructed or five dwelling units, whichever is greater, for sale to moderate income households with incomes no greater than 120% AMI as defined in California Health and Safety Code Section 50079.5. The units set aside shall be for the first sale/initial eligible buyers, who shall enter into an equity-sharing agreement with County unless the equity sharing agreement conflicts with another public funding source requirement. The subdivider shall submit a copy of the covenant to LA County Planning for review prior to recordation of the document.

Attachments:

Fire/Public Works/Parks and Recreation/Public Health Letters Concerning Vesting Tentative Tract Map dated 08/24/2016 (pages 1 – 27)

MMRP (pages 1 – 10)

SMT:JH:EGA
8/27/2025

DRAFT CONDITIONS OF APPROVAL
COUNTY OF LOS ANGELES
PROJECT NO. 2015-01232
CONDITIONAL USE PERMIT NO. 201500052

PROJECT DESCRIPTION

The CUP is a request to ensure compliance with hillside management development criteria, for a structure to exceed the maximum height of 35 feet (35') above grade by 29 feet nine (29'9") inches above natural grade for a total height of 64 feet nine inches (64'9") maximum, for a reduced front yard setback from standard 20 feet (20') to 15 feet (15') along Overhill Drive and to authorize residential development within a commercial zone. The project is subject to the following conditions of approval:

GENERAL CONDITIONS

1. **Permittee.** Unless otherwise apparent from the context, the term "permittee" shall include the applicant, owner of the property, and any other person, corporation, or other entity making use of this grant.
2. **Affidavit of Acceptance.** This grant shall not be effective for any purpose until the permittee, and the owner of the subject property if other than the permittee, have filed at the office of the Los Angeles County ("County") Department of Regional Planning ("LA County Planning") their affidavit stating that they are aware of and agree to accept all of the conditions of this grant, and that the conditions of the grant have been recorded as required by Condition No. 7, and until all required monies have been paid pursuant to Condition No. 10 (Inspection Fees), 12 (Environmental Document Filing Fees), and 15 (MMRP Deposit). Notwithstanding the foregoing, this Condition No. 2 (Affidavit of Acceptance) and Condition Nos. 4 (Indemnification), 5 (Litigation Deposit), 8 (Expiration), and 12 (Environmental Document Filing Fees) shall be effective immediately upon the date of final approval of this grant by the County.
3. **Date of Final Approval.** Unless otherwise apparent from the context, the term "date of final approval" shall mean the date the County's action becomes effective pursuant to Section 22.60.260 (Appeal Procedures – Effective Dates) of the County Code.
4. **Indemnification.** The permittee shall defend, indemnify, and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void, or annul this permit approval, which action is brought within the applicable time period of Government Code Section 65009 or any other applicable limitations period. The County shall promptly notify the permittee of any claim, action, or proceeding and the County shall reasonably cooperate in the defense. If the County fails to promptly notify the permittee of any claim, action, or proceeding, or if the County fails to cooperate reasonably in the defense, the permittee shall not thereafter be responsible to defend, indemnify, or hold harmless the County.
5. **Litigation Deposit.** In the event that any claim, action, or proceeding as described above is filed against the County, the permittee shall within ten days of the filing make an initial deposit with LA County Planning in the minimum required amount of \$10,000.00, from which actual costs and expenses shall be billed and deducted for the purpose of defraying the costs or expenses involved in LA County Planning's

cooperation in the defense, including but not limited to, depositions, testimony, and other assistance provided to permittee or permittee's counsel.

- A. If during the litigation process, actual costs or expenses incurred reach 80 percent of the amount on deposit, the permittee shall deposit additional funds sufficient to bring the balance to the minimum required amount of \$5,000.00. There is no limit to the number of supplemental deposits that may be required prior to completion of the litigation.
 - B. At the sole discretion of the permittee, the amount of an initial or any supplemental deposit may exceed the minimum amounts defined herein. Additionally, the cost for collection and duplication of records and other related documents shall be paid by the permittee according to County Code Section 2.170.010 (Fees for Providing County Records).
6. **Invalidation.** If any material provision of this grant is held or declared to be invalid by a court of competent jurisdiction, the permit shall be void and the privileges granted hereunder shall lapse.
7. **Recordation.** Prior to the use of this grant, the permittee, or the owner of the subject property if other than the permittee, shall **record the terms and conditions** of the grant in the office of the County Registrar-Recorder/County Clerk ("Recorder"). In addition, upon any transfer or lease of the property during the term of this grant, the permittee, or the owner of the subject property if other than the permittee, shall promptly provide a copy of the grant and its conditions to the transferee or lessee of the subject property.
8. **Expiration.** This grant shall expire unless used within two (2) years after the recordation of a final map for Vesting Tentative Tract Map No. 073082. In the event that Vesting Tentative Tract Map No. 073082 should expire without the recordation of a final map, this grant shall terminate upon the expiration of the tentative map. Entitlement to the use of the property thereafter shall be subject to the regulations then in effect.
9. **Conditions Compliance.** The subject property shall be maintained and operated in full compliance with the conditions of this grant and any law, statute, ordinance, or other regulation applicable to any development or activity on the subject property. Failure of the permittee to cease any development or activity not in full compliance shall be a violation of these conditions. No provision of any easement of any other encumbrance on the property shall exempt the permittee from compliance with these conditions and applicable regulations.
10. **Inspection Fees.** Inspections shall be made to ensure compliance with the conditions of this grant as well as to ensure that any development undertaken on the subject property is in accordance with the approved site plan on file. The permittee shall deposit with the County the sum of **\$1,824.00**. The deposit shall be placed in a performance fund, which shall be used exclusively to compensate LA County Planning for all expenses incurred while inspecting the premises to determine the

permittee's compliance with the conditions of approval. The fund provides for **four (4)** inspections.

Inspections may be unannounced. Inspections may be conducted utilizing any available technologies, including, but not limited to, unmanned aircraft systems (UAS). Use of an UAS requires the consent of the permittee pursuant to LA County Planning's UAS policy, which may be updated from time to time, and which shall be provided to the permittee upon request.

If additional inspections are required to ensure compliance with the conditions of this grant, or if any inspection discloses that the subject property is being used in violation of any one of the conditions of this grant, the permittee shall be financially responsible and shall reimburse LA County Planning for all additional enforcement efforts necessary to bring the subject property into compliance. The amount charged for additional inspections shall be \$456.00 per inspection, or the current recovery cost at the time any additional inspections are required, whichever is greater.

11. **Library Facilities Mitigation Fees.** Prior to the issuance of any building permit(s), the permittee shall remit all applicable library facilities mitigation fees to the County Librarian, pursuant to Chapter 22.72 of the County Code. The permittee shall pay the fees in effect at the time of payment, pursuant to Section 22.72.030. Questions regarding fee payment can be directed to the County Librarian at (562) 940-8430. The permittee shall provide proof of payment upon request from LA County Planning.
12. **Environmental Document Filing Fees.** Within five (5) working days from the day after your appeal period ends on **September 22, 2025**, the permittee shall remit processing fees at the Recorder Office, payable to the County of Los Angeles, in connection with the filing and posting of a Notice of Determination (NOD) for this project and its entitlements in compliance with Section 21152 of the Public Resources Code. Unless a Certificate of Exemption is issued by the California Department of Fish and Wildlife pursuant to Section 711.4 of the California Fish and Game Code, the permittee shall pay the fees in effect at the time of the filing of the NOD, as provided for in Section 711.4 of the Fish and Game Code, currently **\$4,198.50** (\$4,123.50 for an Environmental Impact Report plus \$75.00 processing fee). No land use project subject to this requirement is final, vested or operative until the fee is paid.
13. **Mitigation Monitoring and Reporting Program ("MMRP").** The permittee shall comply with all mitigation measures identified in the MMRP, which are incorporated by this reference as if set forth fully herein.
14. **Covenant and Agreement.** Within thirty (30) days of the date of final approval of the grant by the County, the Permittee shall record a covenant and agreement, which attaches the MMRP and agrees to comply with the mitigation measures imposed by the Environmental Impact Report for this project, in the Recorder Office. Prior to recordation of the covenant, the Permittee shall submit a draft copy of the covenant and agreement to LA County Planning for review and approval. As a means of ensuring the effectiveness of the mitigation measures, the Permittee shall submit annual mitigation monitoring reports to LA County Planning for approval or as

required. The reports shall describe the status of the Permittee's compliance with the required mitigation measures.

15. **MMRP Deposit.** The permittee shall deposit an initial sum of **\$6,000.00** with LA County Planning within thirty (30) days of the date of final approval of this grant in order to defray the cost of reviewing and verifying the information contained in the reports required by the MMRP. The permittee shall replenish the mitigation monitoring account if necessary until all mitigation measures have been implemented and completed.
16. **Revocation.** Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Regional Planning Commission ("Commission") or a Hearing Officer may, after conducting a public hearing, revoke or modify this grant, if the Commission or Hearing Officer finds that these conditions have been violated or that this grant has been exercised so as to be detrimental to the public's health or safety or so as to be a nuisance, or as otherwise authorized pursuant to Chapter 22.56, Part 13 of the County Code.
17. **County Fire Code.** All development pursuant to this grant must be kept in full compliance with the County Fire Code to the satisfaction of the County Fire Department ("Fire").
18. **County Public Works Requirements.** All All development pursuant to this grant shall conform with the requirements of the County Department of Public Works ("Public Works") to the satisfaction of said department.
19. **Compliance to County Code Title 21 and Title 22.** All development pursuant to this grant shall comply with the requirements of Title 22 of the County Code and of the specific zoning of the subject property, unless specifically modified by this grant, as set forth in these conditions, including the approved Exhibit "A," or a revised Exhibit "A" approved by the Director of LA County Planning ("Director").
20. **Maintenance.** The permittee shall maintain the subject property in a neat and orderly fashion. The permittee shall maintain free of litter all areas of the premises over which the permittee has control.
21. **Graffiti.** All structures, walls and fences open to public view shall remain free of graffiti or other extraneous markings, drawings, or signage that was not approved by LA County Planning. In the event of graffiti or other extraneous markings occurring, the permittee shall remove or cover said markings, drawings, or signage within 48 hours of such notification, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.
22. **Revisions to Exhibit "A".** The subject property shall be developed and maintained in substantial conformance with the plans marked Exhibit "A". If changes to any of the plans marked Exhibit "A" are required as a result of instruction given at the public hearing, **digital copies** of a modified Exhibit "A" shall be submitted to LA County Planning by **November 10, 2025**.

23. **Subsequent Revisions to Exhibit "A"**. In the event that subsequent revisions to the approved Exhibit "A" are submitted, the permittee shall submit **digital copies** of the proposed plans to the Director for review and approval. All revised plans must substantially conform to the originally approved Exhibit "A". All revised plans must be accompanied by the written authorization of the property owner(s) and applicable fee for such revision.

88-unit Residential Condominium Development

24. **Grant**. The subject property shall be developed with 88, for-sale only, residential condominium units as depicted in the approved Exhibit "A" dated August 24, 2016.
25. **Street Trees**. The permittee shall plant or cause to be planted street trees along the west side of Overhill Drive from Stocker Street to Northridge Drive and along the property frontage on Overhill Drive to the satisfaction of Public Works.
26. **Parking**. The permittee shall provide spaces used for vehicle parking required for each unit. Each residential unit shall have at least two covered standard automobile parking spaces per dwelling unit. One hundred seventy-six (176) standard spaces for automobile parking are required. Twenty-two (22) guest spaces are required. One hundred ninety-eight (198) total spaces are required; the parking requirements are met with one hundred ninety-eight (198) proposed spaces for automobile parking, with at least seven accessible spaces. There are nine short-term and forty-four (44)-long-term bicycle parking spaces within the proposed subterranean area for a total of fifty-three (53) spaces. The required parking for the residential condominium development will be provided when the units are constructed.
27. **No Outside Storage**. No outside storage is permitted on the subject property.

Modified Zone Regulations

28. **Modifications**. The following modifications shall be authorized as depicted in the approved Exhibit "A":
- a. A structure height of 64 feet 9 inches (64'9").
 - b. A front yard setback of 15 feet (15') along Overhill Drive.

Prior to final map recordation

29. **Local Hire Program**. Prior to obtaining final map approval the permittee or successor shall provide a draft covenant for implementation of a local hire program similar to that adopted for Los Angeles County Development Authority ("LACDA") affordable housing projects, with exact specifications to the satisfaction of the Director and permittee, to be recorded prior to issuance of grading permits.
30. **Affordable Housing Exhibit**. Prior to obtaining final map approval the permittee shall submit to the Director for review and approval three (3) copies of a Revised

Exhibit “A” depicting a housing set aside of five percent of the total dwelling units proposed to be constructed or five proposed dwelling units, whichever is greater, for sale to moderate income households, with incomes no greater than 120% area median income (“AMI”) as defined in California Health and Safety Code Section 50079.5.

Concurrent with final map recordation

31. **Affordable Housing Covenant.** Concurrent with final map recordation, the permittee or successor in interest shall enter into a covenant with the Los Angeles County Development Authority (“LACDA”) to set aside five percent of total units constructed or five dwelling units, whichever is greater, for sale to moderate income households with incomes no greater than 120% AMI as defined in California Health and Safety Code Section 50079.5. The units set aside shall be for the first sale/initial eligible buyers, who shall enter into an equity-sharing agreement with County unless the equity sharing agreement conflicts with another public funding source requirement. The permittee shall submit a copy of the covenant to LA County Planning for review prior to recordation of the document.

Prior to Issuance of a Grading Permit

32. **Haul Route.** Prior to the issuance of a grading permit, the Permittee shall submit a Revised Exhibit “A” and obtain approval for the haul route for grading export.

Prior to Issuance of a Building Permit

33. **Construction of Off-site Water System Upgrades.** The permittee shall complete construction of off-site water system upgrades to meet fire flow requirements shall be completed to the satisfaction of Public Works and Fire prior to issuance of a building permit.

Attachments:

Fire/Public Works/Parks and Recreation/Public Health Letters Concerning Vesting Tentative Tract Map dated 08/24/2016 (pages 1 – 27)

MMRP (pages 1 – 10)

SMT:JH:EGA
8/27/2025

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION – SUBDIVISION
TRACT NO. 073082 (Rev.)

Page 1/1

TENTATIVE MAP DATED 08-24-2016
EXHIBIT "A" DATED 08-24-2016

It is recommended that this tentative map not be approved at this time. This recommendation is based upon information or lack of information that is available concerning the subject property. The removal of this recommendation is contingent upon the submission and satisfactory review of the following:

1. A revised tentative map is required to show the following additional items:
 - a. Please see attached Road review sheet (Comment 1) and checked prints for comments and requirements.
2. A revised exhibit "A" is required to show the following additional items:
 - a. Please see attached Road review sheet (Comment 1) and checked prints for comments and requirements.

HW 
Prepared by Aissa Carrillo
tr73082L-rev3-rev'd 09-27-2016.doc
<http://planning.lacounty.gov/case/view/tr073082/>

Phone (626) 458-3126 Date Rev. 09-27-2016

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION - ROAD
TRACT NO. 073082 (Rev.)

PAGE 1/1

TENTATIVE MAP DATED 08-24-2016
EXHIBIT MAP DATED 08-24-2016

It is recommended that this tentative map not be approved at this time. This recommendation is based upon information or lack of information that is available concerning the subject property. The removal of this recommendation is contingent upon the submission and satisfactory review of the following:

1. A revised tentative map and exhibit map are required to show the following additional items:

See additional road comments shown in the files which can be found at the following link:

P:\ldpub\SUBPCHECK\Plan Checking Files\Tract Map\TR 073082\TTR 073082\2016-08-31 TTR 073082 SUBMITTAL\2016-09-20 tr073082 exhibit map CHECK PRINT.pdf.

P:\ldpub\SUBPCHECK\Plan Checking Files\Tract Map\TR 073082\TTR 073082\2016-08-31 TTR 073082 SUBMITTAL\2016-09-20 tr073082 tract-map CHECK PRINT.pdf



Prepared by Sam Richards
tr73082r-rev3

Phone (626) 458-4921

Date 09-20-2016

LOCATED IN THE UNINCORPORATED TERRITORY OF
THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

[illegible]

VESTING TENTATIVE TRACT MAP
101 S. OVERHILL DRIVE (POR. LOT 1, TRACT 12584)
LOS ANGELES, CALIFORNIA
DRAWN FOR: PEAK CAPITAL INVESTMENTS, LLC

SIT AREA AHEAD	
SIT AREA	SEA PT. 10003
SECT AREA	01.200 1.046
SECT AREA	101.000 1.200
CONTINUING TO REMAIN	1.174 0.873
SEA AREA	07.204 1.173 CT

EASEMENT NOTES

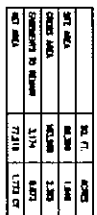
771131 (2) 100-gram min. 100%

SITE DATA

TCAL ENGINEERING, INC.
Civil Engineers and Land Surveyors
139 Avenida Navarra, San Clemente, Calif. 92672
Pte 849-492-8588 Fax 849-498-8825
www.tcalengineering.com

3/20/16 SR
ROAL

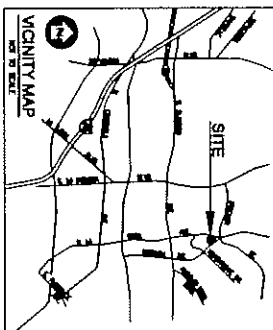
EXHIBIT "A"
MAJOR LAND DIVISION
VESTING TENTATIVE TRACT MAP NO. 073082
(FOR CONDOMINIUM PURPOSES)
LOCATED IN THE UNINCORPORATED TERRITORY OF
THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA
APPROVED: JANUARY 20, 1983

[illegible]

has been the subject of a number of studies. The results of these studies have been inconsistent. Some studies have found that the use of LARs is associated with a decrease in the number of cigarettes smoked per day, while other studies have found no significant effect. The results of these studies may be due to a number of factors, including the design of the study, the population studied, and the duration of the study. Further research is needed to clarify the role of LARs in smoking cessation.

EASEMENT NOTES

- [illegible]



TOAL ENGINEERING, INC.
Civil Engineers and Land Surveyors
139 Avenida Moravia, San Clemente, Calif. 92672
Pfc 849-492-8568 Fax 849-498-8625
www.toalengineering.com

ROAD
52X10 CHECK PRINT SR9

LEGEND

























- | | |
|---|--------------------------|
|  | CONCRETE PAVING |
|  | GRAVEL OR GRAVEL PAVING |
|  | PAVED DRIVE |
|  | IMPROVED ASP. DR. SURF. |
|  | CONCRETE FINISHED |
|  | CONCRETE FINISHED |
|  | PAV. (CONCRETE FINISHED) |
|  | PAV. (GRAVEL FINISHED) |
|  | IMPROVED DRIVE (PAVED) |
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EXHIBIT "A"
5101 S. OVERHILL DRIVE (FOR LOT 1, TRACT 12584)
LOS ANGELES, CALIFORNIA

PREPARED FOR **PEAK CAPITAL INVESTMENTS, LLC**

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION – SUBDIVISION
TRACT NO. 073082 (Rev.)

Page 1/1

TENTATIVE MAP DATED 08-24-2016
EXHIBIT "A" DATED 08-24-2016

- If this recommendation of disapproval is changed to a recommendation of approval based on additional information, the following reports would be recommended for inclusion in the conditions of tentative approval:

Prepared by Aissa Carrillo
tr73082L-rev3.doc
<http://planning.lacounty.gov/case/view/tr073082/>

Phone (626) 458-3126


Date 09-20-2016

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

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

1. Details and notes shown on the tentative map are not necessarily approved. Any details or notes which may be inconsistent with requirements of ordinances, general conditions of approval, or Department policies must be specifically approved in other conditions, or ordinance requirements are modified to those shown on the tentative map upon approval by the Advisory Agency.
2. Easements are tentatively required, subject to review by the Director of Public Works to determine the final locations and requirements.
3. Easements shall not be granted or recorded within areas proposed to be granted, dedicated, or offered for dedication for public streets, highways, access rights, building restriction rights, or other easements until after the final map is filed with the Registrar-Recorder/County Clerk's Office. If easements are granted after the date of tentative approval, a subordination must be executed by the easement holder prior to the filing of the final map.
4. In lieu of establishing the final specific locations of structures on each lot at this time, the owner, at the time of issuance of a grading or building permit, agrees to develop the property in conformance with the County Code and other appropriate ordinances such as the Building Code, Plumbing Code, Grading Ordinance, Highway Permit Ordinance, Mechanical Code, Zoning Ordinance, Undergrounding of Utilities Ordinance, Water Ordinance, Sanitary Sewer and Industrial Waste Ordinance, Electrical Code, and Fire Code. Improvements and other requirements may be imposed pursuant to such codes and ordinances.
5. All easements existing at the time of final map approval must be accounted for on the approved tentative map. This includes the location, owner, purpose, and recording reference for all existing easements. If an easement is blanket or indeterminate in nature, a statement to that effect must be shown on the tentative map in lieu of its location. If all easements have not been accounted for, submit a corrected tentative map to the Department of Regional Planning for approval.
6. Adjust, relocate, and/or eliminate lot lines, lots, streets, easements, grading, geotechnical protective devices, and/or physical improvements to comply with ordinances, policies, and standards in effect at the date the County determined the application to be complete all to the satisfaction of Public Works.

7. If applicable, quitclaim or relocate easements running through proposed structures.
8. Place standard condominium notes on the final map to the satisfaction of Public Works.
9. Prior to final approval of the tract map submit a notarized affidavit to the Director of Public Works, signed by all owners of record at the time of filing of the map with the Registrar-Recorder/County Clerk's Office, stating that any proposed condominium building has not been constructed or that all buildings have not been occupied or rented and that said building will not be occupied or rented until after the filing of the map with the Registrar-Recorder/County Clerk's Office.
10. Label driveways and multiple access strips as "Private Driveway and Fire Lane" and delineate on the final map to the satisfaction of Public Works and Fire Department.
11. Reserve reciprocal easements for drainage, ingress/egress, sewer, water, utilities, right to grade, and maintenance purposes, in documents over the common private driveways to the satisfaction of Public Works.
12. A final tract map must be processed through the Director of Public Works prior to being filed with the Registrar-Recorder/County Clerk's Office.
13. Prior to submitting the tract map to the Director of Public Works for examination pursuant to Section 66442 of the Government Code, obtain clearances from all affected Departments and Divisions, including a clearance from the Subdivision Mapping Section of the Land Development Division of Public Works for the following mapping items; mathematical accuracy; survey analysis; and correctness of certificates, signatures, etc.
14. A final guarantee will be required at the time of filing of the final map with the Registrar-Recorder/County Clerk's Office.
15. Within 30 days of the approval date of this land use entitlement or at the time of first plan check submittal, the applicant shall deposit the sum of \$5,000 with Public Works to defray the cost of verifying conditions of approval for the purpose of issuing final map clearances.


Prepared by Aissa Carrillo
tr73082L-rev3.doc
<http://planning.lacounty.gov/case/view/tr073082/>

Phone (626) 458-3126

Date 09-20-2016



**COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS**

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

TRACT NO.: 073082

TENTATIVE MAP DATE: 08/24/2016

EXHIBIT MAP DATE: 08/24/2016

HYDROLOGY UNIT CONDITIONS OF APPROVAL

Prior to Grading Plans Approval:

1. Comply with hydrology study, which was approved on 09/19/2016, or the latest revision, to the satisfaction of the Department of Public Works.

Review by:  Date: 09/19/2016 Phone: (626) 458-4921
Andrew Ross

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

Tentative Tract Map	<u>73082</u>	Tentative Map Dated	<u>8/24/16 (Rev.)</u>	Parent Tract
Grading By Subdivider? [Y] (Y or N)	<u> </u> yd ³	Location	<u>View Park</u>	APN <u>5009-007-022</u>
Geologist	<u>Paul Bogseth</u>	Subdivider	<u>Peak Capital Investments LLC</u>	
Soils Engineer	<u>Mark Hetherington</u>	Engineer/Arch.	<u>Hetherington Engineering Inc.</u>	

Review of:Geologic Report(s) Dated: Soils Engineering Report(s) Dated: Geotechnical Report(s) Dated: 11/21/14References:

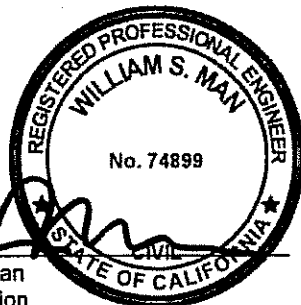
TENTATIVE MAP FEASIBILITY IS RECOMMENDED FOR APPROVAL FROM A GEOTECHNICAL STANDPOINT

THE FOLLOWING CONDITIONS MUST BE FULFILLED:

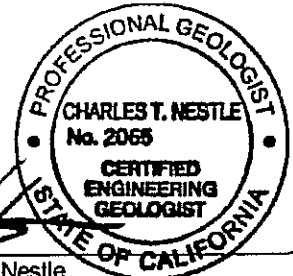
- G1. The final map must be approved by the Geotechnical and Materials Engineering Division (GMED) to assure that all geotechnical requirements have been properly depicted. For Final Map clearance guidelines refer to policy memo GS051.0 in the County of Los Angeles Department of Public Works *Manual for Preparation of Geotechnical Reports*. The Manual is available at: <http://dpw.lacounty.gov/gmed/permits/docs/manual.pdf>.
- G2. A grading plan must be geotechnically approved by the GMED prior to Final Map approval. The grading depicted on the plan must agree with the grading depicted on the tentative tract or parcel map and the conditions approved by the Planning Commission. If the subdivision is to be recorded prior to the completion and acceptance of grading, corrective geologic bonds may be required.
- G3. Prior to grading plan approval, a detailed geotechnical report must be submitted that addresses the proposed grading. All recommendations of the geotechnical consultant(s) must be incorporated into the plan. The report must comply with the provisions of the County of Los Angeles Department of Public Works *Manual for Preparation of Geotechnical Reports*. The Manual is available at: <http://dpw.lacounty.gov/gmed/permits/docs/manual.pdf>.
- G4. All geologic hazards associated with this proposed development must be eliminated. Alternatively, the geologic hazards may be designated as restricted use areas (RUA), and their boundaries delineated on the Final Map. These RUAs must be approved by the GMED, and the subdivider must dedicate to the County the right to prohibit the erection of buildings or other structures within the restricted use areas. For information on the RUA policy refer to policy memo GS063.0 in the County of Los Angeles Department of Public Works *Manual for Preparation of Geotechnical Reports*. The Manual is available at: <http://dpw.lacounty.gov/gmed/permits/docs/manual.pdf>.

Prepared by

William Man
William Man
Soils Section



Charles Nestle
Charles Nestle
Geology Section

Date 9/14/16Please complete a Customer Service Survey at <http://dpw.lacounty.gov/go/gmedsurvey>

NOTICE: Public safety, relative to geotechnical subsurface exploration, shall be provided in accordance with current codes for excavations, inclusive of the Los Angeles County Code, Chapter 18.1, and the California Public Works Center dated September 27, 2016.

TENTATIVE MAP DATED 08-24-2016
EXHIBIT MAP DATED 08-24-2016

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


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

REQUIREMENTS PRIOR TO GRADING PLAN APPROVAL:

2. Provide approval of:
 - a. The latest hydrology study by the Storm Drain and Hydrology Section of Land Development Division.
 - b. The grading plan by the Geotechnical & Materials Engineering Division (GMED).
 - c. Permits and/or letters of non-jurisdiction from all State and Federal Agencies. These agencies may include, but may not be limited to the State of California Regional Water Quality Control Board, State of California Department of Fish and Wildlife, State of California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR).

REQUIREMENTS PRIOR TO FINAL MAP RECORDATION:

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

Name Nazem Said  Date 9/13/2016 Phone (626) 458-4921
P:\ldpub\SUBPCHECK\Plan Checking Files\Tract Map\TR 073082\GP\2016-08-31 TTR 073082 SUBMITTAL

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

1. Construct curb, gutter, base, pavement, and sidewalk (5 ft. sidewalk adjacent to property line) along the property frontage on Overhill Drive to the satisfaction of Public Works. Relocate affected utilities.
2. Construct transition improvements for a 65 mph design speed on Overhill Drive in the vicinity of the southerly property line to the satisfaction of Public Works. Offsite grading may be required.
3. Construct new driveways on Overhill Drive to the satisfaction of Public Works.
4. Repair any improvements damaged during construction on Overhill Drive and La Brea Avenue to the satisfaction of Public Works.
5. Execute a covenant for private maintenance of curb/parkway drains and landscaping on Overhill Drive and La Brea Avenue if any, to the satisfaction of Public Works.
6. If it is determined by Public Works, in conjunction with the United States Postal Service, that postal delivery receptacles are to be located within the public right of way, the receptacles shall be installed in groups to serve two or more residential units.
7. Any proposed perimeter wall (CMU) adjacent to the driveway shall be depressed to 3 feet or less within 10 feet on both sides of the driveway to provide line of sight for pedestrians.
8. Underground all existing service lines and distribution lines that are less than 50 KV and new utility lines to the satisfaction of Public Works and Southern California Edison. Please contact Land Development Division at (626) 458-3129 for new location of any above ground utility structure in the parkway.
9. Prior to final map approval, enter into an agreement with the County franchised cable TV operator (if an area is served) to permit the installation of cable in a common utility trench to the satisfaction of Public Works; or provide documentation that steps to provide cable TV to the proposed subdivision have been initiated to the satisfaction of Public Works.

TENTATIVE MAP DATED 08-24-2016
EXHIBIT MAP DATED 08-24-2016

10. Plant street trees along the property frontage on Overhill Drive. Existing trees in dedicated or to be dedicated right of way shall be removed and replaced if not acceptable as street trees.
11. Conform with the approved conceptual signing and striping plan as stipulated in the attached Traffic and Lighting Division letter dated January 21, 2016. Provide detailed 40 foot scale signing and striping plan to the satisfaction of Public Works.
12. Conform with the Street Lighting conditions as stipulated in the attached Traffic and Lighting Division letter dated May 12, 2015.



Prepared by Sam Richards
tr73082r-rev3

Phone (626) 458-4921

Date 09-20-2016



GAIL FARBER, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

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

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

IN REPLY PLEASE
REFER TO FILE: **T-4**

January 21, 2016

Ms. Clare M. Look-Jaeger, T.E.
Linscott, Law & Greenspan, Engineers
600 South Lake Avenue, Suite 500
Pasadena, CA 91106

Dear Ms. Clare M. Look-Jaeger:

**THE VIEW CONDOMINIUM PROJECT – OVERHILL DRIVE
TRAFFIC IMPACT STUDY (NOVEMBER 12, 2015)
UNINCORPORATED WINDSOR HILLS AREA**

We reviewed the Traffic Impact Study (TIS) dated November 12, 2015, for the proposed project The View to be located at 5101 Overhill Drive in the unincorporated Windsor Hills Area.

According to the TIS, the traffic generated by the project alone as well as cumulatively with other related projects will not have a significant transportation impact to County roadways or intersections in the area based on the Traffic Impact Analysis Guidelines. We generally agree with the findings in the TIS.

We also reviewed the conceptual striping plan for the proposed two-way left-turn lane on Overhill Drive to facilitate full site access through the two project's driveways. We concur with this improvement. Accordingly, the project applicant shall submit detailed signing and striping plans to Public Works for review and approval.

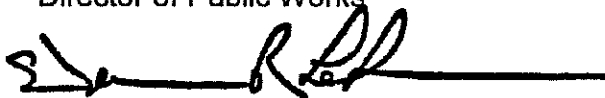
We recommend the applicant consult with the City of Los Angeles and State of California Department of Transportation to obtain concurrence with any potential California Environmental Quality Act impacts within their jurisdiction.

Ms. Clare M. Look-Jaeger
January 21, 2016
Page 2

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

Very truly yours,

GAIL FARBER
Director of Public Works

A handwritten signature in black ink, appearing to read 'Dean R. Lehman', written over a horizontal line.

DEAN R. LEHMAN
Assistant Deputy Director
Traffic and Lighting Division

 SFL:pc
P:\pub\STUDIES\EIR 15-0117 The View Project.docx

bc: Land Development (Narag)

**COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
TRAFFIC AND LIGHTING DIVISION
SUBDIVISION, CONDITIONAL USE PERMIT (CUP) & R3 REVIEW
STREET LIGHTING REQUIREMENTS**

Date: 05/12/15

TO: Matthew Dubiel
Subdivision Mapping/Tentative Maps, CEQA, Surface Mining & CUP Section
Land Development Division


Attn: Henry Wong

FROM: James Choi
Street Lighting Section
Traffic and Lighting Division

Prepared by Emmanuel Okolo at Extension 4733

**STREET LIGHTING REQUIREMENTS
TRACT 73082 TG 673C5**

☐ Provide streetlights on concrete poles with underground wiring on all streets and highways within _____ to the satisfaction of the Department of Public Works or as modified by the Department of Public Works. **Submit street lighting plans along with existing and/or proposed underground utilities plans to Traffic and Lighting Division, Street Lighting Section, for processing and approval.**


 ☒ Provide streetlights on concrete poles with underground wiring along the property frontage on South Overhill Drive to the satisfaction of the Department of Public Works or as modified by the Department of Public Works. **Submit street lighting plans along with existing and/or proposed underground utilities plans to Traffic and Lighting Division, Street Lighting Section, for processing and approval.**

☐ Provide streetlights on concrete poles with underground wiring on non-gated private or public future streets along the property frontage on _____ to the satisfaction of the Department of Public Works or as modified by the Department of Public Works. **Submit street lighting plans along with existing and/or proposed underground utilities plans to Traffic and Lighting Division, Street Lighting Section, for processing and approval.**

☐ Provide streetlights on concrete poles with underground wiring on gated private future street(s) along the property frontage on _____ with fixtures acceptable to Southern California Edison and to the satisfaction of the Department of Public Works or as modified by the Department of Public Works. The operation and maintenance of the street lights shall remain the responsibility of the owner/developer/Home Owners Association until such time as the street(s) are accepted for maintenance by the County. Assessments will be imposed on portions of the development served by gated private and future streets (if any) as a result of benefits derived from existing or future streetlights on adjacent public roadways. **Submit street lighting plans along with existing and/or proposed underground utilities plans to Traffic and Lighting Division, Street Lighting Section, for processing and approval.**

☐ Streetlights are not required.

ANNEXATION AND ASSESSMENT BALLOTING REQUIREMENTS:

- ☐ The proposed project or portions of the proposed project are not within an existing lighting district. Annexation to street lighting district is required. Street lighting plans cannot be approved prior to completion of annexation process. See Conditions of Annexations below.
- ☐ Upon CUP approval (CUP only), the applicant shall comply with conditions of acceptance listed below in order for the lighting districts to pay for the future operation and maintenance of the streetlights. It is the sole responsibility of the owner/developer of the project to have all street lighting plans approved prior to the issuance of building permits. The required street lighting improvements shall be the sole responsibility of the owner/developer of the project and the installation must be accepted per approved plans prior to the issuance of a certificate of occupancy.
- ☐ Upon issuance of an Agreement to Improve (R3 only), the applicant shall comply with conditions of acceptance listed below in order for the lighting districts to pay for the future operation and maintenance of the streetlights. It is the sole responsibility of the owner/developer of the project to have all street lighting plans approved prior to the issuance of building permits. The required street lighting improvements shall be the sole responsibility of the owner/developer of the project and the installation must be accepted per approved plans prior to the issuance of a certificate of occupancy.
-  ☒ Upon tentative map/parcel map approval (subdivision only), the applicant shall comply with conditions of acceptance listed below in order for the lighting districts to pay for the future operation and maintenance of the streetlights. It is the sole responsibility of the owner/developer of the project to have all street lighting plans approved prior to the issuance of building permits. The required street lighting improvements shall be the sole responsibility of the owner/developer of the project and the installation must be accepted per approved plans prior to the issuance of a certificate of occupancy. If phasing of the project is approved, the required street lighting improvements shall be the sole responsibility of the owner/developer of the project and will be made a condition of approval to be in place for each phase.

CONDITIONS OF ACCEPTANCE FOR STREET LIGHT TRANSFER OF BILLING:

All required streetlights in the project must be constructed according to Public Works approved plans. The contractor shall submit one complete set of "as-built" plans. The lighting district can assume the responsibility for the operation and maintenance of the streetlights by July 1st of any given year, provided all required streetlights in the project have been constructed per Public Works approved street lighting plan and energized and the owner/developer has requested a transfer of billing at least by January 1st of the previous year. The transfer of billing could be delayed one or more years if the above conditions are not met. The lighting district cannot pay for the operation and maintenance of streetlights located within gated communities.

TENTATIVE MAP DATED 08-24-2016
EXHIBIT MAP DATED 08-24-2016

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

1. The subdivider shall install and dedicate main line sewers and serve each building with a separate house lateral or have approved and bonded sewer plans on file with Public Works.
2. A sewer area study for the proposed subdivision (PC12253AS, dated 09/19/2016) was reviewed and approved. A Will Serve letter from the County Sanitation District District indicating adequate capacity exists in the trunk line and treatment plant was obtained prior to approval of the sewer area study. No additional mitigation measures are required. The sewer area study shall be invalidated should there be an increase in the total number of dwelling units, an increase in the density, dwelling units occur on previously identified building restricted lots, a change in the proposed sewer alignment, an increase in the tributary sewershed, a change in the sewer connection points, or the adoption of a land use plan or a revision to the current plan. A revision to the approved sewer area study may be allowed at the discretion of the Director of Public Works. The approved sewer area study shall remain valid for two years from the date of sewer area study approval. After this period of time, an update of the area study shall be submitted by the applicant if determined to be warranted by Public Works.
3. The subdivider shall send a print of the land division map to the County Sanitation District with a request for annexation and obtain approval prior to final map recordation.
4. Easements are required, subject to review by Public Works to determine the final locations and requirements.
5. Outlet approval from the City of Los Angeles and the City of Inglewood are required.
6. Pay ordinance frontage charge to the satisfaction of Public Works.
7. The subdivider shall record a sewer waiver and agreement for the proposed permanent walls over the existing sewer easements in the vicinity of the northerly and southerly tract boundary to the satisfaction of Public Works. All proposed walls must be constructed within the tract boundary to the satisfaction of Public Works.

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

1. A water system maintained by the water purveyor, with appurtenant facilities to serve all lots in the land division, must be provided. The system shall include fire hydrants of the type and location (both on-site and off-site) as determined by the Fire Department. The water mains shall be sized to accommodate the total domestic and fire flows.
2. The applicant shall comply with the requirements as stipulated by the attached Will Serve letter dated 05/20/2016 from the California American Water Company to the satisfaction of Public Works. The Will Serve letter will expire on 05/20/2017 it shall be sole responsibility of the applicant to renew the aforementioned Will Serve letter upon expiration and abide by all requirements of the water purveyor.
3. Submit landscape and irrigation plans for each open space lot in the land division, with landscape area greater than 500 square feet, in accordance with the Water Efficient Landscape Ordinance. Landscaping shall have a separate meter.
4. Depict all line of sight easements on the landscaping and grading plans.

TK

Prepared by Tony Khalkhali
tr73082w-rev3.doc

Phone (626) 458-4921

Date 09-26-2016



CALIFORNIA
AMERICAN WATER

May 20, 2016

Resident
5101 South Overhill Dr.
Los Angeles, CA 90056

California American Water – Los Angeles
8657 Grand Avenue
Rosemead, CA 91770
amwater.com

WILL-SERVE NOTICE

Subject: 5101 South Overhill Dr. Los Angeles:

Resident:

This is to advise that California American Water will supply water service, without exception to the subject property. However, arrangements may have to be made for the installation of water service(s) or other appurtenances. Any costs associated with the installation of water service(s) or other appurtenances will be the sole responsibility of the property owner.

To provide adequate water flow for fire protection, as may be required by the cognizant fire department, the exact size and length of any main, fire service or fire hydrant that may have to be installed will have to be determined by a qualified hydraulics engineer (by other than the Water Company).

The quality of water delivered by California American Water meets all requirements of the California State Department of Health Services and the Los Angeles County Health Department.

If you have any questions or concerns regarding this correspondence, please contact me at (626) 614-2533.

Regards,
CALIFORNIA AMERICAN WATER
SOUTHERN DIVISION, LOS ANGELES DISTRICT

Dean Lefler
Operations Supervisor

c: Louie Romero, Operations Supervisor
Project File



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

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

PROJECT: TR 73082

MAP DATE: August 24, 2016

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

**FINAL MAP
CONDITIONS OF APPROVAL**

1. Access as noted on the Tentative and the Exhibit Maps shall comply with Title 21 (County of Los Angeles Subdivision Code) and Section 503 of the Title 32 (County of Los Angeles Fire Code), which requires an all-weather access surface to be clear to sky.
2. A copy of the Final Map shall be submitted to the Fire Department for review and approval prior to recordation.
3. The driveway required for fire apparatus access shall be labeled as "Private Driveway and Fire lane" on the Final Map with the widths clearly depicted. Indicate compliance prior to Final Map clearance.
4. A reciprocal access agreement is required for the on-site private driveway since multiple units will be sharing the same access. Submit documentation to the Fire Department for review prior to Final Map clearance.
5. A construct bond is required for all private driveways within this development. Provide written verification of the posted construction bond to the Fire Department prior to Final Map clearance.
6. Provide written verification stating the required fire hydrants have been installed or bonded for in lieu of installation prior to Final Map clearance.

**PROJECT
CONDITIONS OF APPROVAL**

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

Reviewed by: Juan Padilla

Date: September 26, 2016

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FIRE DEPARTMENT'S LETTER DATED SEPTEMBER 26, 2016

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COUNTY OF LOS ANGELES FIRE DEPARTMENT FIRE PREVENTION DIVISION

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

PROJECT: TR 73082

MAP DATE: August 24, 2016

2. The proposed building shall be placed such that a minimum unobstructed 5 feet approved firefighter access walkway is provided to within 150 feet of all exterior walls of the first story from an approved Fire Department access road. Verification for compliance will be performed during the Fire Department review of the architectural plan prior to building permit issuance.
3. The required on-site fire lane shall provide a minimum paved unobstructed width of 28 feet, clear to the sky. Verification for compliance will be performed during the Fire Department review of the architectural plan prior to building permit issuance or prior to occupancy.
4. The proposed high density residential buildings shall provide a setback between 15 feet and 30 feet from the edge of the fire lane to the building wall due to the building height exceeding 30 feet from an approved fire apparatus access road. Verification for compliance will be performed during the Fire Department review of the architectural plan prior to building permit issuance.
5. The divided portion of the fire lane shall provide a minimum paved unobstructed width of 20 feet on each side of the raised median, clear to the sky. Verification for compliance will be performed during the Fire Department review of the architectural plan prior to building permit issuance.
6. The proposed courtyard is required to accommodate an approved unobstructed Fire Department turnaround. Such turnaround shall be designed to the Fire Department standards due to the size of the building and shall be clearly depicted on the final design plans.
7. The gradient of the fire lane shall not exceed 15 percent. Any changes in grade shall not exceed 10 percent within a 10 feet distance or 5.7 degrees. Cross slopes and required Fire Department turnarounds shall not exceed 2 percent grades. Verification for compliance will be performed during the Fire Department review of the architectural plan prior to building permit issuance.
8. All proposed pedestrian gates shall be designed, constructed, and maintained in accordance with ASTM F2200 and UL 325 as specified in the County of Los Angeles Fire Code. Verification for compliance will be performed during the architectural plan review prior to building permit issuance.

Reviewed by: Juan Padilla

Date: September 26, 2016

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FIRE DEPARTMENT'S LETTER DATED SEPTEMBER 26, 2016

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COUNTY OF LOS ANGELES FIRE DEPARTMENT FIRE PREVENTION DIVISION

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

PROJECT: TR 73082

MAP DATE: August 24, 2016

9. The proposed decorative surface within the required fire lane shall provide a minimum width of 28 feet, clear to the sky, and be capable to support a live load of 75,000 pounds. Provide construction detail on the load capacity of the permeable pavement product to be used and a note on the architectural plans so the Fire Department can verification for compliance prior to building permit issuance.
10. The proposed Rooftop Gardens/Landscaped Roof shall comply with Section 317 and Section 905.3.8 of the County of Los Angeles Fire Code. Verification for compliance will be performed during the architectural plan review prior to building permit issuance.
11. Install 1 public fire hydrant as noted on the Tentative Map. The location might change depending on the requirements by the jurisdiction water company.
12. The required fire flow from the public fire hydrant for this development can be up to 2875 gallons per minute at 20 psi for a duration of 2 hours, over and above maximum daily domestic demand. The required fire flow may be reduced by the Fire Department during the architectural plan review process prior to building permit issuance.
13. Install 1 private fire hydrant as noted on the Tentative Map. The required fire flow from the private fire hydrant is to 1250 gallons per minute at 20 psi for a duration of 2 hours. The location and fire flow for the private fire hydrant shall be clearly identified on the architectural plan for review by the Fire Department prior to building permit issuance.
14. All fire hydrants shall measure 6"x 4"x 2-1/2" brass or bronze, be located to provide a minimum clearance of 3 feet around the fire hydrant, and conform to current AWWA standard C503 or approved equal.
15. All required fire hydrants shall be installed, tested, and accepted prior to construction. Vehicular access must be provided and maintained serviceable throughout construction to all required fire hydrants.
16. Parking shall be restricted 50 feet adjacent to any required public or private fire hydrant, 25 feet on each side measured from the center of the fire hydrant. Adequate signage and/or stripping shall be required prior to occupancy.

Reviewed by: Juan Padilla

Date: September 26, 2016

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FIRE DEPARTMENT'S LETTER DATED SEPTEMBER 26, 2016

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

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

PROJECT: TR 73082

MAP DATE: August 24, 2016

17. An approved automatic fire sprinkler system is required for proposed building within this development. Submit design plans and underground piping plans, including for the required private fire hydrant, to the Fire Department Sprinkler Plan Check Unit for review and approval prior to installation.
18. All proposed pedestrian gates shall comply with the Fire Department's Regulation 5. Verification for compliance will be performed during final inspection of the gate prior to occupancy.
19. The driveways required for fire apparatus access shall be posted with signs stating "No Parking-Fire Lane" and/or striped accordingly in compliance with the County of Los Angeles Fire Code prior to occupancy.
20. All future buildings shall provide approved address numbers. Compliance required prior to occupancy to the satisfaction of the Department of Public Works and the County of Los Angeles Fire Code.

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



LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION



PARK OBLIGATION REPORT

Tentative Map # 73082

DRP Map Date: 08/24/2016

SCM Date: / /

Report Date: 09/20/2016

Park Planning Area # 17

LADERA HEIGHTS

Map Type: REV. (REV RECD)

Total Units **88** = Proposed Units **88** + Exempt Units **0**

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

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

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

Park land obligation in acres or in-lieu fees:

ACRES:	0.44
IN-LIEU FEES:	\$108,701

Conditions of the map approval:

The park obligation for this development will be met by:

The payment of \$108,701 in-lieu fees.

Trails:

No trails.

Comments:

*****Advisory:**

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

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

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

By:

Kathline J. King
Kathline J. King, Chief of Planning

DEPARTMENT OF PARKS AND RECREATION'S LETTER DATED SEPTEMBER 8, 2016

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**LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION**



PARK OBLIGATION WORKSHEET

Tentative Map #	73082	DRP Map Date:08/24/2016	SMC Date: / /	Report Date: 09/20/2016
Park Planning Area # 17	LADERA HEIGHTS			Map Type:REV. (REV RECD)

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

$$(P)\text{people} \times (0.003) \text{ Ratio} \times (U)\text{units} = (X) \text{ acres obligation}$$

$$(X) \text{ acres obligation} \times \text{RLV/Acre} = \text{In-Lieu Base Fee}$$

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

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

U = Total approved number of Dwelling Units.

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

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

Total Units 88 = Proposed Units 88 + Exempt Units 0

	People*	Ratio 3.0 Acres / 1000 People	Number of Units	Acre Obligation
Detached S.F. Units	2.66	0.0030	0	0.00
M.F. < 5 Units	2.04	0.0030	0	0.00
M.F. >= 5 Units	1.65	0.0030	88	0.44
Mobile Units	1.49	0.0030	0	0.00
Exempt Units			0	
Total Acre Obligation =				0.44

Park Planning Area = 17 LADERA HEIGHTS

Ratio	Acre Obligation	RLV / Acre	In-Lieu Base Fee
@(0.0030)	0.44	\$247,048	\$108,701

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

Acre Obligation	Public Land Crdt.	Priv. Land Crdt.	Net Obligation	RLV / Acre	In-Lieu Fee Due
0.44	0.00	0.00	0.44	\$247,048	\$108,701



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

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

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

TERRI S. WILLIAMS, REHS
Director of Environmental Health

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

www.publichealth.lacounty.gov

BOARD OF SUPERVISORS

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September 20, 2016

Tentative Tract Map No. 073082

Vicinity: View Park

Tentative Tract Map Date: August 24, 2016

The Los Angeles County Department of Public Health – Environmental Health Division recommends the approval of **Tentative Tract Map 073082** based on the use of public water (California American Water) and public sewer as proposed for wastewater disposal. Any variation from the approved use of water supply and/or approved method of sewage disposal shall invalidate the Department's approval.

Prepared by:

V.B.

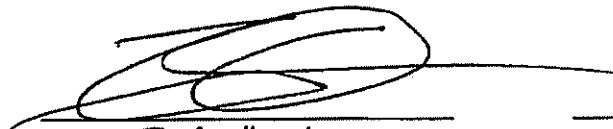
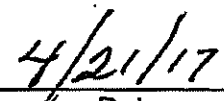


VICENTE C. BAÑADA, REHS
Environmental Health Specialist IV
Land Use Program
5050 Commerce Drive
Baldwin Park, California 91706
vbanada@ph.lacounty.gov
TEL (626) 430-5381 • FAX (626) 813-3016

MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. R2015-01232-(2) / VESTING TENTATIVE TRACT MAP NO. 073082 / CONDITIONAL USE PERMIT NO.
201500052 / ENV NO. 201500089

The Department of Regional Planning staff has determined that the attached mitigation measures for the project are necessary in order to assure that the proposed project will not cause significant impacts on the environment.

The permittee shall deposit the sum of \$6,000.00 with the Department of Regional Planning within 30 days of permit approval in order to defray the cost of reviewing and verifying the information contained in the reports required by the Mitigation Monitoring and Reporting Program.

As the applicant, I agree to incorporate these mitigation measures into the project, and understand that the public hearing and consideration by the Hearing Officer and/or Regional Planning Commission will be on the project as mitigation measures.

 _____ Applicant	 _____ Date
 _____ Staff	 _____ Date

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
PROJECT NO. R2015-01232-(2) / TTM NO. 073082 / ENV NO. 201500089

#	Environmental Factor	Mitigation	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
MM-1	Aesthetics	Prior to issuance of any building permit, the project applicant shall prepare a site lighting plan for review and approval by the County of Los Angeles Director of Regional Planning, or designee. The lighting plan shall be prepared by a licensed electrical engineer and shall be in compliance with applicable standards of the Los Angeles County Code. The lighting plan shall demonstrate that all exterior lighting has been designed and located so that all direct rays are confined to the property in a manner meeting the approval of the Director of Regional Planning, or designee.	Approval of a site lighting plan (Revised Exhibit "A").	Prior to issuance of a building permit.	Applicant and subsequent owner(s)	Department of Regional Planning
MM-3	Air Quality	Prior to issuance of any grading permit the applicant shall prepare a grading plan for review and approval by the County of Los Angeles Director of Regional Planning, or designee, that includes a note indicating that at the conclusion movement of any earth material of 10,000 cubic yards or the authorized volume, whichever is greater, the project applicant shall perform power washing to the Windsor Hills Elementary School building(s) and playground equipment. The grading plan shall be prepared by a licensed civil engineer and shall be in compliance with applicable standards of the Los Angeles County Code. The grading plan shall further demonstrate that all construction vehicle wheels shall be water sprayed and/or washed, in a manner meeting the approval of the Director of Regional Planning, or designee, to limit dust traveling offsite.	Approval of a grading plan (Revised Exhibit "A").	Prior to issuance of a grading permit.	Applicant and subsequent owner(s)	Department of Regional Planning
MM-3.1	Air Quality	Prior to issuance of any grading permit the applicant shall implement a dust suppression program to prevent the migration of dust particles to the adjacent residential area. Fugitive dust emission reduction shall be demonstrated in a manner meeting the approval of the Director of Public Health.	Approval of a grading plan (Revised Exhibit "A").	Prior to issuance of a grading permit.	Applicant and subsequent owner(s)	Departments of Public Health, Regional Planning

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
PROJECT NO. R2015-01232-(2) / TTM NO. 073082 / ENV NO. 201500089

MM-3.2	Air Quality	Prior to issuance of any grading permit the applicant shall prepare and submit to the Director of Public Health an air quality assessment verifying that the future occupants of the project will not be exposed to significant air toxics, fumes and other hazards associated with fires and the proximity to the Baldwin Hills Oil Fields.	Approval of a grading plan (Revised Exhibit "A").	Prior to issuance of a grading permit.	Applicant and subsequent owner(s)	Departments of Public Health, Regional Planning
MM-4	Biological Resources	Within five (5) days prior to land-clearing activities between February 1 through August 31, a qualified biologist shall conduct a nesting survey to identify any direct or indirect impacts to actively nesting birds. If direct or indirect impacts are identified, the biologist shall specify the appropriate mitigation measure(s) for these impacts. Such measures may include avoidance of occupied nests, staging work areas outside an established buffer area, modified scheduling of grading and clearing and monitoring of active nests during construction. If direct or indirect impacts are identified, the biologist shall specify the appropriate mitigation measure(s) for these impacts. Such measures may include avoidance of occupied nests, staging work areas outside an established buffer area, modified scheduling of grading and clearing and monitoring of active nests during construction.	Conduct pre-construction nesting bird survey.	Prior to issuance of a grading permit.	Applicant and subsequent owner(s)	Department of Regional Planning

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
PROJECT NO. R2015-01232-(2) / TTM NO. 073082 / ENV NO. 201500089

MM-5	Cultural Resources	<p>Prior to the issuance of any grading permit, applicants shall provide written evidence to the County of Los Angeles that a County certified archaeologist has been retained to observe grading activities greater than six feet in depth and salvage and catalogue archaeological resources as necessary. The archaeologist shall be present at the pre-grade conference, shall establish procedures for archaeological resource surveillance, and shall establish, in cooperation with the applicant, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts as appropriate. If the archaeological resources are found to be significant, the archaeological observer shall determine appropriate actions, in cooperation with the project applicant, for exploration and/or salvage. Prior to the release of the grading bond the applicant shall obtain approval of the archaeologist's follow-up report from the County. The report shall include the period of inspection, an analysis of any artifacts found and the present repository of the artifacts. Applicant shall prepare excavated material to the point of identification. Applicant shall offer excavated finds for curatorial purposes to the County of Los Angeles, or its designee, on a first refusal basis. These actions, as well as final mitigation and disposition of the resources, shall be subject to the approval of the County.</p>	<p>Provide written evidence to the Director of Regional Planning, or designee that a qualified archaeologist has been retained.</p>	<p>Prior to issuance of a grading permit.</p>	<p>Applicant and subsequent owner(s)</p>	<p>Department of Regional Planning</p>
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MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
PROJECT NO. R2015-01232-(2) / TTM NO. 073082 / ENV NO. 201500089

MM-5 cont.	Cultural Resources	<p>Applicant shall pay curatorial fees if an applicable fee program has been adopted by the Board of Supervisors, and such fee program is in effect at the time of presentation of the materials to the County or its designee, all in a manner meeting the approval of the County. Unanticipated discoveries shall be evaluated for significance by a County-certified archaeologist. If the archaeological resources are found to be significant, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the County of Los Angeles, or its designee, on a first refusal basis; and provide a comprehensive final report including appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable).</p>	<p>Provide written evidence to the Director of Regional Planning, or designee that a qualified archaeologist has been retained.</p>	<p>Prior to issuance of a grading permit.</p>	<p>Applicant and subsequent owner(s)</p>	<p>Department of Regional Planning</p>
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MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
PROJECT NO. R2015-01232-(2) / TTM NO. 073082 / ENV NO. 201500089

MM-5.1	Cultural Resources	<p>Prior to the issuance of any grading permit, applicants shall provide written evidence to the County of Los Angeles that a County certified paleontologist has been retained to observe grading activities greater than six feet in depth and salvage and catalogue paleontological resources as necessary. The paleontologist shall be present at the pre-grade conference, shall establish procedures for paleontologist resource surveillance, and shall establish, in cooperation with the applicant, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts as appropriate. If the paleontological resources are found to be significant, the paleontologist observer shall determine appropriate actions, in cooperation with the project applicant, for exploration and/or salvage. Prior to the release of the grading bond the applicant shall obtain approval of the paleontologist's follow-up report from the County. The report shall include the period of inspection, an analysis of any artifacts found and the present repository of the artifacts. Applicant shall prepare excavated material to the point of identification. Applicant shall offer excavated finds for curatorial purposes to the County of Los Angeles, or its designee, on a first refusal basis. These actions, as well as final mitigation and disposition of the resources, shall be subject to the approval of the County.</p>	<p>Provide written evidence to the Director of Regional Planning, or designee that a qualified paleontologist has been retained.</p>	<p>Prior to issuance of a grading permit.</p>	<p>Applicant and subsequent owner(s)</p>	<p>Department of Regional Planning</p>
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MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
PROJECT NO. R2015-01232-(2) / TTM NO. 073082 / ENV NO. 201500089

MM-5.1	Cultural Resources	<p>Applicant shall pay curatorial fees if an applicable fee program has been adopted by the Board of Supervisors, and such fee program is in effect at the time of presentation of the materials to the County or its designee, all in a manner meeting the approval of the County. Unanticipated discoveries shall be evaluated for significance by a County-certified a paleontologist. If the paleontological resources are found to be significant, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the County of Los Angeles, or its designee, on a first refusal basis; and provide a comprehensive final report including appropriate records for the California Department of Parks and Recreation.</p>	<p>Provide written evidence to the Director of Regional Planning, or designee that a qualified paleontologist has been retained.</p>	<p>Prior to issuance of a grading permit.</p>	<p>Applicant and subsequent owner(s)</p>	<p>Department of Regional Planning</p>
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MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
PROJECT NO. R2015-01232-(2) / TTM NO. 073082 / ENV NO. 201500089

MM-5.2	Cultural Resources	<p>If human remains are encountered during excavation activities, all work shall halt and the County Coroner shall be notified (California Public Resources Code §5097.98). The Coroner will determine whether the remains are of forensic interest. If the Coroner, with the aid of the County-approved Archaeologist, determines that the remains are prehistoric, s/he will contact the Native American Heritage Commission (NAHC). The NAHC shall be responsible for designating the most likely descendant (MLD), who will be responsible for the ultimate disposition of the remains, as required by Section 7050.5 of the California Health and Safety Code. The MLD shall make his/her recommendation within 48 hours of being granted access to the site. The MLD's recommendation shall be followed if feasible, and may include scientific removal and non-destructive analysis of the human remains and any items associated with Native American burials (California Health and Safety Code §7050.5). If the landowner rejects the MLD's recommendations, the landowner shall rebury the remains with appropriate dignity on the property in a location that will not be subject to further subsurface disturbance (California Public Resources Code §5097.98).</p>	<p>If human remains are encountered during excavation activities, contact the County Coroner.</p>	<p>During grading activities.</p>	<p>Applicant and subsequent owner(s)</p>	<p>County Coroner, Qualified Archaeologist</p>
MM-5.3	Cultural Resources	<p>If items, areas or other resources of significance associated with tribal cultural resources are identified, all work shall halt and the Gabrieleno Band of Mission Indians, Kizh Tribal Territory, Kizh Nation, shall be notified. Avoidance and treating of the items with dignity shall occur. The Gabrieleno Band of Mission Indians' representative shall determine whether the items are of cultural interest. If the representative determines there is a cultural resource, there shall be permanent conservation easement(s) and/or protecting the items in place.</p>	<p>Avoidance of cultural resources.</p>	<p>During grading activities.</p>	<p>Applicant and subsequent owner(s)</p>	<p>Department of Regional Planning, Gabrieleno Band of Mission Indians</p>
MM-13.1	Noise	<p>Acoustical Analysis. Submit an acoustical analysis by a certified acoustical engineer to include analysis of mobile and point sources and their impact on the proposed project and neighbors, sensitive receptors (i.e., schools) and risk populations (i.e., the elderly, people with chronic health issues, etc...) to determine whether additional noise-suppression methods are required.</p>	<p>Prior to issuance of grading Permits file an acoustical analysis of mobile and point sources.</p>	<p>Prior to issuance of a grading permit.</p>	<p>Applicant and subsequent owner(s)</p>	<p>Department of Public Health, Environmental Health Division</p>

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
PROJECT NO. R2015-01232-(2) / TTM NO. 073082 / ENV NO. 201500089

MM-13.2	Noise	<p>Construction Activities. Construction activities shall not be permitted on any national holiday or on any Sunday. All construction equipment shall use properly operating mufflers. Any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet from said source shall be prohibited unless a means exists to reduce such noise below 75 dBA. The use of a temporary noise barrier during construction is considered a reasonable and feasible measure, as described below, if the 75 dBA Noise Ordinance requirement cannot be achieved by other means. A temporary noise barrier shall be installed along the southern site boundary when heavy equipment is being used within 160 feet of said boundary. The barrier height shall be 10 feet above grade. If sound blankets are installed on a support framework, the edges shall overlap sufficiently to cover any gaps, and the areal density of the framework and fabric shall be at least 3.5 pounds per square foot to provide adequate stiffness to the array.</p>	<p>Prior to issuance of grading Permits, the plans shall include notes indicating compliance with the County of Los Angeles Noise Standards and the listed notes.</p>	<p>Prior to issuance of a grading permit and during grading activities.</p>	<p>Applicant and subsequent owner(s)</p>	<p>Department of Public Health, Environmental Health Division</p>
MM-13.3	Noise	<p>Additional Construction Noise Controls. For all mobile construction equipment operating within 250 feet of adjacent residential receptors, and for all stationary construction equipment operating on the project site, additional noise attenuation techniques shall be employed to ensure that noise remains within levels allowed by the County of Los Angeles noise restrictions. Prior to issuance of grading permits, the Applicant shall submit a mitigation plan prepared by a qualified engineer or other acoustical expert for review and approval by the departments of Regional Planning and Public Health that identifies noise control measures that achieve a minimum 20 dBA reduction in construction-related noise levels. The mitigation plan may include use of vibratory pile drivers or other pile driving noise controls, sound curtains, engineered equipment controls, or other methods. Noise control requirements shall be noted on project construction drawings and verified by the Building and Safety Division during standard inspection procedures.</p>	<p>Prepare and file a mitigation plan that identifies that achieve a minimum 20 dBA reduction in construction-related noise.</p>	<p>Prior to issuance of a grading permit.</p>	<p>Applicant and subsequent owner(s)</p>	<p>Department of Regional Planning, Department of Public Health, Environmental Health Division.</p>

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
PROJECT NO. R2015-01232-(2) / TTM NO. 073082 / ENV NO. 201500089

MM-13.4	Noise	Neighbor Notification. Provide notification to occupants adjacent to the project site at least 24 hours prior to initiation of construction activities that could significantly affect outdoor or indoor living areas. This notification shall include the anticipated hours and duration of construction and a description of noise reduction measures. The notification shall include a telephone number for local residents to call to submit complaints associated with construction noise. The notification shall also be posted on La Brea Avenue and Overhill Drive adjacent to the project site, and shall be easily viewed from adjacent public areas.	Post a notice of anticipated hours and duration of construction and a description of noise reduction measures easily-viewed from public areas adjacent to the site.	Prior to issuance of a grading permit.	Applicant and subsequent owner(s)	Department of Regional Planning
MM-19	Mitigation Compliance	As a means of ensuring compliance of above mitigation measures, the applicant and subsequent owner(s) are responsible for submitting compliance report to the Department of Regional Planning for review, and for replenishing the mitigation monitoring account if necessary until such as all mitigation measures have been implemented and completed.	Submittal and approval of compliance report and replenishing mitigation monitoring account as required.	Yearly and as required until all measures are completed.	Applicant and subsequent owner(s)	Department of Regional Planning



TENTATIVE MAP FINDINGS

Pursuant to the Subdivision Map Act (Government Code Sections 66474 and 66474.02), the applicant shall substantiate the following:

(Do not repeat the statement or provide Yes/No responses. If necessary, attach additional pages.)

a) The proposed map is consistent with applicable General Plan/Community Plan and Specific Plan.
b) The design or improvement of the proposed subdivision is consistent with applicable General Plan/Community Plan and Specific Plan.
c) The site is physically suitable for the type of development.
d) The site is physically suitable for the proposed density of development.

e) The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
f) The design of the subdivision or type of improvements is not likely to cause serious public health problems.
g) The design of the subdivision or the type of improvements will not conflict with easements of record or easements established by judgement of a court of competent jurisdiction, acquired by the public at large, for access through or use of, property within the proposed subdivision.
h) For an area located in a state responsibility area or a very high fire hazard severity zone, the subdivision is consistent with regulations adopted by the State Board of Forestry and Fire Protection as meeting or exceeding the state regulations.
i) For an area located in a state responsibility area or a very high fire hazard severity zone, that structural fire protection and suppression services will be available for the subdivision through either a county, city, special district, political subdivision of the state, another entity organized solely to provide fire protection services that is monitored and funded by a county or other public entity, or the Department of Forestry and Fire Protection by contract.

CONDITIONAL USE PERMIT

In addition to the information required in the application, the applicant shall substantiate to the satisfaction of the Zoning Board and/or the Commission, the following facts:

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

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

Response: The proposed residential development is local and community serving for the general public and residents of the Ladera Heights-View Park-Windsor Hills Community and will not adversely affect the health, peace comfort or welfare of persons residing in or working in the surrounding area. The developer has performed all necessary environmental testing to ensure that no hazards, or potential risks will negatively impact the project or the surrounding area.

Response: All residential activities will be contained inside a 5-story building; all 206 parking spaces will be provided in surface lots or building interior with no offsite impacts.

Response: The site is insulated from off-site land uses to the east by Overhill Drive and to the west by LaBrea Ave. Mature landscaping; generous setbacks color and materials will buffer the single family uses to the south and the commercial uses to the north. Windsor Hills Elementary School to the east is buffered by Overhill Drive.

Response: The Applicant has submitted a development program, consisting of a site plan and progress schedule, which complies with the requirements of S.22.40.050. Such program will be further clarified during the processing of the request by additional details on landscaping, and construction details which will become part of the approval.

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

Response: Residential uses will reduce vagrancy and dumping; the residential uses will create a secure/active environment lacking on this site for decades.

Response: The area the parcel is situated in has always been characterized by mixed-uses – schools, local serving commercial and residential – all in close proximity. Development of the site will expand the existing residential neighborhood to the south and provide a link to the existing local serving commercial to the north. The project will serve as a transition between the single family uses to the south and east as well as the other uses to the north.

Response: The site is served by all required utilities and has access to major arterial streets; it is of sufficient size and shape to accommodate residential development at varying heights ranging from 42', to 76' depending on perspective and elevation.

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

Response: The Applicant will implement on and off site mitigation for potential traffic impacts that are identified by the County and the Traffic Analysis, where applicable.

Response: The applicant will upgrade and extend all utilities necessary to service the site and will not degrade the quality of services currently provided to neighboring areas.

Response: As a residential development, there will be an intensity of use that mitigates potential vagrancy currently associated with the undeveloped parcel.

Response: The Applicant will implement on-site mitigation for potential noise impacts that are identified by County Health Services.

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

Response: The project architect has achieved compatibility of design and development through the use of an off-center building axis for an irregular shaped site which creates an 80 foot buffer between the proposed condominium project and the single family uses to the south. The design also incorporates landscape screening as well as non-intrusive building materials and colors.

Response: The project features several amenities. All residential units utilize an open plan concept with open great room concepts which are adjacent and open to generous outdoor decks and patios which invites outdoor living. Enhanced penthouse residential units are located on the upper level of the project and this level contains significant setbacks from the lower levels. The project is proposed with 5 levels of residential units and three levels of subterranean parking. A large project common open space is provided on grade and incorporates a swimming pool, spa and outdoor barbeque facilities in a lush landscape environment. This common open outdoor space has been located conveniently and adjacent to the enclosed clubhouse space. The project also proposes an exercise room as part of the common area facilities.

- C. That the proposed use is adequately served:**
- 1. By highways or streets of sufficient width and improved as necessary to carry out the kind and quantity of traffic such use would generate, and**

Response: The Traffic Analysis conforms to Traffic and Lighting Division Guidelines and the Applicant will implement on and off site mitigation for potential traffic impacts at affected locations – area intersections, Overhill Dr. access points, and affected road/street segments if applicable.

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

Response: The applicant will upgrade and extend all utilities necessary to service the site and will not degrade the quality of services currently provided to neighboring areas.

Response: The project is served by Windsor Hill Elementary school, which is located directly across from the site as well as several neighboring nursery schools, private and charter schools, and local community colleges, which can be easily accessed from the project site.

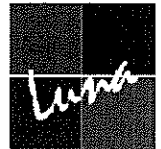
Response: The project will be served by the following Los Angeles Metropolitan Transit Association (Metro) lines, which are in close proximity to the site:

- 102
- 212/312
- 108/358
- 607



La Brea Condominiums

View + Solar Studies



**Michael
Luna**
® ASSOCIATES
Architects

1531

El Camino Real

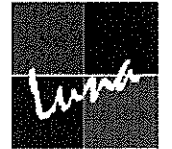
San Clemente, CA

92672

**La Brea
Condos**

[View Map](#)

View Simulation 1 School



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El Camino Real

San Clemente, CA

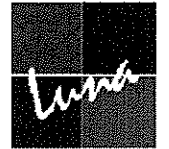
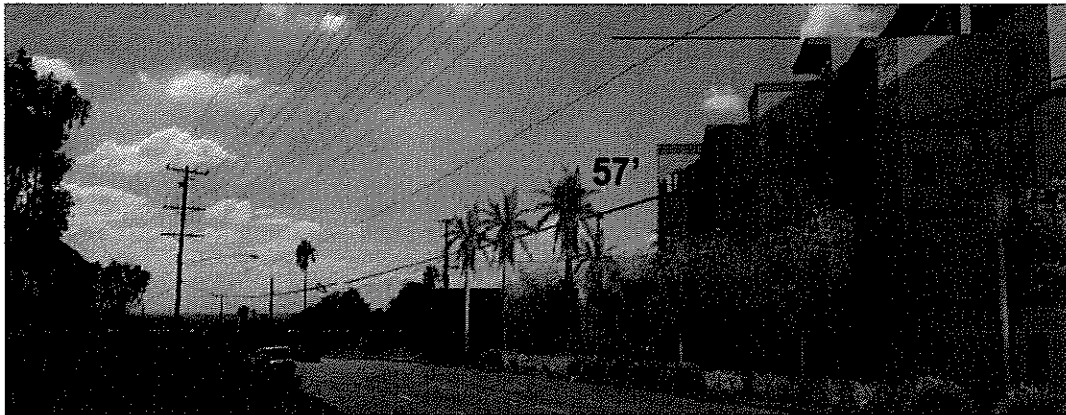
92672

**La Brea
Condos**

Simulation 1

View from
Windsor Hills
Magnet school.

View Simulation 2 School



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El Camino Real

San Clemente, CA

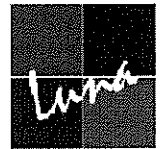
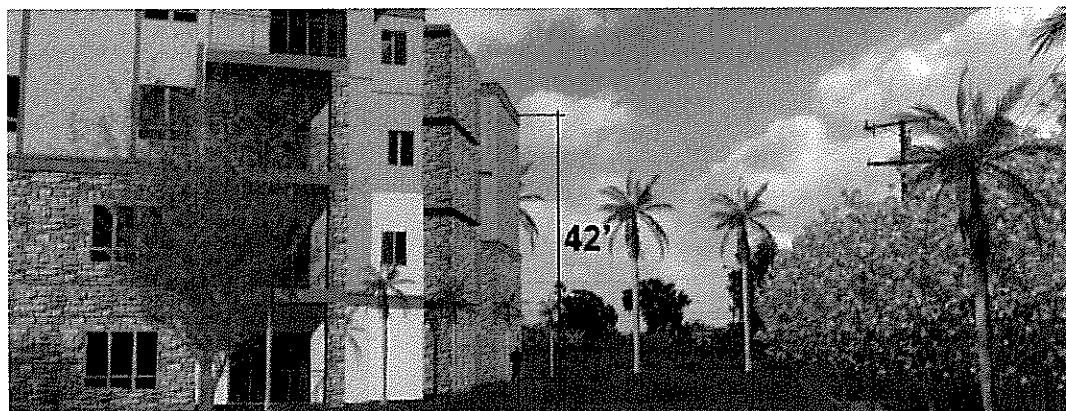
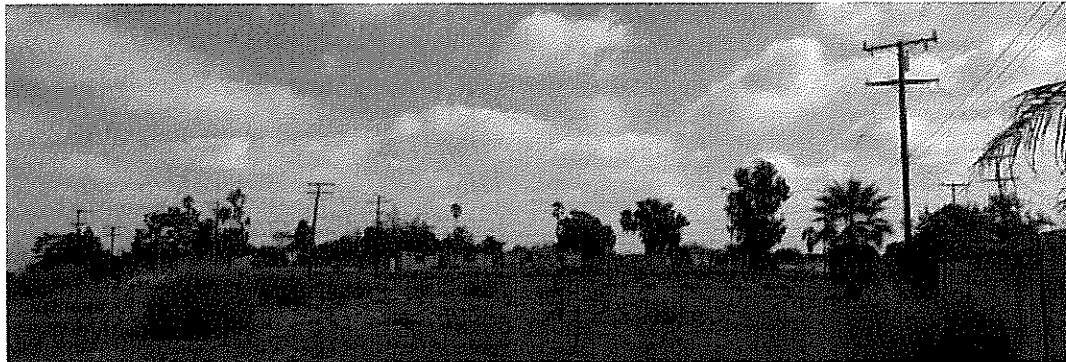
92672

**La Brea
Condos**

Simulation 2

*View from
Windsor Hills
Magnet school.*

View Simulation 3 Neighboring Residences



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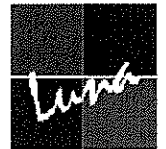
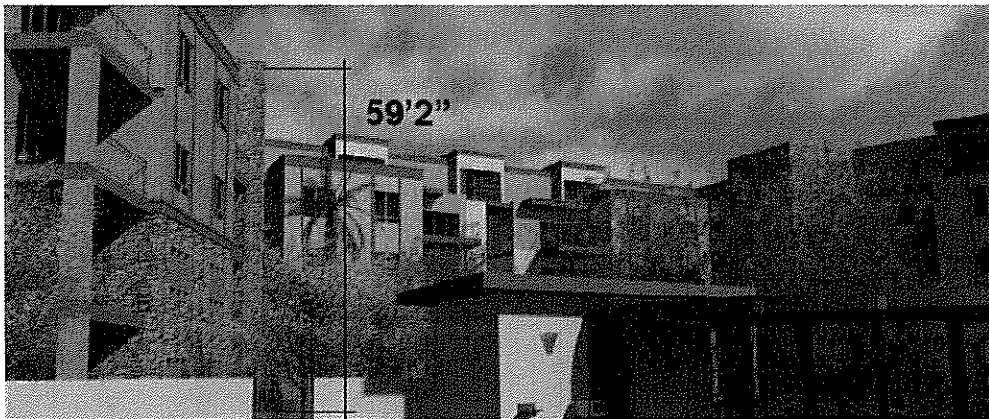
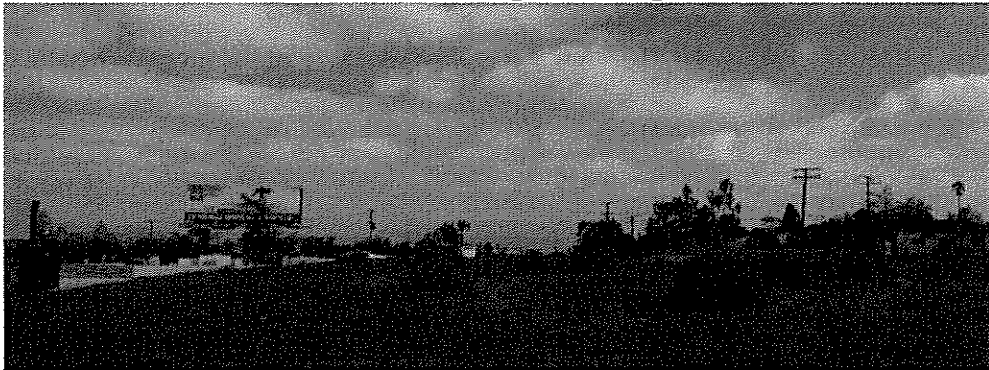
El Camino Real
 San Clemente, CA
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**La Brea
Condos**

Simulation 3:

View From Residential
Areas

View Simulation 4 Neighboring Residences



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San Clemente, CA

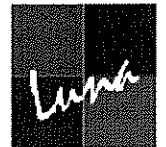
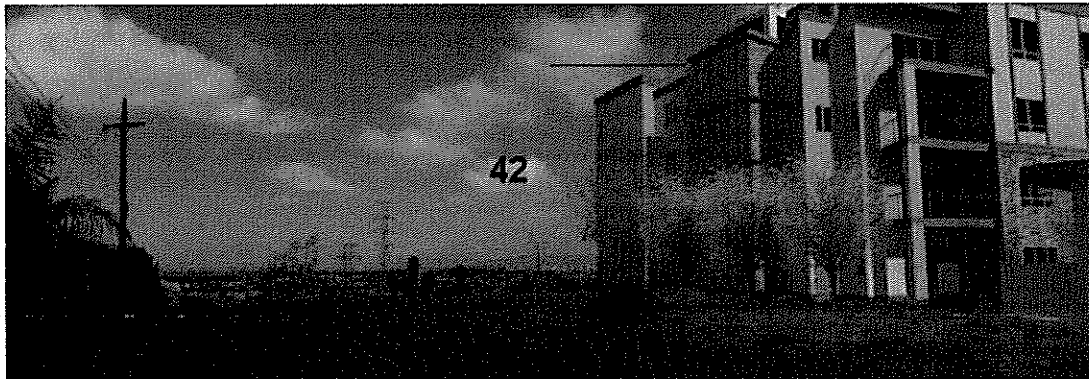
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**La Brea
Condos**

Simulation 4

View From Residential
Areas

View Simulation 5 Neighboring Residences



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San Clemente, CA*

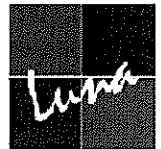
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**La Brea
Condos**

Simulation 5

View From Residential
Areas

View Simulation 6 S. La Brea Avenue



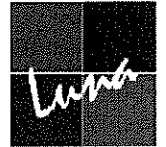
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Luna**
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**La Brea
Condos**

Simulation 6
View from
South
La Brea Ave.

View Simulation 7 S. La Brea Avenue



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Luna**
* ASSOCIATES
Architects

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San Clemente, CA

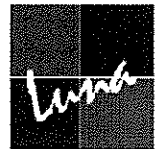
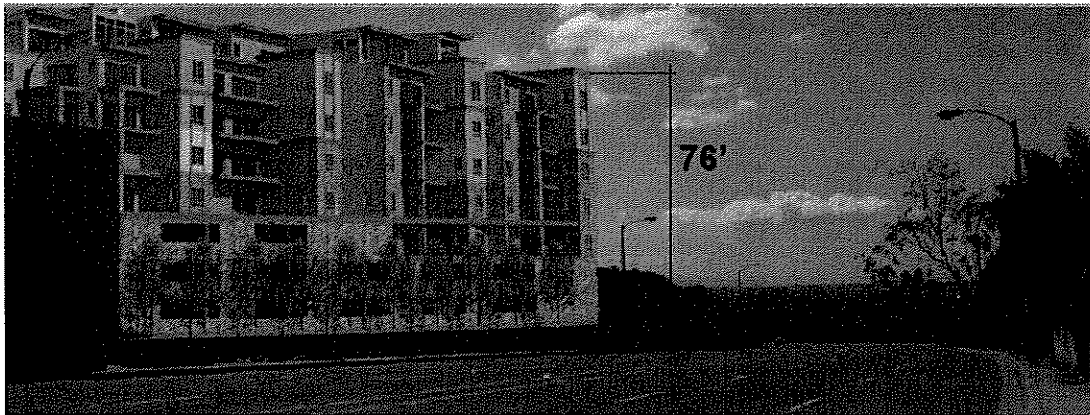
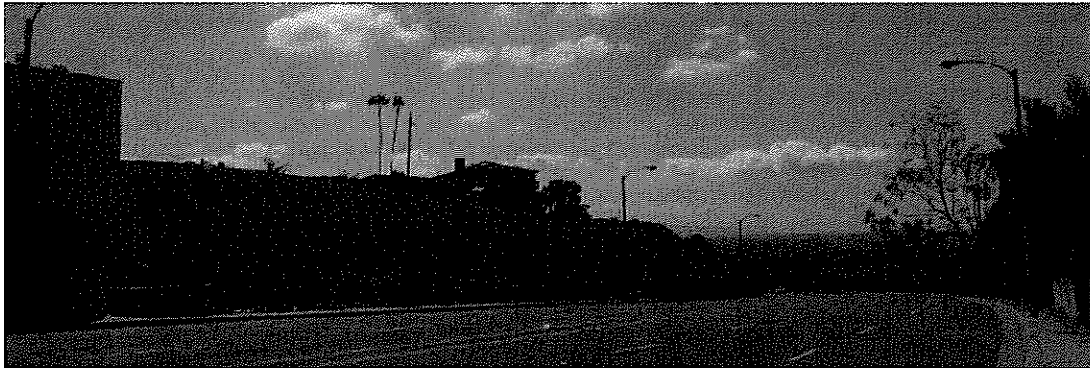
92672

**La Brea
Condos**

Simulation 7:

View from
South
La Brea Ave.

View Simulation S. La Brea Avenue



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Luna**
& ASSOCIATES
Architects
1331

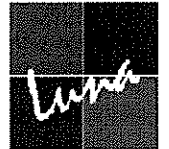
El Camino Real
San Clemente, CA
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**La Brea
Condos**

View Simulation 8:

View from
South
La Brea Ave.

MORNING SHADOWS



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Luna**
& ASSOCIATES
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El Camino Real

San Clemente, CA

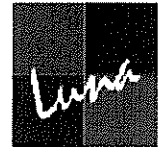
92672

**La Brea
Condos**

Solar Study
Simulation 1:

Morning
Shadows

MIDDAY SHADOWS



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Luna**
AN ASSOCIATES
Architects

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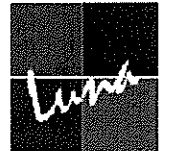
El Camino Real
San Clemente, CA
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**La Brea
Condos**

Solar Study
Simulation 2:

Noon
Shadows

AFTERNOON SHADOWS



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Luna**
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San Clemente, CA

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**La Brea
Condos**

**Solar Study
Simulation 3:**

**Afternoon
Shadows**





Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead



HILLSIDE MANAGEMENT BURDEN OF PROOF

Pursuant to Zoning Code Section 22.56.217.F, the applicant shall substantiate the following:

(Do not repeat the statement or provide Yes/No responses. If necessary, attach additional pages.)

- A. That the proposed development preserves the physical integrity of the HMAs to the greatest extent feasible, resulting in lesser amount of impacts to hillside resources by:
1. Locating development outside of HMAs to the extent feasible;
 2. Locating development in the portions of the HMAs with fewer hillside constraints, and;
 3. Using sensitive hillside design techniques tailored to the site requirements.

The existing 1.84-acre vacant lot which is covered primarily by grass and a few shrubs, at 5101 Overhill drive, consists of a relatively flat building surface adjacent to overhill drive. the proposed project will be located on this flat pad to take advantage of views and to minimize hillside constraints during construction. (see attachment, section a)

- B. That the proposed development preserves the scenic value of HMAs to the extent feasible, resulting in lesser amount of impacts to on-site and off-site scenic views of slopes and ridgelines as well as views of other unique, site specific aesthetic or significant natural features of the hillside, by:
1. Locating development outside of HMAs to the extent feasible;
 2. Locating development in the portions of HMAs with the fewest hillside constraints, and;
 3. Using sensitive hillside design techniques tailored to the site requirements.

While there are scenic vistas from various portions of the Windsor Hills Community, there are no scenic vistas that would be adversely affected by the proposed project. for example, visual simulation no. 1 demonstrates that the proposed project would affect a distant vista seen from windsor hills math science magnet elementary school playground; (see attachment, section b)

- C. That the proposed development is compatible with or enhances community character, and provides open space as required in the ordinance. Where open space requirements are modified:
- a. For development in a rural land use designation, that a greater percentage of improved open space is necessary for public safety or is aesthetically superior; or
 - b. For streets within a natural open space area, that such street is necessary to ensure adequate circulation or access. In such cases, no portion of the street shall be counted as open space.

The proposed project would upgrade the entire area because it has been vacant for the past 50 years and is an eyesore. in addition, the project would add residential homeownership opportunities that are consistent with adjacent uses. this project will serve as a transition project from the busy inter-section and commercial uses into the single family residential uses directly (see attachment, section c)

- D. That the proposed development is in substantial compliance with the Hillside Design Guidelines.

The proposed design of the project is consistent with the Hillside Management Area Ordinance because the projects design incorporates quality design features and promotes land development on the site that is compatible with the existing natural surroundings. however, some of the guidelines are not applicable due to the projects location in a highly urbanized and developed community. the projects scope also makes it unique because it involves one structure as opposed to a large (see attachment, section d)

HILLSIDE MANAGEMENT BURDEN OF PROOF

Pursuant to Zoning Code Section 22.56.217.F, the applicant shall substantiate the following:

A – PHYSICAL INTEGRITY	1
B – SCENIC VALUE	2
C – COMMUNITY CHARACTER	4
D – COMPLIANCE WITH GUIDELINES	5

A – Physical Integrity

That the proposed development preserves the physical integrity of the HMAs to the greatest extent feasible, resulting in lesser amount of impacts to hillside resources by:

1. Locating development outside of HMAs to the extent feasible;
 2. Locating development in the portions of the HMAs with fewer hillside constraints, and;
 3. Using sensitive hillside design techniques tailored to the site requirements.
-

The existing 1.84-acre vacant lot which is covered primarily by grass and a few shrubs, at 5101 Overhill Drive, consists of a relatively flat building surface adjacent to Overhill Drive. The proposed project will be located on this flat pad to take advantage of views and to minimize hillside constraints during construction. Location of the development in this area will minimize disturbance to existing topographical forms and maintain the natural features of the site. There is an existing North-South ridge near the Westerly end of this site which will be maintained.

The aforementioned descending slope is roughly 50' high, varies in grade from 2:1 to 5:1 leading down to La Brea Avenue. (insert info on building articulation and height) The site is bordered to the South by residential developments, separated from the subject property by a retaining wall, and to the North by a commercial development. The proposed design of the development preserves the physical integrity of the HMAs to the greatest extent feasible by setting building footings back one-third of the height of the slope, with a minimum of five feet and a maximum of 40 feet, and one half of the height of the slope with a maximum of 15 feet for the ascending slope. In addition, a minimum 15-foot setback from any surface ground fracture shall be maintained.

The View, Hillside Management Burden Of Proof - Attachment

All grading and the excavation of approximately 28,150 cubic yards of dirt shall be accomplished under the discretion of the project geotechnical engineer in accordance with the requirements of the County of Los Angeles. Structural design of the project shall meet or exceed the Uniform Building Code (UBC) requirements for seismic design, under the provisions of the County of Los Angeles Building Code. The proposed project shall comply with all state and County of Los Angeles building and seismic regulations to minimize danger and losses that may result from ground shaking/seismic activity. In addition, the projects design has incorporated design techniques tailored to meet these specific site conditions.

B – Scenic Value

That the proposed development preserves the scenic value of HMAs to the extent feasible, resulting in lesser amount of impacts to on-site and off-site scenic views of slopes and ridgelines as well as views of other unique, site specific aesthetic or significant natural features of the hillside, by:

1. Locating development outside of HMAs to the extent feasible;
 2. Locating development in the portions of HMAs with the fewest hillside constraints, and;
 3. Using sensitive hillside design techniques tailored to the site requirements.
-

While there are scenic vistas from various portions of the Windsor Hills Community, there are no scenic vistas that would be adversely affected by the proposed project. For example, Visual Simulation No. 1 demonstrates that the proposed project would affect a distant vista seen from Windsor Hills Math Science Magnet Elementary School playground; however, the building conceals the view of a portion of the oil fields which would not be considered a scenic vista view.

Simulation 2 looking southerly down Overhill Dr. from the school playground also shows that the Project would not adversely affect any scenic vista; that view merely shows the new building displacing the existing vacant lot.

Simulation 3 looking southeast from the rear yard of the single family homes along Onacrest Drive demonstrates that the proposed project would not affect a scenic vista from these homes. There is no scenic vista available from that perspective; there is only a view of the school yard that will be partially obstructed; additionally, these homes have an 80 feet buffer from the proposed project.

Simulation 4 looking northerly from the rear yard of the residential uses along Onacrest demonstrates that the existing view of the rear of the commercial building and the two very large billboard signs would be obstructed by the new project; however, this is not an adverse impact since it merely replaces one existing obstruction with another. This impact would occur no matter what was constructed at that location because the site sits on a hillside. The project's

The View, Hillside Management Burden Of Proof - Attachment

landscaping plan includes trees that will be planted along the rear yard fencing of the existing residential homes to improve the visual aesthetics and to mitigate any potential impacts.

Simulation 5 looking northwesterly from the single family residences along Onacrest demonstrates that the project is situated in such a manner that the single family residences can still take advantage of both mountain and ocean views. The proposed project does obstruct the unsightly view of the oil pumps and billboard, but preserves the scenic vista to the West.; additionally, there is an 80 feet set back that provides a buffer to protect the privacy of the single family residences.

Simulation 6 looking North along La Brea approaching Stocker Street also demonstrates that scenic vistas are not impacted at all. Simulation 7 looking east from La Brea does not impact scenic vistas as a result of the construction of this project. The proposed project would not obstruct views from the adjacent Kenneth Hahn State Park or the Norman Houston Park. Both parks include hiking and biking trails that would not be impacted. The Stocker Corridor Trail and the Reuben Ingold Parkway views would not be obstructed as a result of the construction of the proposed project.

The proposed project would transform the 1.84-acre project site from a vacant lot to mid-rise condominium development. There are no outstanding scenic resources such as trees, rock outcroppings, or historic buildings that would be damaged by the proposed project. Furthermore, there are no scenic highways in the vicinity from which the proposed project might be viewed. The proposed project could be potentially visible from hiking trails in the Kenneth Hahn State Park, it would not obstruct views as the proposed project would be too distant from these trails. Lastly, as demonstrated in the Visual Simulations 1 through 5, the proposed project could be considered an improvement to the visual environment that has long been degraded by the Inglewood Oil Field. Therefore, with respect to the existing visual quality of the project site and its surroundings, the proposed project enhances the overall character of the community.

The proposed project can be found to be compatible and act as an appropriate land use transition from the commercial land uses at the La Brea/Stocker/Overhill intersection to the single-family neighborhood located to the south and east. Notwithstanding issues of land use compatibility, the construction of a five-story condominium building immediately adjacent to a single-family community would not adversely affect the quality of life for the adjacent homeowners.

The proposed project would not substantially degrade the existing visual character or quality of the project and the overall effect on the community would be insignificant. Furthermore, with sufficiently tall and dense landscaping, invasion of privacy issues would be mitigated. While the building is certainly bulkier than the single family homes to the south, it is in character with the adjacent commercial to the north. The 65 feet height and bulk of the building is visually exaggerated from its southerly perspective by the fact that it sets on top of an existing hill. Of

course the scale is greater than the single family homes to the South but the scale is in keeping with the apartments and condominiums directly to the North.

C – Community Character

That the proposed development is compatible with or enhances community character, and provides open space as required in the ordinance. Where open space requirements are modified:

- a. For development in a rural land use designation, that a greater percentage of improved open space is necessary for public safety or is aesthetically superior; or
- b. For streets within a natural open space area, that such street is necessary to ensure adequate circulation or access. In such cases, no portion of the street shall be counted as open space.

The proposed project would upgrade the entire area because it has been vacant for the past 50 years and is an eyesore. In addition, the Project would add residential homeownership opportunities that are consistent with adjacent uses. This project will serve as a transition project from the busy intersection and commercial uses into the single family residential uses directly adjacent to the project. The project sits at the edge of the county's boundary and acts as a transition project to the more densely multi- family residential uses populated to the northeast. The potential for the proposed project to physically divide an established community is based on a comparison of the existing land uses on and adjacent to the proposed project site.

As previously discussed, the 1.84-acre project site is a vacant parcel situated between commercial land uses to the north and a single-family residential community to the south and east. La Brea Avenue borders the project site on the west, and to the west of La Brea Avenue is the Inglewood Oil Field, an active industrial use. There are currently no community or public services on the project site and there are no existing roadways through the project site that are used by the adjacent residential neighborhood to the south and east, the Windsor Hills Math-Science Magnet Elementary School to the west, or the industrial oil field to the west. Therefore, the proposed project would only enhance the community character.

The condominiums would be complementary to existing uses; they would help preserve community character, provide an infusion of new uses to an area primarily characterized by older development, and the project would provide a compatible use to the neighborhood. Because of these characteristics, the project would not only maintain and conserve existing development by not adversely affecting the continuation of existing uses; it would also enhance the existing uses through the infusion of a new use. The project site is on a vacant lot, located at the outskirts of the established residential neighborhood. It is important to note that this project has been carefully designed to minimize direct impacts to the established residential uses which is why it sits on the outer edge of the neighborhood. The proposed development

provides 23,583 square feet of open space which is equivalent to the 25% of open space required under the applicable Hillside Design Guidelines.

D – Compliance with Guidelines

That the proposed development is in substantial compliance with the Hillside Design Guidelines.

The proposed design of the project is consistent with the Hillside Management Area Ordinance because the projects design incorporates quality design features and promotes land development on the site that is compatible with the existing natural surroundings. However, some of the guidelines are not applicable due to the projects location in a highly urbanized and developed community. The projects scope also makes it unique because it involves one structure as opposed to a large sprawling development more suitable for a more suburban community. Notwithstanding, the proposed project shall adhere to all applicable building code requirements.

The project is a smaller infill project surrounded by existing development which is surrounded by development which has already established the landform pattern of this hill and surrounding area. The project takes advantage of the existing contours of the land and the building steps down with the land at the Western slope area. The project design respects the upper flat area of the site and maintains this area for open space. There are no ridge silhouettes remaining due to existing development. The project is designed to take care of the many views from this site. The project is sensitive to adjacent development and provides significant setbacks. Grading has been minimized by placing the excavation under the building in order that the existing topography maintains the same existing relationship to surrounding streets. The access road is near or at existing contours. Proposed plant species comply with the hillside recommendations including those species that are drought tolerant. Tree vegetation has been placed away from the project in conformance with the Fuel Modification Plan required for this project. Due to the sites High Fire zoning the planting has been designed to meet all fuel modification requirements from the County that exceed the Hillside Design Guidelines. The design also meets all water efficient landscape ordinances.

The project also employs different materials, forms and varying finishes on the building.

A. What topographic features, lot design or other conditions justify the setback modification? (If necessary attach additional pages)

Over the years this site has presented several development challenges. The project site is a 1.84 acre, irregularly shaped, double-frontage parcel with relatively steep slope grades in excess of 50%. Where feasible, the slopes have been integrated into the design of the project to ensure that the project maintains an even, natural and pleasant façade.

The developer has designed the project with a 15 foot set back, thereby requiring a variance of 5 feet from the 20 feet requirement for projects with frontage along primary or secondary highways. The surrounding commercial properties currently enjoy similar set backs and granting the developer this relief will not have any environmental

A. What topographic features, lot design or other conditions justify the setback modification? (If necessary attach additional pages)

Over the years this site has presented several development challenges. The project site is a 1.84 acre, irregularly shaped, double-frontage parcel with relatively steep slope grades in excess of 50%. Where feasible, the slopes have been integrated into the design of the project to ensure that the project maintains an even, natural and pleasant façade.

The developer has designed the project with a 15 foot set back, thereby requiring a variance of 5 feet from the 20 feet requirement for projects with frontage along primary or secondary highways. The surrounding commercial properties currently enjoy similar set backs and granting the developer this relief will not have any environmental

B. The adjacent commercial development located at 5102 Overhill Drive currently enjoys a setback of only 12 feet per the attached document and photographs.



SCALE: 1"=20'

5012 SOUTH
LA BREA AVE.
PORTION OF LOT1

10.21' SETBACK

EXIST.
STRUCTURE

8" SEWER

5101 SOUTH
OVERHILL DRV.
PORTION OF LOT1,
TRACT 12584

Sewer manhole
441.90 T.W.
435.08 Inv 8" IN
434.98 Inv 8" OUT

Sewer
426.84 T.W.
421.03 Inv 8" IN
420.91 Inv 8" OUT

SO. CAL. EDISON
10 TR. D.

2' SO. CAL.
EDISON W. 8' W.E.
SO. CAL. EDISON
DU. 15' W.E.

Light pole
R/W
4" Outlet
429.91 T.W.
TG=428.22

Gas meter

427.40 F.F.

Electrical conduit

Edison manhole

R/W

Light pole

9.09 T.W.
68 T.W.
8 T.W.

TOAL
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ADJACENT STRUCTURE SETBACK

FIGURE
A.1

JOB NO.: **15341**

5/30/2017 4:40:40 PM N:\153xx\15341\Drawings\Civil\15341-exhibit-8x11-border.dwg

From: [Nicole Wainwright](#)
To: [Erica G. Aguirre](#)
Subject: Urgent Opposition to "The View" Luxury Condo Project – Windsor Hills Community at Risk
Date: Saturday, May 24, 2025 10:12:34 AM

CAUTION: External Email. Proceed Responsibly.

Dear Ms. Erica Aguirre,

As a Windsor Hills resident, registered voter, and concerned neighbor, I am writing to express my strong opposition to the proposed luxury condo development known as "The View" near Stocker and Overhill. This project raises serious and urgent safety concerns for our community, and I urge you to reject its approval at the June 4th Regional Planning Commission hearing.

The proposed site lies within a designated High Fire Hazard Severity Zone and an Earthquake Fault Zone—yet fire hydrants in the area have repeatedly failed to meet LA County's minimum flow standards. With hydrant flow rates at just 300–550 GPM—well below the required 1,000 GPM—this development would further endanger an already vulnerable neighborhood.

Moreover, the project is directly adjacent to the Inglewood Oil Field, Kenneth Hahn Park, and the Park-to-Playa Trail. Increased density, traffic, and fire risks in such a sensitive area are deeply troubling. Overhill Drive has already seen more than 34 accidents—including three fatalities—since 2015. Adding a 5-story structure and its related traffic will only compound these dangers.

This development does not address our community's need for equitable, affordable housing. Instead, it prioritizes high-end luxury units that do not serve the needs of the residents who call Windsor Hills home.

I respectfully urge you to prioritize community safety and responsible development. Please vote against "The View" and advocate for solutions that strengthen—rather than threaten—our neighborhood.

Sincerely,

Nicole Wainwright

5528 Harcross Drive

Windsor Hills Resident and Constituent

Nicole Wainwright

University of California Los Angeles - MPH '16

University of California Santa Barbara - B.A. Communication '08

<http://www.linkedin.com/in/nicolewainwright>

949.433.9273

From: [Graham-Hooker Family](#)
To: [Erica G. Aguirre](#)
Subject: Regarding "The View" - The Proposed Oversized Luxury Condo Development
Date: Saturday, May 31, 2025 8:20:19 PM

CAUTION: External Email. Proceed Responsibly.

Dear Ms. Aguirre,

I am writing as yet another deeply concerned resident of the View Park-Windsor Hills community to strongly urge the Los Angeles County Regional Planning Commission to deny the approval of "The View," the proposed oversized 5-story luxury condominium development near the intersection of Stocker and Overhill Drive.

This project poses serious safety and environmental risks to our community, and is deeply incompatible with the unique character and infrastructure limitations of our neighborhood. Below are the key reasons for opposition, which are based on verified facts and community data:

1. Inadequate Emergency Infrastructure in a High Fire Hazard Severity Zone

The site is located in a designated High Fire Hazard Severity Zone and an Earthquake Fault Zone, making high-density development especially dangerous.

Fire hydrants in the area have failed recent flow tests, delivering just 300–550 gallons per minute (GPM)—well below LA County's 1,000 GPM safety standard.

Recent devastating fires in areas with similar topography, like Altadena and the Palisades, highlight the extreme risk this kind of development poses without reliable emergency water infrastructure.

2. Dangerous Traffic Conditions

The project site is next to a five-point intersection at Stocker and Overhill, already known for traffic accidents—including 34 collisions with 3 fatalities since 2015.

Traffic engineers have warned of increased danger, especially on Overhill Drive and Northridge Drive.

Increased traffic from "The View" would worsen congestion and threaten pedestrian safety, especially near schools, trails, and residential areas.

3. Threat to Public Recreation and Active Transportation

The site borders Kenneth Hahn State Recreation Area and the Park-to-Playa Trail, both of which are heavily used by families, hikers, and cyclists.

Increased traffic and potential fire hazards from this development could endanger those using these public spaces.

4. Displacement of Community Needs

This luxury high-rise will not meet the urgent need for affordable housing in South LA. In contrast, projects like the Baldwin Hills Crenshaw Plaza redevelopment will add 961 units of new housing, including affordable options—highlighting better alternatives that serve community needs.

For all these reasons, I strongly oppose the approval of "The View" project and urge the County to prioritize responsible, sustainable, and community-informed development.

Thank you for your attention to this matter. Please ensure that the voices of local residents are fully considered before any decisions are made.

Sincerely,

Karen M Graham

June 1, 2025

Dear Ms. Aguirre,

I am writing as a deeply concerned resident of the Windsor Hills community that will be most directly impacted by the proposed *The View* development project. My home is located at 5134 Onacrest Drive and this development would sit directly behind my property, looming over my house. I am currently undertaking a costly renovation and this project threatens to significantly devalue my investment and compromise the integrity of my home and neighborhood.

This project raises numerous unresolved concerns that jeopardize the health, safety, environmental integrity, and long-term stability of our community—and, by extension, the greater Los Angeles area.

Please consider this letter as an official addition to the public record. It is essential that this correspondence be formally acknowledged to ensure no decision-maker, agency, or developer can later claim ignorance of the community's serious objections and the substantial risks associated with this development.

Lack of Updated Traffic and Safety Analysis

Despite the size and scope of this project, no current traffic study has been conducted. Our area already suffers from significant congestion, particularly at the intersection closest to the proposed site, where accidents are frequent. The absence of an updated emergency response access plan—especially for fire and medical services—is deeply concerning and unacceptable.

Fire and Water Infrastructure Vulnerabilities

Our community has experienced multiple fires, including those involving nearby oil fields and substations. Water pressure remains inconsistent, especially after the recent wildfires. Given our proximity to Kenneth Hahn Park, oil infrastructure, and major power lines, the area is especially vulnerable in emergency situations. These infrastructure risks must be fully assessed and addressed before any construction moves forward.

Environmental and Public Health Risks

The site is located near a fault line and fracking zones, raising the potential for toxic gas exposure due to excavation and construction. Many of my neighbors have faced denials or delays in securing construction permits because of these same geological risks. How is it possible this large-scale, exponentially more invasive project could be approved without undergoing similar or stricter scrutiny? The same fault lines run through this property.

Negative Impact on Local Schools and Families

Windsor Hills Elementary and nearby schools have already been affected by environmental issues like sinkholes, which are linked to the area's ecological instability. Increased construction without thorough environmental review could place students and school staff in further danger. Has LAUSD been consulted regarding this project's potential impact?

Lack of Transparency and Zoning Concerns

There has been minimal public input on this project and the process by which it has advanced raises serious concerns. It is troubling to learn that a key county official who allowed the project to proceed has since been convicted of bribery and fraud. This casts doubt on the integrity of the approvals granted.

Misleading Use of Affordable Housing Language

While the development has been marketed under the banner of affordable housing, it provides no meaningful options for low- or even moderate-income families. Rather than addressing the housing crisis, this project risks deepening inequity and displacing long-standing community members.

Discretionary Permits Without Community Benefit

A conditional use permit allowing an additional 35 feet in building height was granted with no apparent public benefit or justification. What, if anything, is being offered back to the community in return?

In conclusion, I am formally documenting my concerns to ensure the record reflects the community's clear and urgent objections. I respectfully demand:

- A full environmental, seismic, air, water, and fire safety impact review.
- A comprehensive traffic and emergency response analysis.
- A thorough investigation into the permitting and zoning process for this project.
- A pause on all approvals until meaningful community engagement is conducted and reflected in any final plans.

To be clear, I am not opposed to development. I am opposed to irresponsible and extractive development that disregards the needs and voices of those of us who live here.

Sincerely,



Andreas Buchanan
5134 Onacrest Drive

From: [Sydney Blount](#)
To: [Erica G. Aguirre](#); hollyjmitchell@bos.lacounty.gov
Cc: info@uhawhvp.org
Subject: Comments from a Concerned Citizen
Date: Tuesday, June 3, 2025 10:29:06 AM

CAUTION: External Email. Proceed Responsibly.

Hello, Supervisor Mitchell & County Planner Aguirre –

My name is Sydney Blount and I live in the Windsor Hills community within your district. I'm writing to express my concerns about the luxury high-rise condo project called "The View" that is set to be discussed at tomorrow's regional planning commission hearing.

The recent and devastating fires across LA have shown us how important it is to have and uphold safety measures to protect our homes, particularly in high risk, highly dense areas. As you should already know, the Windsor Hills community is already a dense area that is at risk for earthquakes given the fault lines that run under the community. It's also at risk for fires and we currently lack reliable water systems for emergencies, not to mention environmental threats from the oil fields next door.

Furthering this risk by adding more housing at the top of the hill via this project is not only unhelpful, it's negligent. That is all in addition to the dangerous traffic impacts this project would also bring as well as the decreased home values that existing neighbors would experience with their invaluable views being blocked.

I write this email to not only share my concerns, but also to ask for your help and to ask what is your office's stance on this project? This is a time when we need our local leadership to step in and advocate for us.

Best,
Sydney Blount

From: [Yolanda Duvernay](#)
To: [Erica G. Aguirre](#); HollyMitchell@bos.lacounty.gov
Subject: "The View" Project
Date: Tuesday, June 3, 2025 12:28:20 PM

CAUTION: External Email. Proceed Responsibly.

Good afternoon:

I almost NEVER send emails regarding the community concerns, but I had occasion to read the Community Safety Alert concerning the meeting tomorrow regarding "The View" project.

Unless someone is really just all about development money, that is a horrible idea!

I have lived in the View Park/Windsor Hills/Baldwin Hills/Crenshaw-Slauson/Ladera Heights communities since 1964. I learned to drive at 16 primarily up and down La Brea and Stocker. I have been LUCKY to have only been involved in an accident once at that intersection of Stocker/La Brea/Overhill (when I was hit by someone who was not familiar with that maze of an intersection).

TO DATE, there are still people who try to make left turns onto Stocker from Southbound La Brea. There is a school, joggers and walkers all impacted by that tricky intersection.

Someone has ALWAYS wanted to over-build in that section. The dental office and other small business are bad enough. Now, in a heavily trafficked area, someone wants to add the multiple, over-priced UNITS that the community has been fighting, forever.

How would all of those cars coming and going do anything other than further pile-up traffic in that intersection? You cannot come into the communities via Slauson, La Brea and La Cienega, at present, without a long wait and traffic back-up.

I would be remiss in not putting my 2 cents in - even if it means nothing to you. Me, my children, grandchildren, siblings, nieces and nephews all frequent that intersection. I do not want to have to be notified of a fatality because some greedy developer thought it was a good idea to create chaos.

Yolanda Duvernay,
Concerned Citizen

From: [Julia Mello](#)
To: [Erica G. Aguirre](#)
Subject: Opposition to "the view"
Date: Tuesday, June 3, 2025 12:37:15 PM

CAUTION: External Email. Proceed Responsibly.

Dear Erica,

I am writing as a concerned resident of the View Park–Windsor Hills community to strongly urge the Los Angeles County Regional Planning Commission to deny the approval of “The View,” the proposed oversized 5-story luxury condominium development near the intersection of Stocker and Overhill Drive.

This project poses serious safety and environmental risks to our community, and is deeply incompatible with the unique character and infrastructure limitations of our neighborhood. Below are the key reasons for opposition, which are based on verified facts and community data:

1. Inadequate Emergency Infrastructure in a High Fire Hazard Severity Zone

- The site is located in a designated High Fire Hazard Severity Zone and an Earthquake Fault Zone, making high-density development especially dangerous.
- Fire hydrants in the area have failed recent flow tests, delivering just 300–550 gallons per minute (GPM)—well below LA County’s 1,000 GPM safety standard.
- Recent devastating fires in areas with similar topography, like

Altadena and the Palisades, highlight the extreme risk this kind of development poses without reliable emergency water infrastructure.

2. Dangerous Traffic Conditions

- The project site is next to a five-point intersection at Stocker and Overhill, already known for traffic accidents—including 34 collisions with 3 fatalities since 2015.
- Traffic engineers have warned of increased danger, especially on Overhill Drive and Northridge Drive.
- Increased traffic from “The View” would worsen congestion and threaten pedestrian safety, especially near schools, trails, and residential areas.

3. Threat to Public Recreation and Active Transportation

- The site borders Kenneth Hahn State Recreation Area and the Park-to-Playa Trail, both of which are heavily used by families, hikers, and cyclists.
- Increased traffic and potential fire hazards from this development could endanger those using these public spaces.

4. Displacement of Community Needs

- This luxury high-rise will not meet the urgent need for affordable housing in South LA.
- In contrast, projects like the Baldwin Hills Crenshaw Plaza redevelopment will add 961 units of new housing, including affordable options—highlighting better alternatives that serve community needs.

For all these reasons, I strongly oppose the approval of “The View” project and urge the County to prioritize responsible, sustainable, and community-informed development.

Thank you for your attention to this matter. Please ensure that the voices of local residents are fully considered before any decisions are made.

Sincerely,

Julia Mello

5501 Onacrest drive

Los Angeles, CA 90043

Sent from my iPhone

From: hutchinsonreport@aol.com
To: jheath@uhawhvp.org
Subject: Calls on Supervisor Holly Mitchell Oppose Project
Date: Tuesday, June 3, 2025 2:07:54 PM

CAUTION: External Email. Proceed Responsibly.

[https://m.facebook.com/story.php?](https://m.facebook.com/story.php?story_fbid=1181662143758364&id=783625323&sfnsn=mo&mibextid=RUbZ1f)

[story_fbid=1181662143758364&id=783625323&sfnsn=mo&mibextid=RUbZ1f](https://m.facebook.com/story.php?story_fbid=1181662143758364&id=783625323&sfnsn=mo&mibextid=RUbZ1f)

<https://www.facebook.com/earl.o.hutchinson/videos/1181662143758364>

Los Angeles Urban Policy Roundtable

June 2, 2025

for Immediate Release

Contact:

Earl Ofari Hutchinson

323-383-6145

Press Briefing

When Tuesday June 3 10 AM

**Where At hazardous proposed development project site on
Overhill Blvd near Stocker St., L A 90043**

**Los Angeles Urban Policy Roundtable President Charges Development
Project Endangers Predominantly Black South LA Neighborhood
Calls on Supervisor Holly Mitchell Oppose Project**

Los Angeles Urban Policy Roundtable President Earl Ofari Hutchinson on Tuesday June 3 will call on Supervisor Holly Mitchell to Oppose a development project that endangers a predominantly upscale Black South LA Neighborhood View Park Windsor Hills. Hutchinson will make the call at the proposed site on Overhill Blvd. Near Stocker St. L A 90043 at 10 AM.

"The proposed development poses grave danger of fire, chemical, toxic waste hazard to an exclusively residential predominantly Black neighborhood," says Hutchinson, "Neighborhood groups have repeatedly called for the County to reject the project because of the hazards that put property and homeowner lives at risk. Mitchell must act

LA County Regional Planning Commission
320 West Temple Street
Los Angeles, CA 90012

RE: **Project Number R2015-01232-[2]**
June 4th Hearing on Final EIR for "The View"

Honorable Commissioners:

As a resident of historic Windsor Hills-View Park, I write to ask you to consider the serious health and safety impacts and the potential harmful impact on our local infrastructure that the proposed 88-unit condominium project at 5101 Overhill Drive known as "The View" will have if you approve it without any modifications or conditions:

- Recent fire hydrant flow tests in Windsor Hills & View Park indicate dangerously low flow rates (300 to 550 gallons per minute instead of the County-required 1,000 GPM) in our existing water system, without the added demand that would be imposed by a new high-rise development.
- "The View" would be built within a High Fire Hazard Severity Zone and an Earthquake Fault Zone, in direct violation of the County's 2035 General Plan Policies S 1.1 and S 4.1.
- "The View" would be located next to the Inglewood Oil Field along an accident-prone stretch of Overhill Drive, where more than 34 accidents with 3 fatalities have occurred since 2015.
- A January 3, 2023 traffic engineer's report warned of dangerous conditions associated with the proposed two-way left turn lane on Overhill Drive and bypass traffic on Northridge Drive, and concluded that safe ingress and egress from Overhill Drive has not been properly analyzed.
- No analysis was done to assess the impact that "The View" will have on the existing water distribution system in Windsor Hills & View Park, and recent fires in Altadena and Palisades serve as tragic reminders that hilly areas like Windsor Hills & View Park in or near High Fire Hazard Severity Zones must have reliable water systems that can perform in emergencies.

The devastating loss of life and homes in the Palisades and Eaton Wildfires should inspire you to do everything within your power to make sure that our existing infrastructure is adequate to serve the Windsor Hills / View Park community during emergencies, and to consider "The View" with an eye toward protecting our health and safety rather than preserving the developer's profits. It is important to note that "The View" is a luxury condo project that will not help solve our affordable housing crisis, and we remind you that 961 new housing units were recently approved to be built at Baldwin Hills Crenshaw Plaza, which is close to the project site.

Before you vote to approve "The View" please consider all of the above facts and ask yourself whether this project will help or hurt our community. Thank you.

Sincerely,

Signature

Lisa J Ross

Print Name

LISA J ROSS

Address

4518 NORTHRIDGE DRIVE, LA, CA 90043

E-mail and/or phone #

ross/lisa.ross@aol.com

From: [Bowe King](#)
To: [Erica G. Aguirre](#)
Subject: Please DO NOT approve Stocker/Overhill luxury high rise "The View"
Date: Tuesday, June 3, 2025 4:04:40 PM

CAUTION: External Email. Proceed Responsibly.

Dear Erica,

Please do not approve a luxury high rise at the already overburdened 5-way intersection at Stocker, LaBrea and Overhill.

If you live, work, or commute in the general View Park/Windsor Hills area, at all, then you will clearly understand how negatively a luxury condo building will impact the community overall and specifically be detrimental to the 5-way intersection at Stocker, LaBrea and Overhill.

This intersection is already one of the most congested in the city, and during busier times of the day the corner of Stocker and Labrea is at a standstill with congestion as is (just try driving from the west side of Stocker around 4:30pm). Not only would the entire construction phase of a luxury project like this further burden an already overtaxed community, but once occupied it would further disenfranchise the neighborhoods by creating a veritable gate of traffic to hinder the ability to move through that area.

All you need to do is go a little bit down the hill and over to LaCienega to see how horrendous traffic has become in the fallout of the luxury condo building at the old Cumulus lot - which has forever hampered what was previously an efficient traffic pattern into a definitive parking lot.

On top of all of these *obvious* reasons NOT to build there - traffic implications, traffic hazards, *and* negative impacts on the community - there is also the danger of placing a massive condo building in the area where it will sap needed utilities from a community who has already experienced less emergency water flow, which in case of emergency will suffer even more.

More luxury high rise developments on already oversaturated thoroughfares will NOT help with affordable housing needs. I fully support affordable housing and development, in areas that will not negatively already overtaxed communities and traffic. The nearby Baldwin Hills Crenshaw Plaza is a beautiful location nearby that works well for housing development because of the infrastructure that exists and the low impact on the community during construction. If you were to ever think about building anything at all at this intersection, only build a project that empowers this already underrepresented community, which enriches and benefits the community, and helps the community be healthier - not a luxury high rise that will further disenfranchise and hinder this community from thriving.

Please also recognize how the LaBrea corridor just north of Stocker, at Don Lorenzo, has been relegated to only 2 lanes for literally YEARS without being fixed. If the city cannot perform cleanup on this simple task, and organize to fix LaBrea back to 3 lanes at a main artery, then how does it expect to keep traffic flowing while constructing a massive luxury condo building, not to mention adding the dangerous traffic hazards of a fully occupied building right there.

FIX LaBrea corridor at Don Lorenzo ASAP.

Please DO NOT approve a luxury high rise at this already overburdened intersection.

Do the right thing for the traffic of this city, do the right thing for the burden of this community, do the right thing for the people who's backs this type of thing would further oppress. For once, **please do not cowl** to the wealthy industrialists pushing their luxury projects onto this community. For once, do what is right for the people living in and around this already separated community.

Sincerely, a very concerned community member,
Donovan King

LA County Regional Planning Commission
320 West Temple Street
Los Angeles, CA 90012

RE: Project Number R2015-01232-[2]
June 4th Hearing on Final EIR for "The View"

Honorable Commissioners:

As a resident of historic Windsor Hills-View Park, I write to ask you to consider the serious health and safety impacts and the potential harmful impact on our local infrastructure that the proposed 88-unit condominium project at 5101 Overhill Drive known as "The View" will have if you approve it without any modifications or conditions:

- Recent fire hydrant flow tests in Windsor Hills & View Park indicate dangerously low flow rates (300 to 550 gallons per minute instead of the County-required 1,000 GPM) in our existing water system, without the added demand that would be imposed by a new high-rise development.
- "The View" would be built within a High Fire Hazard Severity Zone and an Earthquake Fault Zone, in direct violation of the County's 2035 General Plan Policies S 1.1 and S 4.1.
- "The View" would be located next to the Inglewood Oil Field along an accident-prone stretch of Overhill Drive, where more than 34 accidents with 3 fatalities have occurred since 2015.
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The devastating loss of life and homes in the Palisades and Eaton Wildfires should inspire you to do everything within your power to make sure that our existing infrastructure is adequate to serve the Windsor Hills / View Park community during emergencies, and to consider "The View" with an eye toward protecting our health and safety rather than preserving the developer's profits. It is important to note that "The View" is a luxury condo project that will not help solve our affordable housing crisis, and we remind you that 961 new housing units were recently approved to be built at Baldwin Hills Crenshaw Plaza, which is close to the project site.

Before you vote to approve "The View" please consider all of the above facts and ask yourself whether this project will help or hurt our community. Thank you.

Sincerely,

Signature

Address

E-mail and/or phone #

Velva A. Montgomery Print Name Velva A. Montgomery
Marilyn J Montgomery
5301 Overdate DR. LA CA 90043
Julie.Universalmages@gmail.com

From: [Erica G. Aguirre](#)
To: [charles covington](#)
Subject: Re: "The view project " where Overhill Dr meets La Brea Ave ! Not the right location !
Date: Wednesday, June 4, 2025 10:36:25 AM

Hello, Mr. Covington. Yes, it will. Thank you for following up to confirm.

ERICA G. AGUIRRE, AICP (she/her/hers)

PRINCIPAL PLANNER, Subdivisions

From: charles covington <ckcchc2020@yahoo.com>
Sent: Wednesday, June 4, 2025 10:27:31 AM
To: Erica G. Aguirre <EAguirre@planning.lacounty.gov>
Subject: Re: "The view project " where Overhill Dr meets La Brea Ave ! Not the right location !

CAUTION: External Email. Proceed Responsibly.

Hello Ms. Aguirre ,
The item was delayed from today's hearing , will my noted objection be included for the hearing in September?
Sent from my iPhone
Truly ,
Charles Covington

Sent from my iPhone

On Jun 3, 2025, at 2:54 PM, Erica G. Aguirre
<EAguirre@planning.lacounty.gov> wrote:

Thank you, Mr. Charles Covington:

Your comment was received after the noon cut off and we will add this to the administrative record for the project, however, it will not be included as part of the supplemental package to the Commission.

ERICA G. AGUIRRE, AICP (she/her/hers)

PRINCIPAL PLANNER, Subdivisions

From: charles covington <ckcchc2020@yahoo.com>
Sent: Tuesday, June 3, 2025 2:44 PM
To: Erica G. Aguirre <EAguirre@planning.lacounty.gov>

Cc: HollyJMitchell@bos.lacounty.gov

Subject: "The view project " where Overhill Dr meets La Brea Ave ! Not the right location !

CAUTION: External Email. Proceed Responsibly.

Hello ,this is an email to hopefully aid you in the understanding of what dangerous road we are traveling down ! "the View "project again is coming back for another round ! This project in its proposed state is a danger to our neighborhood. This project has been fought against before and defeated! Now back for your approval which is putting our community in danger again! An oversized and bulky single building does not match anything in our community ,more than doubling the height of the current surrounding structures ,it is out of character for the people living in this community. There are new neighbors that don't know the history of this community, I'm not sure you know the history of this community, but it's one of high standards and of pride! This project is neither of these. it doesn't match the neighborhood's characteristics at all, entering and exiting to site is very poorly executed , lacking of options as its currently demonstrates ! In case of emergency, how are these people expected to leave in a quick response ! Wild fires as we have seen is a high priority problem This area is marked as a high fire risk area ! Just this past year this has become a big big topic . Not only for our community but others communities around the County ! Water sources are scarce, such a designed building in a high fire zone is adding fuel to the fire! The picture attached is from this year , right across the street from the proposed site. Our community was Blessed ! We could have been another Palisades if not for some very courageous firefighting and Gods Devine favor. Had this building been there, who knowsjust a few embers could have traveled a different direction and we may not have been here to talk about it! I took this picture January 7, 2025 at the top of my street! My street turns into Onacrest Drive the street adjacent to the proposed site ! You can see it was a very scary night, Palisades is in the background of my picture already fully involved! The fire across the street from this proposed project site was fast and furious, just very Blessed the winds were not blowing in any other direction! That was some gut wrenching hours worrying about the survival of my neighborhood ! This project is a danger to its core from underground exploration to its overly tall structure! I can write all night of the reasons this project is not right for this site but I think life safety is one of the biggest! Congestion out of the site (only one way south on Overhill Dr)is not a good evacuation plan for an oversized and dense building as proposed ! ****I have submitted an objection letter with other concerns to this project along with most of my neighbors !

<image001.jpg>

Sincerely a concerned neighbor and current resident of Windsor Hills /View Park !
Charles Covington ,
former first responder, licensed plans examiner!
5157 Brea Crest Drive
Windsor Hills , Ca 90043
Ckcchc2020@yahoo.com

Sent from my iPhone

From: [Duane Cobb](#)
To: [Erica G. Aguirre](#); hollyjmitchell@bos.lacounty.gov
Subject: "The View" @ Windsor Hills/View Park
Date: Wednesday, June 4, 2025 9:55:56 AM

CAUTION: External Email. Proceed Responsibly.

Good day,

I am a resident of the 90008-zip code area and vehemently oppose the approval of "The View" housing development for the following reasons:

- Recent fires in Altadena and Palisades prove hilly areas like Windsor Hills & View Park need - and currently lack - reliable water systems for emergencies
- Fire hydrants in unincorporated Windsor Hills& View Park are flowing at 300-550 GPM (gallons per minute), far below LA County's 1,000GPM minimum requirement,
- "The View" project site is in a High fire Hazard Severity Zone AND an Earthquake Fault Zone
- "The View" would be located next to the Inglewood Oil Field along an accident prone stretch of Overhill Drive, where more than 34 accidents with 3 fatalities have occurred since 2015
- Traffic engineers have warned of dangerous traffic impacts on Overhill Drive and on Northridge Drive near the five-point intersection where the proposed site for "The View" is located
- The project site abuts Kenneth Hahn State Recreation Area, which is also in a High Fire Hazard Severity Zone
- The project site is next to the Park-To-Playa Trail, where Increased fire and traffic hazards from "The View" could endanger families, hikers, bikers, and pedestrians
- More luxury high-rise condos Will NOT address our urgent need for more affordable housing. Nearby Baldwin Hills Crenshaw Plaza recently obtained approval to add 961 units of new housing to serve the area

Our community has been criminally ignored for decades and not only survived but thrived. Only recently, with the Metro Crenshaw line & Sofi/Intuit complex has there been a gentrifying interest in development (with neither consent nor input) in our community. "The

View” project will create a huge undue hardship for those who have lived in community for generations, as well as an immediate economic impact on the businesses and recreation areas that will be displaced at the five-point intersection. Please do NOT approve this latest effort towards aggressive gentrification of our community. This is not progress. This is NOT the way.

Best,

Duane Cobb, Med, PHR

310.871.0985

duane.cobb@outlook.com

Duane Cobb, MEd, PHR

310.871.0985

From: [Danny Williams](#)
To: hollyj.mitchell@bos.lacounty.gov
Cc: [Erica G. Aguirre](#)
Subject: NO !!! OVERHILL / THE VIEW
Date: Thursday, June 12, 2025 9:44:37 AM

CAUTION: External Email. Proceed Responsibly.

Don't understand why a apartment . condo building would be getting built anywhere near Stocker and Overhill. The PARK and walking trails are SO amazing right there, why not extend and build out MORE park right there, to continue the trail and be a lookout. The last thing needed over there is more buildings and more traffic. That intersection is already deadly and crazy, building and developement right there will be a negative.

From: [DEBORA WRIGHT](#)
To: [Erica G. Aguirre](#); HollyJMitchell@bos.lacounty.gov
Cc: [Pooh](#)
Subject: "The View" High Rise Condo Project
Date: Thursday, June 12, 2025 1:15:41 PM

CAUTION: External Email. Proceed Responsibly.

WE STRONGLY OPPOSE this project. The View Park and Windsor Hills homeowners and residents largely reject a population dense project of this kind in our neighborhood. We fervently encourage you to represent our interests above those of the profiteering builders.

Clearly anything labeled "luxury" also cannot fall under the definition of "affordable housing" so that excuse does not fly.

We hope to able to support you in the next election, Supervisor Mitchell.

From: [Traci Spadorcia](#)
To: [Erica G. Aguirre](#)
Subject: Don't Approve "The View" High Rise in Windsor Hills/ View Park
Date: Sunday, June 22, 2025 11:50:15 AM

CAUTION: External Email. Proceed Responsibly.

Erica Aguirre,

I'm a resident of Windsor Hills and am against the approval of the "The View" high rise condo project near the intersection of Stocker and Overhill.

It's in a high fire hazard severity zone where fire hydrants have failed recent flow tests.

This is also located along an accident prone 5-way intersection where more than 34 accidents and 3 fatalities have occurred since 2015.

Nearby Baldwin Hills Crenshaw Plaza will be the site of 961 units of new housing to serve the area.

Please Do Not Approve This Project!

Thank you,

Traci Spadorcia

Resident of Windsor Hills

LA County Regional Planning Commission
320 West Temple Street
Los Angeles, CA 90012

RE: **Project Number R2015-01232-[2]**
June 4th Hearing on Final EIR for “The View”

Honorable Commissioners:

As a resident of historic Windsor Hills-View Park, I write to ask you to consider the serious health and safety impacts and the potential harmful impact on our local infrastructure that the proposed 88-unit condominium project at 5101 Overhill Drive known as “The View” will have if you approve it without any modifications or conditions:

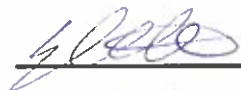
- Recent fire hydrant flow tests in Windsor Hills & View Park indicate dangerously low flow rates (300 to 550 gallons per minute instead of the County-required 1,000 GPM) in our existing water system, without the added demand that would be imposed by a new high-rise development.
- “The View” would be built within a High Fire Hazard Severity Zone and an Earthquake Fault Zone, in direct violation of the County’s 2035 General Plan Policies S 1.1 and S 4.1.
- “The View” would be located next to the Inglewood Oil Field along an accident-prone stretch of Overhill Drive, where more than 34 accidents with 3 fatalities have occurred since 2015.
- A January 3, 2023 traffic engineer’s report warned of dangerous conditions associated with the proposed two-way left turn lane on Overhill Drive and bypass traffic on Northridge Drive, and concluded that safe ingress and egress from Overhill Drive has not been properly analyzed.
- No analysis was done to assess the impact that “The View” will have on the existing water distribution system in Windsor Hills & View Park, and recent fires in Altadena and Palisades serve as tragic reminders that hilly areas like Windsor Hills & View Park in or near High Fire Hazard Severity Zones must have reliable water systems that can perform in emergencies.

The devastating loss of life and homes in the Palisades and Eaton Wildfires should inspire you to do everything within your power to make sure that our existing infrastructure is adequate to serve the Windsor Hills / View Park community during emergencies, and to consider “The View” with an eye toward protecting our health and safety rather than preserving the developer’s profits. It is important to note that “The View” is a luxury condo project that will not help solve our affordable housing crisis, and we remind you that 961 new housing units were recently approved to be built at Baldwin Hills Crenshaw Plaza, which is close to the project site.

Before you vote to approve “The View” please consider all of the above facts and ask yourself whether this project will help or hurt our community. Thank you.

Sincerely,

Signature



Print Name

IAN KETTLE

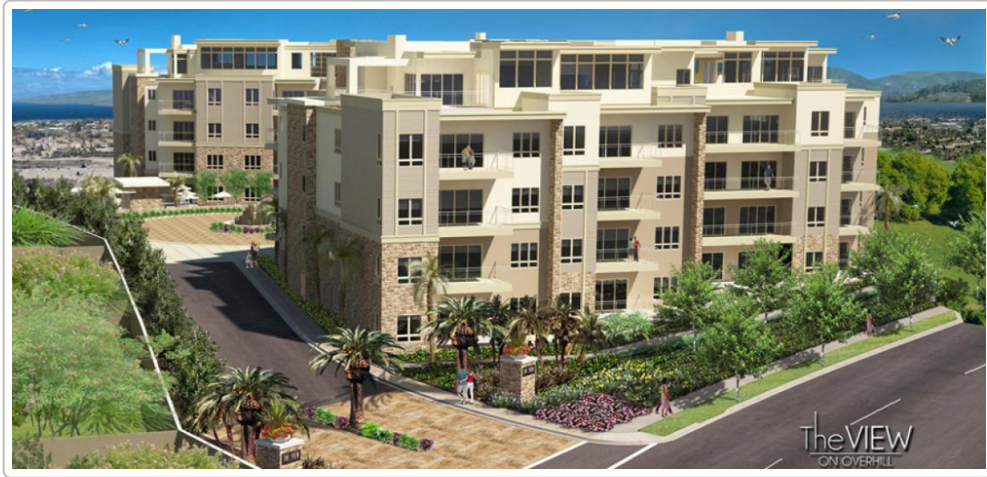
Address

5109 BREA CREST DR, LOS ANGELES, CA 90043

E-mail and/or phone #

3103104840

Why “The View” Condo Development in Windsor Hills Should *Not* Proceed



Rendering of the proposed five-story, 88-unit “The View” condominium project in View Park–Windsor Hills. The large scale and modern design contrast sharply with the surrounding single-family neighborhood. Local residents have expressed strong opposition to this project due to numerous safety risks, infrastructure deficiencies, and its incompatibility with the community’s character.

Key Reasons "The View" Development Should Not Proceed (Cons)

- **Severe Fire Safety Hazards:** The site lies within a designated **High Fire Hazard Severity Zone** but lacks adequate water infrastructure for firefighting. Recent flow tests show neighborhood fire hydrants output only *300–550 gallons per minute* – far below the **1,000 GPM minimum** required by Los Angeles County for fire emergencies ¹. Building a dense 88-unit complex here would put residents at **extreme risk**, especially since nearby hillsides (e.g. Altadena, Palisades) have seen dangerous wildfires that overwhelmed limited water supplies ². Introducing so many new residents into a high-fire area with substandard hydrant flow is blatantly unsafe ¹.
- **Earthquake Fault & Hillside Instability:** The proposed development sits **atop an active earthquake fault zone** ³ and requires massive grading of the hillside (over **28,000 cubic yards of earth** to be cut and hauled away) ⁴. Erecting a five-story, 65-foot structure on this terrain raises serious concerns about **seismic safety** and slope stability. An intense earthquake or soil shift could have catastrophic consequences for a building of this size in such a geologically sensitive location. It is plainly an *ill-advised* location for high-density construction given known fault-line risks.
- **Traffic Congestion & Safety at a Dangerous Intersection:** The project is adjacent to a complex **five-point intersection** (Overhill Dr., La Brea Ave., Stocker St., etc.) that is already **accident-prone and heavily congested**. Since 2015, there have been **34 traffic accidents (including 3 fatalities)**

along this stretch of Overhill Drive ⁵. Traffic engineers warn that adding the cars from 88 condos (over **200 parking spaces** are planned) would significantly worsen congestion and create new hazards on Overhill and nearby streets ⁶. In fact, a Los Angeles Superior Court **overturned the County's prior approval** of "The View" in 2019 specifically because the initial traffic analysis was inadequate ⁷. Pushing forward despite clear evidence of dangerous traffic impacts shows a disregard for public safety and the court's findings.

- **Public Safety & Emergency Access Concerns:** Increased gridlock at this critical junction doesn't just inconvenience drivers – it can **hamper emergency response and evacuation**. Windsor Hills has limited road access in and out; during a wildfire or other disaster, adding hundreds of new residents' vehicles to clogged streets could **delay fire trucks, ambulances, or mass evacuations**, putting lives in jeopardy. First responders have raised red flags about how this project could bottleneck Overhill Drive – a situation that in an emergency could be *truly disastrous* ⁶.

- **Environmental Threat to Parkland and Trails:** The development site directly **abuts Kenneth Hahn State Recreation Area**, a cherished green space, and is next to the popular **Park-to-Playa Trail** ⁸. Constructing a large condo complex here heightens the risk of human-caused **wildfires** in the park (already designated a high fire hazard zone) and would introduce noise, light, and pollution next to tranquil recreational areas. More traffic and cars also mean more air pollution runoff affecting park wildlife. In short, "The View" would degrade the environment that park users and wildlife rely on, endangering **families, hikers, bikers, and pedestrians** who currently enjoy the trail and parkland ⁸.

- **Out-of-Character with Community & Historic Neighborhood:** View Park-Windsor Hills is a long-established, predominantly **single-family residential community** (often known as the historic "Black Beverly Hills" for its architectural and cultural significance). Dropping a massive 5-story, 88-unit condominium block into this low-density neighborhood would **tower over homes and irrevocably alter the area's character** ⁹. It's a jarring mismatch with the **surrounding single-family homes (SFR)** in scale, style, and density. In 2018, hundreds of local residents turned out in opposition, providing fact-based testimony on why "The View" would be destructive to the community ¹⁰. The local homeowners' association has even deemed the project "*dangerous and illegal*" under current zoning and plans ¹¹. Approving it would ignore the community's **overwhelming grassroots opposition** and undermine the integrity of the neighborhood's established development standards.

- **Strain on Infrastructure and Services:** Beyond water issues, the **overall infrastructure** in Windsor Hills is not equipped for a sudden influx of 80+ households. Utilities like **sewer capacity, drainage, and power grids** are sized for a single-family neighborhood – a large condo complex could overload these systems ¹². The project would require significant upgrades (at taxpayer expense) or else risk failures (e.g. sewage overflows, water pressure drops) that impact existing residents. Even basic services like street parking and local schools could be strained by the increase in population. In short, the development is **too intensive for the site's current infrastructure**, posing risks of service disruptions and costly public-sector burdens.

- **Minimal Community Benefit (Primarily a Developer "Money-Grab"):** Proponents argue the project adds housing, but these are **luxury condos** that do **nothing for affordable housing needs** in the community ¹³. Meanwhile, a far larger mixed-use redevelopment at Baldwin Hills Crenshaw

(just a few miles away) has already been approved to add **961 new housing units**, including affordable housing, which will serve regional needs ¹³. “The View” offers no such public benefits – it’s essentially a private, high-end development in an area that hasn’t asked for it. Other than generating profit for the developer, the project is **unnecessary** for meeting housing goals (the area is already contributing to those via other projects) and **unwanted** by residents. Any marginal gains (like a bit more tax revenue or a few temporary construction jobs) are completely outweighed by the long-term negative impacts outlined above. This is, at its core, an **opportunistic proposal (“money grab”)** that disregards community welfare and safety.

Potential Pros (Limited and Outweighed by Cons)

- **Adds Some Housing Units:** The project would create 88 new condominium units, slightly **increasing the housing supply** in the area ¹⁴. In theory, more housing could ease pressure on the regional market. However, these units are high-cost and market-rate, so they won’t address affordability or the actual needs of local residents. The benefit of 88 luxury units is minor, especially given that nearly a thousand units are being added nearby in a more appropriate location ¹³.
- **Productive Use of Vacant Land:** The site is currently a long-vacant, underutilized lot ¹⁴. Developing it could **beautify the parcel** (compared to an empty or possibly blighted space) and contribute to the tax base. That said, a massive condo block is an *excessive* way to fill this gap – a smaller-scale project or community-oriented use would better serve the neighborhood. Any aesthetic improvement from developing the vacant lot is negated by the **safety and congestion problems** it would bring.
- **Modern Amenities and Housing Diversity:** “The View” might include modern building amenities for its residents (e.g. fitness center, landscaped areas) and provide a housing option (condos) not currently widespread in Windsor Hills. A handful of people may prefer condo living with low maintenance. However, these benefits are **limited to the project’s residents** and do not extend to the community at large. Introducing a new housing type should not come at the cost of overwhelming the area with traffic, fire hazards, and infrastructure burdens. Any minor private amenities or housing variety gained are trivial in comparison to the **public harms** this development would cause.

In conclusion, given the overwhelming safety risks, environmental threats, infrastructure shortfalls, and community opposition, it is blatantly clear that “The View” development is an ill-conceived project that should be rejected outright in the interest of Windsor Hills and its residents.

¹ ² ³ ⁵ ⁶ ⁸ ¹³ uhawhvp.org

<https://uhawhvp.org/wp-content/uploads/2025/05/THE-VIEW-UHA-TALKING-POINTS.pdf>

⁴ ¹² “The View”/ Project No. R2015-01232 / Vesting Tentative Tract Map No. 073082/Conditional Use Permit No. 201500052/Environmental Assessment No. RENV 201500089
<https://ceqanet.opr.ca.gov/2017041016/3>

⁷ ¹⁴ Plans Revived for Condo Complex in View Park-Windsor Hills | Urbanize LA
<https://la.urbanize.city/post/plans-revived-condo-complex-view-park-windsor-hills>

9 10 11 Issues - UNITED HOMEOWNERS' ASSOCIATION II
<https://uhawhvp.org/issues/>

July 14, 2025

t 310.229.9613
f 310.229.9689
EMThompson@Venable.com

Los Angeles County Regional Planning Commissioners
Los Angeles County Supervisors
320 West Temple Street
Los Angeles, CA 90012

Re: Response to Strumwasser & Woocher Letter dated June 3, 2025 re: The View
Project located at 5101 Overhill Drive

Dear Planning Commissioners and Supervisors:

Our law firm represents the Bedford Group and Peak Capital Investments, LLC, the owners and developers of 5101 Overhill Drive (the “View Project”) and I have been the lead attorney on this project since 2018, having handled the writ petition before the Los Angeles Superior Court as well as this entitlement process since early 2020. Over the past five years, our team has worked diligently to comply with all state statutes, local rules and the Court’s order, including by:

- completing a detailed Initial Study and focused Environmental Impact Report on traffic and circulation;
- conducting a lengthy public hearing that lasted for several hours;
- holding an extended public comment period (60 days instead of the normal 45 days) in order to allow adequate time for all parties to submit their comments, and responded in substantial detail to all submitted comments;
- conducting a detailed review of the Interim Striping Plan in response to certain public comments, including a sight distance analysis which resulted in several changes to the Interim Striping Plan that the County felt were necessary to meet all applicable standards; and
- creating a plan with LA Fire Department officials to install a new twelve inch (12”) water main from the station along with a new fire pump and run 3200 linear feet of a new 12” water line from the main to the View Project; install two additional fire hydrants on the project site along with any required upgrades to the existing fire hydrant resulting in three fire hydrants on the View Project.

The public comment period ended on January 6, 2023. The View Project hearing for the Planning Commission was scheduled for June 4, 2025, and yet, counsel for United Homeowners Association II (“UHA”) decided to play the very tired and unprofessional game of last minute “gotcha” by submitting a letter less than 24 hours before the previous hearing date with a series of unsubstantiated claims they knew could not be decidedly and thoroughly refuted in the short period

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of time before the hearing, leading to a continuance. The County should not further reward such gamesmanship and gross unprofessionalism. Should any lawyer for project opponents care to respond to this detailed letter, they should have the integrity and professionalism to do so within the next two weeks, as our response was submitted two months in advance of the rescheduled hearing. Otherwise, it should be clear to Planning Commissioners and County Supervisors and any future Court, there are no real CEQA concerns, just hyperbole and gamesmanship that should be soundly ignored. (As a courtesy and to avoid claims by the project opponents that they somehow did not see this letter, I am sending a copy to their lawyer as shown below my signature.)

I. The Court Proceedings Set Aside Project Approvals, Pending Further Environmental Review, It Did Not Invalidate Approvals

In June 2019, the Court ruled on the CEQA lawsuit brought by UHA, including its challenges to the project's CEQA analysis regarding Land Use, Aesthetics, Air Quality, Greenhouse Gas Emissions, and Traffic. UHA dropped its claim for Greenhouse Gas Impacts and the Court dismissed UHA's claims regarding the sufficiency of the CEQA analysis for Land Use and Planning, Aesthetics and Air Quality. The *only* claim on which UHA prevailed related to the CEQA analysis of potential traffic impacts, with the Court finding that the "...Project *may* have a significant unmitigated environmental impact as to traffic and circulation." (Emphasis added.) To that end, the Court ordered the County to "set aside the conditional use permit and vesting tentative tract map of Real Parties in Interest's proposed construction of a condominium project" and to "set aside the adoption of the Mitigated Negative Declaration only as to traffic and circulation," all of which the County subsequently did.

To be abundantly clear, while the Court set aside the final project approvals so that limited additional traffic analysis could occur, it did ***not*** invalidate everything related to the Project that led up to those approvals, and CEQA would have prohibited the Court from doing so. Specifically, if a court finds that an agency has failed to comply with CEQA, its final order "shall include only those mandates which are necessary to achieve compliance with [CEQA] and only ***those specific project activities in noncompliance*** with [CEQA]." Pub. Res. Code § 21168.9, subd. (b). This provision was enacted to "expand the authority of courts to fashion a remedy that permits a part of the project to continue while the agency seeks to correct its CEQA violation." *POET, LLC v. California Air Res. Bd.* (2013) 217 Cal. App. 4th 1214, 1270. Here, this means that when the Court found that the County's review of traffic impacts was deficient, that was the *only* aspect of the Project the Court could set aside. Consistent with these authorities, the Court's order was limited in scope. At no time did the Court order that the Project application, findings and all related documents and plans must be destroyed and reinvented.

To the contrary, the Court found in favor of the County and the View Project on *all issues* except the issue of traffic and circulation, for which a focused EIR was ordered in order to determine if there were any impacts as to this one narrow area. (See Court's Order, Exhibit A.)

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CEQA further provides that a court cannot “direct any public agency to exercise its discretion in any particular way.” Pub. Res. Code § 21168.9, subd. (c). The Code of Civil Procedure, section 1094.5(f), similarly states, “Where the judgment commands that the order or decision be set aside, it . . . may order respondent to take such further action as is specifically enjoined upon it by law, but the judgment shall not limit or control in any way the discretion legally vested in the respondent.” The Court mirrored this language in the final (revised) proposed writ of mandate: “[s]hould Respondents again consider approval of the Property or a substantially similar project, and consistent with the **Court’s finding that the County’s actions and determinations were justified as to Air Quality, Land Use and Aesthetics**, but not as to Traffic and Circulation. Respondents shall prepare an Environmental Impact Report (EIR) addressing the significance of environmental impacts regarding Traffic and Circulation **which need not include those issues for which the record justifies the County’s actions and determinations...**”¹ (See Revised Proposed Writ of Mandate submitted by Beverly Grossman Palmer and signed by the Court, Exhibit B.) This language for the Court’s signed Writ of Mandate was signed by Ms. Palmer herself and was not appealed by Ms. Palmer or her clients.

Despite having drafted and submitted these exact legal statements to the Court, Ms. Palmer now wants to claim that it is “shocking” “improper” and “egregious” for the County to rely on the previous findings for the View Project that were upheld by the Court as to Air Quality, Land Use and Aesthetics. The Court’s order for further CEQA review was limited to the issue of Traffic and Circulation, and it is categorically false for UHA to claim that because they prevailed on this one, narrow issue, the County was required to completely redo its review of the Project. That is the opposite of what the Court ruled. The only thing shocking, improper, and egregious are the false allegations claimed by the person in the June 3, 2025 letter – the very same person who wrote the actual language of the Court’s final decision.

With the exception of the updated environmental review of traffic and circulation, the View Project has not changed. It was, and remains, an 88-unit condominium project with Vesting Tentative Tract Map (“VTTM”) No. 073082 with a conditional use permit (“CUP”) No. 201500052 that would authorize a residential use in the C-1 Zone and two modifications to County Code Title 22 – a reduced front yard setback from 20 to 15 feet and an increase in the height limit from 35 feet to 65 feet. The case numbers remained the same and the project was vested when the application was deemed complete. Whether that deemed complete date occurred during the initial submittal period in August 2016, or it occurred during this second entitlement process for the environmental review of Traffic and Circulation when the Notice of Completion and Availability for the View Project was issued on November 7, 2022, it is completely irrelevant to whether the

¹ This “[Revised Proposed] Writ of Mandate was drafted and submitted to the Court by the law firm of Strumwasser and Woocher.”

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View Project is subject to the Westside Area Plan, which only became effective on April 11, 2025. To suggest otherwise shows a fundamental failure in understanding basic vested rights doctrine.²

To be clear, there is a fundamental legal difference between a court's decision to "set aside" entitlement approvals – which is the action taken by the Court for the View Project - rather than a court's decision to "invalidate a project's approvals," which was not done in this case. The Court sent the View Project back to the County to conduct a focused environmental review as to traffic and circulation only. The Court did not set aside any other aspects of the County's analysis of the Project, and would have been legally barred from doing so pursuant to Gov. Code § 21168.9, subd. (b). Yet UHA is now attempting to enlarge the scope of the Court's order to invalidate the entire Project.

On November 2, 2020, a Notice of Preparation ("NOP") for the EIR focused on traffic and circulation impacts was issued. The Notice of Completion and Availability for the project was issued on November 7, 2022, with the public review comment lasting from November 7, 2022 to January 6, 2023 (60 days), exceeding the 45-day minimum requirement. A hearing examiner meeting was held remotely on December 8, 2022 to receive additional public testimony regarding the Draft EIR in preparation of the Final EIR and subsequent Project consideration by the Planning Commission.

II. The Tired and Overused Claim of Inadequate and Inaccurate Information Regarding the Hearing Notice and Agenda is Demonstrably False

As is the case in nearly every letter ever issued by a development opponent, a false claim that the hearing notice and/or the agenda is somehow not available, not timely, not easily found, etc., is included and this letter is no different. This is despite the fact that multiple links to nearly every single document that has ever been drafted or submitted pertaining to this Project are listed on the County Planning website, going back to June 2015.³

Further, the County Planning Staff posted its report on the View Project on May 21, 2025 for the Hearing Date of June 4, 2025, which was timely and thorough. Now, due to the tactics of opponents to the View Project, the hearing was continued to September 10, 2025 and notice of that was posted on the internet and sent to all Los Angeles County Supervisor offices. Given that we are

² In any event, UHA has not identified, and we are not aware, of any provision in the Westside Area Plan that would impact the analysis or approval of the Project. If anything, since 2016 both local and state laws have become significantly more weighted in favor of approving housing projects. On June 30, 2025, for example, Governor Newsom signed SB 130 into law, which exempts almost all infill housing developments, such as the Project, from CEQA.

³ See <https://case.planning.lacounty.gov/case/view/tr073082>

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months out from that date, one would hope that this tired and unsubstantiated claim will not resurface again for this project.

III. Housing Accountability Act Requires Approval of the View Project

The staff report for the June 4 Planning Commission hearing correctly notes that the Housing Accountability Act (“HAA”) “applies to the Project.” The HAA limits a local government’s ability to deny or downsize any code-compliant housing development project. Gov. Code § 65589.5. Planning staff have concluded that the Project “is consistent with the General Plan, Zoning, and development standards.” The HAA therefore compels its approval. The Project opponents do not appear to dispute that the Project is code-compliant, as they do not identify any code issues that would render the Project ineligible for approval under the HAA. Rather they claim the HAA did not compel approval when the Project was submitted, and that the Project will have health and safety impacts. UHA is wrong on both counts.

First, the HAA was enacted in 1982. While the HAA has been strengthened in the intervening years, the version in effect in 2016, when the Project application was deemed complete, unambiguously required approval of code-compliant housing projects. In any event, the current version of the HAA governs the decision that is now before the County. The Project’s initial application date is irrelevant to the County’s mandatory legal duty to approve the Project.

Second, a code-compliant housing project may only be denied if the agency makes written findings, based upon a preponderance of the evidence, that the project would have a “specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact.” Gov. Code § 65589.5, subd. (d)(2). The Project opponents claim, with no basis, that the Project will have “specific, adverse impacts on public health and safety.” Their letter alleges two potential impacts, both of which are easily dismissed.

UHA claims their “traffic expert” has “already identified” adverse health and safety impacts associated with traffic. However, the limited-scope EIR concluded that “impacts to traffic and circulation would be less than significant.” Draft EIR, at 4-21. In response to concerns raised by UHA’s expert, the County conducted a detailed review of the Interim Striping Plan, including a sight distance analysis, and revised the striping plan. The Final EIR describes the revisions made and responds in great detail to the comments from UHA’s expert. *See* Final EIR, at 2-12–2-14. UHA’s latest letter does not respond to the Final EIR’s traffic analysis. UHA has provided *no evidence*, much less a “preponderance of the evidence,” supporting a finding that the Project would have adverse health and safety impacts. In any event, the proposed striping plan for the Project would actually slow down traffic in this area, rendering it *safer* for both pedestrians and drivers.

UHA’s allegations related to water supply issues similarly fail. The Project complies with all current Code requirements, which require the installation of a new twelve inch water main from

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the Mount Vernon Reservoir Station along with the installation of a new fire pump and 3200 linear feet of a new twelve inch water line to the Project site as well as the installation of two additional fire hydrants. These upgrades will more than meet the water supply demands for the Project and the surrounding neighborhood.

IV. CEQA Does Not Require the Consideration of Alternative Projects When the EIR Determines the Project will Not Cause Any Impacts

CEQA does not require analysis of alternatives for project elements that would have no impact. The CEQA guidelines require an EIR to “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 evaluate the comparative merits of the alternatives.” 14 CCR § 15126.6 (emphasis added). Thus, if a project would result in no significant environmental impacts, then logically, there is no requirement to study alternatives that would “avoid or substantially lessen” such impacts — as there are none to mitigate. UHA’s claim that the EIR “improperly rejects study of a reduced density alternative” lacks merit under this framework. The EIR found the Project would have no significant impacts, which means it did not need to analyze alternatives to mitigate these nonexistent impacts.

In a similar context, the courts have confirmed that an EIR need not address non-physical impacts or analyze alternatives. *See San Franciscans Upholding the Downtown Plan v. City & County of San Francisco* (2002) 102 Cal. App. 4th 656; *Save Our Access etc. v. Watershed Conservation Authority* is on point. (2021) 68 Cal. App. 5th 8. In both those cases, the courts determined that a reduction in parking availability resulting from a project was not a “physical” impact and therefore did not need to be addressed in the EIR.

V. CEQA Does Not Require Consideration of Alternatives that are Infeasible or Would Not Meet Project Needs.

Even when an alternatives analysis is required, CEQA does not mandate consideration of all potential alternatives. Contrary to UHA’s claim that a smaller project should have been studied, the California courts have confirmed “an EIR is not required to analyze more than the no project alternative.” *Save Our Access v. Watershed Conservation Authority* (2021) 68 Cal. App. 5th 8, 31. The CEQA Guidelines and Public Resources Code make it clear that a lead agency may exclude alternatives that are infeasible or would not meet a project’s fundamental objectives. *See* Pub. Resources Code § 21061.1; CEQA Guidelines §§ 15364, 15126.6.

Here, a reduced-density alternative would not meet the Project’s purposes of “maximiz[ing] the number of residential units provided by the development and improv[ing] the residential unit type diversity for the community benefit,” or developing “high-quality . . . larger

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than average multi-family unit size[s].” Draft EIR, at ES-2. It was legally appropriate for the EIR to reject alternatives that would not meet these needs. *See Yerba Buena Neighborhood Consortium, LLC v. Regents of Univ. of California*, 95 Cal. App. 5th 779, 798 (2023) (holding that agency was entitled to reject studying proposed “alternative as inconsistent with the [Project] objectives”).

Moreover, a reduced-density alternative is legally infeasible, and does not need to be analyzed, where it would be prohibited by law. *See Tiburon Open Space Committee v. County of Marin*, 78 Cal. App. 5th 700 (2022) (holding that an EIR was not required to analyze reduced-density alternative because a prior legal settlement mandated the full-density project). As noted above, the HAA prohibits agencies from reducing the density of a code-compliant housing project. Given Planning staff’s conclusion that the HAA “applies to the Project,” any reduced-density alternative would be legally barred and infeasible as a matter of law. Therefore, the EIR was not required to study any such alternative.

VI. Conclusion

The California Legislature recently declared that “CEQA should not be used . . . to delay a project for reasons unrelated to environmental protection.” SB No. 131, Chapter 24, Statutes of 2025, § 2, subd. (c). It enacted SB 131 and AB 130 precisely to streamline infill housing projects like this one, which will turn a vacant, urban lot into housing. As the staff report notes, the Project will have no significant environmental impacts and is consistent with all General Plan and code requirements. Moreover, the Housing Accountability Act compels its approval.

For the past decade, our clients have been attempting to build much-needed housing in Los Angeles County. They have persisted, despite the gamesmanship and campaign of misinformation pursued by project opponents like UHA. The Project is code-compliant, CEQA-compliant, and is long overdue for approval. We respectfully urge the Planning Commission to approve the View Project.

Sincerely,



Elizabeth “Ellia” Thompson

cc: Beverly Grossman Palmer, Strumwasser & Woocher, LLP – bpalmer@strumwooch.com

Michael J. Strumwasser
Beverly Grossman Palmer
Dale Larson
Salvador E. Pérez
Julia Michel †
Tessa Baizer
Samantha McNichols

Senior Counsel:
Fredric D. Woocher
Bryce Gee
Andrea Sheridan Ordin

† Also admitted to practice
in Washington

August 26, 2025

Los Angeles County Regional Planning Commission
329 W. Temple Street
Los Angeles CA 90012
Email: comment@planning.lacounty.gov

Via electronic mail

Re: September 10 RPC Hearing: The View Project at 5101 Overhill Drive

Dear Chair and Commissioners:

Strumwasser & Woocher LLP provides the following comments on behalf of United Homeowners' Association II (UHA), responding to the July 14, 2025 letter from Elia Thompson of Venable LLP. In addition, UHA transmits additional analysis related to traffic safety, in the form of a review conducted by traffic engineer Tom Brohard, P.E. UHA submits this response well in advance of the September 10th hearing so that it may be adequately and fully considered by all decisionmakers and concerned parties.

Additional Traffic From Project Poses Safety Risk Due to Design Issues

Overhill Drive is known to the County as a "Collision Concentration Corridor." Between 2013 and 2017, the area of Overhill between La Brea/Stocker and Slauson experienced three or more fatal and severe injury collisions. Mr. Brohard also looked at data from California Highway Patrol's State-Wide Integrated Traffic Records System (SWITRS) which shows that this portion of the roadway experienced 283 collisions between 2013 and 2024, which he considers an "extremely poor collision record." As Mr. Brohard's analyses of the project have consistently concluded, the project will only increase the hazards at this location on Overhill.

Indeed, Mr. Brohard opines that the proposed project and its entrance design will create an adverse impact that has not been properly analyzed and mitigated. Mr. Brohard's analysis included the Final EIR as well as the August 24, 2024 Dudek Sight Distance Analysis Memo that was prepared in response to comments on the Draft EIR. As a result of Mr. Brohard's previous analysis of the Draft EIR, it was revealed that there was inadequate stopping distance at the project's northerly driveway on Overhill Drive. The Final EIR converts the northerly driveway to a right turn only for both entrance and departures.



The northern entrance presents several concerns:

- (1) It has inadequate queuing space for non-residents who incorrectly attempt to enter and are required to turn around and exit, posing a safety risk that is particularly problematic given the high speed of travel on Overhill.
- (2) It is located in close proximity to the southern entrance and may not be sufficiently distant to serve as a secondary emergency egress for this proposed new development in the Very High Fire Severity Zone.
- (3) The northern driveway lacks adequate clear sight distance.
- (4) Additional restrictions are required to prevent unsafe left turns into and out of the northern driveway.

Mr. Brohard also observes that there is no traffic need for the northerly driveway and that utilizing only the southern driveway (except in emergencies) would greatly increase safety. However, if the project's traffic all shifted to the southern driveway, a traffic signal would appear warranted. Mr. Brohard recommends operating that signal during light traffic hours in "Rest in Red" mode to discourage vehicles from traveling at excessive speeds.

The project's design remains flawed and presents issues of public safety. The County should not approve the project until all traffic safety concerns have been put to rest.

The Project Proponents Do Not Demonstrate that the Project Vested in 2016

UHA's previous letter provided a detailed analysis why the staff report for the June 4 hearing erroneously relied upon a purported "vesting date" of August 24, 2016. The Venable letter offers no explanation or justification for use of that date. Indeed, the letter concedes that the project could be deemed to have presented a complete application as recently as November 7, 2022. (See July 14, 2025 letter, p. 3.) The Venable letter's analysis makes an argument that was rejected by the Superior Court: that under Public Resources Code section 21168.9 (b), the Court need only address the project activities that were not in compliance with CEQA. As Petitioner explained to the Superior Court, it was necessary to vacate the project's entitlements because they were approved without proper CEQA compliance. The Court's order reviewing the proposed judgment did not rely upon section 21168.9, subdivision (b) in any way.

Thus, the Superior Court did not preserve any portion of the project's original entitlements, but rather ordered that they be set aside. The court did not make any finding that there were severable project activities that could proceed without CEQA compliance.



The Project Proponents Have No Response to UHA's Observations that the County Had Failed to Make Required Findings About Adequate Water Supply in the Very High Fire Severity Zone

As UHA's June 3, 2025 letter explained, Los Angeles County Code specifically requires that uses permitted by Conditional Use Permit—like the proposed project – must demonstrate adequate water supply for fire safety. The Code provides: “Adequate Water Supply – Criteria: If it appears that the use requested will require a greater water supply for adequate fire protection than does either the existing use or any use permitted without a Conditional Use Permit in the same zone, and will not comply with the provisions of Division 1 (Water) of Title 20 of the County Code, such facts shall be prima facie evidence that such requested use will adversely affect and be materially detrimental to adjacent uses, buildings and structures and will not comply with the findings required by this Chapter.” (Los Angeles County Code, section 22.158.040.) The Project is located in a Very High Fire Hazard Severity Zone where recent fire hydrant tests have shown that the hydrants do not meet the minimum 1,000 gallons per minute flow rate required for fire safety.

The proponent's letter asserts that the proponent is creating a plan to install a new 12" main and two additional fire hydrants on the project site. But where is the analysis demonstrating that the significant additional demand for fire flow can be met? The Project requires far more than the 1,000 gallons per minute that the County has required for the construction of ADUs, a requirement that is heightened due to the number of stories proposed for the Project. Los Angeles County Code Title 20, section 20.16.060 requires an additional 500 gallons per minute for each additional floor level in a proposed structure. In the Very High Fire Hazard Severity Zone, fire flow requirements must be met by gravity so that water can be provided without power, or by means of dual pumping system.

Contrary to the requirements of section 22.158.040, the staff report contains no analysis of water supply adequacy, even though residents have raised concerns about water system performance with staff on multiple occasions. There is nothing in the hearing packet aside from the Fire Department letter establishing the flow requirements – which contains no information about fire flow in the area. Clearly, under the County Code, increased water supply demands for fire protection are a basis for denial of the conditional use permit – and therefore, denial of the project – and without any analysis whatsoever of the increased demand for fire protection that this development calls for, the County simply cannot make the required findings to approve the Project. The County would be supported in denying the Project because it has an objective and quantifiable adverse impact on adjacent property owners due to the inadequate fire flow existing in the local hydrants.

Alternatives Analysis is Required in the EIR, and Proponents Do Not Offer a Reason to Omit a Reduced Density Alternative

UHA's June 3 letter objected to the failure to consider a reduced density alternative in the EIR. Relying on *Yerba Buena Neighborhood Consortium, LLC v. Regents of Univ. of California*



(2023) 95 Cal.App.5th 779, 798, the Venable letter argues that it was entitled to omit studying any alternative that did not meet any of the project's numerous and hyper-specific objectives. This is not what that case says, nor what other CEQA cases say on this issue. An EIR need not study an alternative that does not meet the "fundamental purpose" of the proposed project. (Ibid.) As the Supreme Court explained, an EIR for an oceanfront resort need not consider inland locations as an alternative. (In re Bay-Delta (2008) 43 Cal.4th 1143, 1166.) Nor is the instant project subject to any kind of legal restriction making it infeasible to even consider a reduced density proposal as was the settlement in effect in Tiburon Open Space Committee v. County of Marin (2022) 78 Cal.App.5th 700, 734. Given the traffic concerns and the deficient water supply in this fire-prone area, the consideration of a reduced density alternative would be appropriate and warranted.

The View Project should not be approved on this record. The foundation of the Venable letter's request for approval – the 2018 findings – rests on a frail, incorrect legal conclusion: that the Project vested in 2016 so no changes in law or facts since that time must be considered. The CEQA analysis improperly avoids discussion of a reduced project alternative, in spite of such an alternative being the most likely to result in reduced project impacts.

Yours very truly,

A handwritten signature in black ink, appearing to read 'Beverly Grossman Palmer'.

Beverly Grossman Palmer

Cc:

Erica Aguirre (eaguirre@planning.lacounty.gov)

Joshua Huntington (jhuntinton@planning.lacounty.gov)

Elia Thompson (EMThompson@Venable.com)

Amy Bodek (abodek@planning.lacounty.gov & executive@planning.lacounty.gov)

Connie Chung (cchung@planning.lacounty.gov)

Isela Gracian (igracian@bos.lacounty.gov)

Pamela Leo (pleo@bos.lacounty.gov)

Tom Faughnan (tfaughnan@counsel.lacounty.gov)

Exhibit

August 19, 2025

Tom Brohard and Associates

Beverly Grossman Palmer
Strumwasser & Woocher LLP
1250 6th Street, Suite 205
Santa Monica, California 90401

SUBJECT: Review of Final Environmental Impact Report for The View Project at 5101 Overhill Drive in Los Angeles County – Traffic Issues

Dear Ms. Palmer:

As requested and authorized, I, Tom Brohard, P.E., have reviewed the April 2025 Final Environmental Impact Report (Final EIR) for The View Project proposed at 5101 Overhill Drive in the County of Los Angeles. Over the last eight years, I have reviewed various documents associated with this proposed 88-unit condominium project on Overhill Drive including these:

- November 12, 2015 Traffic Study prepared by Linscott, Law & Greenspan Engineers for the Proposed Project
- November 2022 Draft Environmental Impact Report (Draft EIR) relating to traffic and transportation
- April 2025 Final Environmental Impact Report (Final EIR) including:
 - Response to Comment on Pages 2-12 through 2-15 from my January 3, 2023 letter attached to the United Homeowners Association January 6, 2023 letter
 - Attachment A, August 24, 2024 Dudek Sight Distance Analysis Memo including plan and profile sheets in Figures 1 through 5 and the proposed signing and striping plan sheet.

I have formally commented on various traffic and safety issues in documents associated with the Proposed Project in my enclosed letters dated October 19, 2017 and January 3, 2023, and in this letter. I remain concerned about traffic safety on Overhill Drive when an additional 704 daily vehicle trips to and from the Proposed Project will be added to this Major Highway. Overhill Drive, with vehicle speeds routinely exceeding the posted 35 MPH speed limit, has both horizontal and vertical curves at the proposed southerly driveway of the Proposed Project.

Overhill Drive is identified in the Los Angeles County General Plan, Chapter 7, Mobility Element, Figure 7.3 Highway Plan Policy Map, as a Major Highway. Table 7.1 on Page 98, Highway Plan Roadway Classifications, describes a Major Highway as "This classification includes urban and rural highways that are of

Ms. Beverly Palmer
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countywide significance and are, or are projected to be, the most highly traveled routes. These roads generally require four or more travel lanes of moving traffic, channelized medians and, to the extent possible, access control and limits on intersecting streets.”

While the posted speed limit on Overhill Drive is 35 miles per hour, nationally accepted traffic engineering practices and principles require that evaluations of stopping sight distance must be based upon the design speed of the roadway which is 10 miles per hour over the posted speed limit, 45 miles per hour on Overhill Drive. Based upon my prior comment letters and additional study contained in the Final EIR, inadequate stopping sight distance for the 45 MPH design speed on Overhill Drive has now been disclosed at the northerly driveway. As a result, the northerly driveway serving only residents is now proposed to be limited to only right turns in and out. However, the traffic control signing and delineators proposed to limit this driveway to only right turns is inadequate and can be easily circumvented. The northern driveway throat is only 85’ long and is too narrow to accommodate U-turns by non-residents unable to access the garage, forcing them to unsafely back out into Overhill Drive. The northern driveway must be modified further to allow only emergency access to and from the garage.

“Vision Zero Los Angeles County: A Plan For Safer Roadways” released in 2019 identified Overhill Drive between La Brea Avenue/Stocker Street and Slauson Avenue as a Collision Concentration Corridor. Between 2013 and 2017, this roadway segment experienced three or more fatal and severe injury collisions. As stated in the plan and as quoted on Page 2-8 of the Final EIR, “the County will look for opportunities to implement traffic safety infrastructure enhancements on all Collision Corridors.”

Until the various continuing issues and concerns in this letter are fully addressed, substantial evidence remains that The View Project at 5101 Overhill Drive will have adverse traffic impacts that have not been properly analyzed and mitigated. As discussed in further detail in this letter, the County of Los Angeles has opportunities as well as obligations put forth in the County’s Mobility Element in its General Plan as well as the “Vision Zero” Report to require additional measures if the Proposed Project is approved.

Education and Experience

Since receiving a Bachelor of Science in Engineering from Duke University in Durham, North Carolina in 1969, I have gained over 55 years of professional engineering experience and have extensive experience in traffic engineering and transportation planning.. I am licensed as a Professional Civil Engineer both in California and Hawaii and as a Professional Traffic Engineer in California. While

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working for Los Angeles County for 9 years in the 1970's, I conducted numerous traffic and safety investigations within the entire Second Supervisorial District including View Park, Ladera Heights, and Windsor Hills. I also served as the City Traffic Engineer and as Transportation Planner for 16 cities in Southern California and formed Tom Brohard and Associates in 2000. During my career in both the public and private sectors, I have also reviewed numerous environmental documents and traffic studies for various projects.

Traffic and Circulation Issues

The Mobility Element of the Los Angeles County General Plan imposes limits on access control to Major Highways as indicated above and as evaluated below. Further, "Vision Zero Los Angeles County: A Plan for Safer Roadways" has identified Overhill Drive as a Collision Concentration Corridor based upon its recent collision experience. As indicated below, the adverse collision experience on Overhill Drive continues to this day. There are also several opportunities for additional traffic safety improvements that I have identified in this letter.

Based on my prior reviews of various documents as well as the Final EIR together with Los Angeles County planning documents including the Mobility Element of the General Plan and the "Vision Zero" Report, The View Project at 5101 Overhill Drive will have significant traffic and transportation impacts that must be evaluated further, with mitigation measures conditioned as follows:

- 1) Proposed Project Driveways Require Further Study – Contrary to guidance contained in the County's General Plan Mobility Element to limit access to Major Highways, The View Project proposes two new access driveways only 135' apart on Overhill Drive. It will be difficult to discourage guests and visitors from trying to enter The View Project at the northern driveway that is planned to be restricted to residents only. If others do enter, no turnaround has been planned or provided outside the security gate.

The Final EIR now proposes to restrict vehicles to right turns only but the design of these restrictions can be easily circumvented. Stacking outside of the security gate will be only 85' (about 4 car lengths) whereas the typical minimum vehicle stacking for driveways on high-speed Major Highways like Overhill Drive should be a minimum of 100'.

California Government Code Section 65302(g) deals with the safety element of a city or county's General Plan. Subdivision (g) (5) of Section 65302, which was adopted through Senate Bill (SB) 99 in 2019, requires local jurisdictions (cities and counties) to include specific information in their safety elements: it mandates the identification of residential developments located within designated hazard areas that do not possess at least two emergency

evacuation routes. So, local governments in California, when preparing or revising the safety element of their General Plan, must identify residential areas that are at risk (due to fire, flood, etc.) and assess whether those areas have at least two ways for residents to evacuate in case of an emergency.

In the context of California Government Code 65302(g)(5), which requires the identification of residential developments within hazard areas that lack at least two evacuation routes, the code does not explicitly specify the required distance between these routes. However, the intention behind this requirement is to ensure that if one route is compromised (due to fire, flood, etc.), an alternative route is still available. Therefore, while not explicitly defined in the code, best practices and other related regulations, such as building codes and fire safety standards, would likely suggest that the routes should be geographically separate enough to minimize the risk of both being simultaneously affected by a hazard.

For example, OSHA regulations state that exit routes should be placed as far apart as practical. California Code of Regulations, Title 8, Section 3222 states that if only two exits are required, they must be at least half the length of the building's maximum diagonal dimension apart. These regulations are primarily aimed at workplaces but illustrate the importance of separation for safety.

Ultimately, the determination of whether the separation between the routes is sufficient would likely fall to the local jurisdiction responsible for implementing the safety element, potentially in consultation with fire safety experts and engineers. They would need to consider the specific hazards identified in the area, the nature of the residential development, and other factors when evaluating the adequacy of the evacuation routes.

Assembly Bill 747 added Government Code Section 65302.15, mandating the following: "Upon revising a local hazard mitigation plan—or by January 1, 2022, if none exists—a city or county must update its Safety Element to identify evacuation routes and evaluate their capacity, safety, and viability under various emergency scenarios." No evidence has been provided if the County has made this evaluation of The View Project for its compliance with this code section with respect to wildfires and earthquakes, two emergency scenarios have the highest probability of occurring on the project site.

- 2) Proposed Northern Driveway Will Be Unsafe Even With Right Turns Only - During my review of the Response To Comment Letter O1 regarding the Sight Distance Analysis, Page 2-7 of the Final EIR states "Due to the limited stopping sight distance...movements at the northern project driveway have been changed from full-access to restricted right-turn in and right-turn out movements only, thereby focusing left turning inbound and outbound traffic to the southern Project driveway". This change is shown in a Revised Signing

and Striping Plan that is included as part of Attachment A on Page 290 of the Final EIR.

Figure 1 in Attachment A shows horizontal sight distance at the proposed driveways with the top portion illustrating required clear sight triangles at the northern driveway. Page 2-14 of the Final EIR identifies various objects within the clear sight triangle just north of the northern driveway including three signposts, a utility pole, and two trees together with a bus shelter with advertising panel at the back of the sidewalk just to the north. The clear zones within the necessary sight triangles are not clear of sight distance obstructions as required to create a “clear” zone.

Figures 2 and 3 in Attachment A show vertical sight distance measurements at the proposed northern driveway for northbound and southbound left turns. The Revised Signing and Striping Plan proposes installing delineators spaced about 5' apart across the northern driveway on the westerly striping for the painted median in Overhill Drive. Two “No Left Turn” symbol signs are proposed for exiting traffic from the northern driveway, one on the left side of the driveway and the other across Overhill Drive on the east side of the street. In addition, a right turn only symbol sign is proposed for outbound traffic. While northbound left turns are also planned to be prohibited, there are no signs shown on the signing and striping plan to restrict northbound left turns into the northern driveway.

Installing delineators on top of the double yellow stripe within the horizontal curve closest to the northern driveway creates a hazardous condition as the delineators are likely to be struck frequently and launched into the moving southbound traffic lanes. The delineators are proposed to be white, but they must be yellow in color as they separate opposing traffic and will be installed on top of yellow striping. The left-turn prohibitions intended to be created by the delineators can be easily violated and circumvented by drivers trying to gain access at the northern driveway to Overhill Drive as they turn short to go around them. Regulatory signing prohibiting northbound left turns must be installed before the left turn restriction can be enforced. The revised signing and striping plan on Page 290 of the Final EIR must be modified to reflect these comments as it violates current standards and accepted practice.

Only 14 peak hour trips comprised of 7 trips in the morning peak hour (one trip every 8.5 minutes) and 7 trips in the afternoon peak hour (one trip every 8.5 minutes) have been forecast to enter/exit the northern driveway (see Figure 4 on Page 259 of the Final EIR). Shifting these nominal traffic volumes 150' to the south to the primary driveway on the outside of a horizontal curve at the crest of the hill on Overhill Drive is required. At the southern driveway, adequate stopping sight distance will improve traffic safety as it will also eliminate confusion by visitors and guests trying to access The View Project.

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There is no traffic need for the northern driveway that has been proposed. Both of the project driveways serve the same underground garage parking lot, and the access will be safer and easier through the southern driveway. As stated on Page 3-2 of the Final EIR, emergency vehicles including the Fire Department and other emergency vehicles will occur at the main driveway at the southeast corner of the site. If required for the Fire Department or other emergency access regulations, then the northern driveway should be deemphasized using a mountable curb across the northern driveway and clearly marked and signed as an emergency access only.

- 3) Overhill Drive Continues To Have An Adverse Collision History – As shown in the County's 2019 "Vision Zero" Report, Overhill Drive between La Brea Avenue/Stocker Street and Slauson Avenue was identified as a Collision Concentration Corridor for data between 2013 and 2017. With the collision data that I obtained and reviewed from the California Highway Patrol from the State-Wide Integrated Traffic Records System (SWITRS), this portion of Overhill Drive experienced 283 collisions for a longer period between 2013 through 2024, continuing the extremely poor collision record for this roadway.

In my review of the expanded SWITRS data, Overhill Drive between La Brea Avenue/Stocker Street and Northridge Drive adjacent to the Proposed Project had 61 collisions reported over the 12 years. During this time period, there was one fatal collision, 24 collisions with injuries, and 36 collisions with property damage only.

More recently and beyond the 12-year collision data range provided by the CHP, neighbors reported that a northbound solo vehicle on Overhill Drive travelling at excessive speed on July 13, 2025 at 7:30 PM lost control and sheared off a transmission power pole about 200 feet north of Northridge Drive. The vehicle involved came to rest on the lawn of the Park Hills Church between the sanctuary and the fellowship hall buildings. Only two days later at about midnight, neighbors reported a multi-vehicle crash at the La Brea Avenue/Stocker Street/Overhill Drive intersection.

- 4) Proposed Southern Driveway Should Include Traffic Signals - The change to emergency access only at the northern driveway will shift the daily resident trips to the full access southern driveway only about 150' away. This shifted traffic, in addition to the project's traffic volume forecasts shown in the Final EIR in Figure 4 on Page 259, will then marginally satisfy accepted traffic signal warrant criteria for high-speed roadways such as Overhill Drive.

A traffic signal installation at the southern driveway will provide an opportunity to improve traffic safety on Overhill Drive. This is in concert with the primary goal of the Vision Zero Report as well as criteria specified in the Los Angeles

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County General Plan Mobility Element for Major Highways while facilitating access to and from the Proposed Project.

The installation of traffic signals at the southern driveway should naturally be coupled with the conclusion in the County's "Vision Zero" Report as it provides an opportunity to improve traffic safety on Overhill Drive. As indicated in that report, the County should implement additional measures to improve traffic safety along Collision Concentration Corridors such as Overhill Drive when opportunities arise.

The new traffic signal should also be operated as a speed control device during light traffic volume hours using "Rest In Red." Under this operational strategy, the traffic signal remains in red in all directions until the green phase is called up by a vehicle or pedestrian. This strategy slows and may be set to stop vehicles traveling at excessive speeds up to 600 feet away from the traffic signal until a green indication is displayed. The "Rest in Red" operation can be used during light traffic volume periods such as at night when most of the speeding occurs. "Rest in Red" has been used for many years by the City of Los Angeles Department of Transportation on roadways serving Century City to deter excessive speeding and reduce cut through traffic in residential neighborhoods. It has been used successfully by a number of agencies including the City of Los Angeles on roadways in the area near Century City.

- 5) Additional Mitigation Measures To Improve Traffic Safety - Overhill Drive continues to experience an adverse collision history adjacent to the proposed project as was initially acknowledged in the County's Vision Zero Report in 2019. As a result of the additional trips that will be added to this roadway by the proposed project, I believe consideration should be given to installing additional measures to improve traffic safety on Overhill Drive. In my review of the collision history of Overhill Drive, I believe that the following should be considered:
 - a) Increase/Improve Street Lighting - 27 (44%) of the 61 collisions occurred during darkness. From my professional experience, the percentage of 44% of the collisions occurring during darkness represents a significantly higher percentage of collisions than the percentage of daily traffic that occurs during these hours. The existing street lighting along only the east side of Overhill Drive that is attached to the large wood transmission power poles should be reviewed to increase and improve street lighting levels. Additional street lighting along the west side of Overhill Drive should be added to increase the illumination, particularly as a mitigation measure along the frontage of the Proposed Project.
 - b) Solo Vehicles Running Off The Roadway – 10 (16%) of the 61 collisions involved vehicles running off the roadway (plus the two very recent

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collisions not included in the SWITRS data.) Concrete curbs, gutters, and sidewalk have been installed along the east side of the roadway, but the July 13, 2025 vehicle colliding with the transmission power pole just north of Northridge Drive jumped the curb and sidewalk. Additional reflective white banding of the transmission poles should be considered, as well as a down-left arrow warning sign in front of the pole where the northbound roadway narrows and the July 13, 2025 collision occurred.

- c) Excessive/Unsafe Speed – 6 (10%) of the 61 collisions involved vehicles travelling at excessive/unsafe speeds (plus the two very recent collisions not included in the SWITRS data.) The proposed traffic signal at the southerly driveway operating in “Rest In Red” will reduce excessive/unsafe speeds during light traffic volumes. The same operational strategy should also be considered for the existing traffic signal on Overhill Drive at Northridge Drive.

As stated in the “Vision Zero” Report and as quoted on Page 2-8 of the Final EIR, “the County will look for opportunities to implement traffic safety infrastructure enhancements on all Collision Corridors.” The recommendations in this letter must be considered to address this important strategic goal that has been adopted by Los Angeles County. In addition, the various flaws and deficiencies outlined above in the Final EIR must be addressed through further analysis before The View Project receives further consideration. If you have questions regarding these comments, please call me at your convenience.

Respectfully submitted,

Tom Brohard and Associates

Tom Brohard

Tom Brohard, PE
Principal

Enclosures

Resume

October 19, 2017 Letter

January 3, 2023 Letter



Tom Brohard, PE

- Licenses:** 1975 / Professional Engineer / California – Civil, No. 24577
1977 / Professional Engineer / California – Traffic, No. 724
2006 / Professional Engineer / Hawaii – Civil, No. 12321
- Education:** 1969 / BSE / Civil Engineering / Duke University
- Experience:** 55+ Years
- Memberships:** 1977 / Institute of Transportation Engineers – Fellow, Life
1978 / Orange County Traffic Engineers Council - Chair 1982-1983
1981 / American Public Works Association – Life Member

Tom is a recognized expert in the field of traffic engineering and transportation planning. His background also includes responsibility for leading and managing the delivery of various contract services to numerous cities in Southern California.

Tom has extensive experience in providing transportation planning and traffic engineering services to public agencies. In addition to conducting traffic engineering investigations for Los Angeles County from 1972 to 1978, he has previously served as City Traffic Engineer in the following communities:

- Bellflower 1997 - 1998
- Bell Gardens 1982 - 1995
- Big Bear Lake..... 2006 - 2015
- Indio..... 2005 - 2019
- Huntington Beach 1998 - 2004
- Lawndale..... 1973 - 1978
- Los Alamitos 1981 - 1982
- Oceanside..... 1981 - 1982
- Paramount 1982 - 1988
- Rancho Palos Verdes 1973 - 1978
- Rolling Hills 1973 - 1978, 1985 - 1993
- Rolling Hills Estates 1973 - 1978, 1984 - 1991
- San Fernando..... 2004 - Present
- San Marcos..... 1981
- Santa Ana 1978 - 1981
- Westlake Village 1983 - 1994

During these assignments, Tom has supervised City staff and directed other consultants including traffic engineers and transportation planners, traffic signal and street lighting personnel, and signing, striping, and marking crews. He has secured over \$10 million in grant funding for various improvements. He has managed and directed many traffic and transportation studies and projects. While serving these communities, he has personally conducted investigations of hundreds of citizen requests for various traffic control devices. Tom has also successfully presented numerous engineering reports at City Council, Planning Commission, and Traffic Commission meetings in these and other municipalities.

Tom Brohard and Associates

In his 14 years of service to the City of Indio, Tom accomplished the following:

- ❖ Oversaw preparation and adoption of the 2008 Circulation Element Update of the General Plan including development of Year 2035 buildout traffic volumes, revised and simplified arterial roadway cross sections, and reduction in acceptable Level of Service criteria under certain conditions.
- ❖ Oversaw preparation of fact sheets/design exceptions to reduce shoulder widths on Jackson Street and on Monroe Street over I-10 as well as justifications for protected-permissive left turn phasing at I-10 on-ramps, the first such installations in Caltrans District 8 in Riverside County; reviewed plans and provided assistance during construction of both \$2 million projects to install traffic signals and widen three of four ramps at these two interchanges under Caltrans encroachment permits.
- ❖ Reviewed traffic signal, signing, striping, and work area traffic control plans for the County's \$45 million I-10 Interchange Improvement Project at Jefferson Street.
- ❖ Reviewed traffic impact analyses for Project Study Reports evaluating different alternatives for buildout improvements of the I-10 Interchanges at Jefferson Street, Monroe Street, Jackson Street and Golf Center Parkway.
- ❖ Oversaw preparation of plans, specifications, and contract documents and provided construction assistance for over 70 traffic signal installations and modifications.
- ❖ Reviewed and approved over 2,000 work area traffic control plans as well as signing and striping plans for all City and developer funded roadway improvement projects.
- ❖ Oversaw preparation of a City-wide traffic safety study of conditions at all schools.
- ❖ Obtained \$47,000 grant from the California Office of Traffic Safety and implemented the City's Traffic Collision Database System. Annually reviews "Top 25" collision locations and provides traffic engineering recommendations to reduce collisions.
- ❖ Prepared over 1,500 work orders directing City forces to install, modify, and/or remove traffic signs, pavement and curb markings, and roadway striping.
- ❖ Oversaw preparation of engineering and traffic surveys to establish enforceable speed limits on over 500 street segments.
- ❖ Reviewed and approved traffic impact studies for more than 35 major projects and special events including the annual Coachella and Stagecoach Music Festivals.
- ❖ Developed and implemented the City's Golf Cart Transportation Program.

Since forming Tom Brohard and Associates in 2000, Tom has reviewed many traffic impact reports and environmental documents for various development projects. He has provided expert witness services and also prepared traffic studies for public agencies and private sector clients.

Tom Brohard and Associates

Tom Brohard and Associates

October 19, 2017

Beverly Grossman Palmer
Strumwasser & Woocher LLP
10940 Wilshire Boulevard, Suite 2000
Los Angeles, CA 90024

SUBJECT: Review of Traffic Impact Study for The View Project at 5101 Overhill Drive in the County of Los Angeles – Traffic Issues

Dear Ms. Palmer:

As you requested and authorized, I, Tom Brohard, P.E., have reviewed the November 12, 2015 Traffic Impact Study (Traffic Study) and the traffic portions of various other documents regarding The View Project at 5101 Overhill Drive in the County of Los Angeles. The Proposed Project includes construction of an 88-unit condominium complex south of Stocker Street between La Brea Avenue and Overhill Drive. The documents I have reviewed included:

- November 12, 2015 Traffic Study prepared by Linscott, Law & Greenspan Engineers for the Proposed Project
- August 14, 2017 Appeal to the Los Angeles County Board of Supervisors of the decision of the Los Angeles County Regional Planning Commission regarding The View Project
- November 2014 Transportation Study for the Baldwin Hills Crenshaw Plaza Redevelopment Project prepared by Gibson Transportation Consulting

Until the various issues and concerns raised in this letter are addressed, there is substantial evidence that The View Project at 5101 Overhill Drive will have adverse traffic and transportation impacts that have not been properly disclosed, analyzed, and mitigated. The November 12, 2015 Traffic Study is obsolete and does not properly calculate, evaluate, or analyze the increase in vehicle trips that will be created by The View Project. Further studies and revisions are required to address the inadequate cumulative traffic analysis. The resulting significant traffic impact in the PM peak hour under cumulative conditions at the La Brea Avenue intersection with Slauson Avenue must be appropriately addressed with implementation of feasible mitigation measures for The View Project.

Education and Experience

Since receiving a Bachelor of Science in Engineering from Duke University in Durham, North Carolina in 1969, I have gained over 45 years of professional engineering experience. I am licensed as a Professional Civil Engineer both in California and Hawaii and as a Professional Traffic Engineer in California. I formed Tom Brohard and Associates in 2000 and now serve as the City Traffic Engineer for the City of Indio and as Consulting Transportation Engineer for the

81905 Mountain View Lane, La Quinta, California 92253-7611
Phone (760) 398-8885 Fax (760) 398-8897
Email tbrohard@earthlink.net

Ms. Beverly Palmer

**Traffic Study for The View Project at 5101 Overhill Drive in the County of
Los Angeles – Traffic and Transportation Issues
October 19, 2017**

Cities of Big Bear Lake and San Fernando. I have extensive experience in traffic engineering and transportation planning. During my career in both the public and private sectors, I have reviewed numerous environmental documents and traffic studies for various projects as indicated on the enclosed resume.

Traffic and Transportation Issues

Based on my review of various documents, there is at least a “fair argument” that The View Project at 5101 Overhill Drive will have significant traffic and transportation impacts as follows:

- 1) Outdated Traffic Counts and Improper Timelines – The November 12, 2015 Traffic Study for The View Project prepared by Linscott, Law, & Greenspan is based on traffic counts at the seven study intersections made in September 2014, over three years ago. These counts do not represent current conditions. Page 4 of the Traffic Study assumes that the project will be completed by 2016 and that has passed. New traffic counts, together with reasonable timelines for construction and occupancy of The View Project, must be made as part of an updated and revised Traffic Study.
- 2) Pedestrian Access Would Not Meet ADA Requirements – Page 9 of the Traffic Study indicates that “new stairs” will be constructed at the southwest corner of the site to connect to La Brea Avenue. Typically, “stairs” would not be ADA accessible. Nearby public bus transit stops are deemed “accessible” but there is no evidence presented as to where these bus stops are located or if the paths of travel are in fact accessible to those with disabilities.
- 3) Traffic Volume Issues – In addition to the traffic counts being more than three years old, traffic volumes on certain street segments do not flow from intersection to intersection. In other words, traffic volumes leaving one intersection should match traffic volumes arriving at the next intersection downstream, particularly at adjacent intersections where there are no significant traffic generators in between them. As shown in Figure 5-1 for the weekday AM peak hour, 1204 vehicles travel eastbound on Stocker Street from Fairfax Avenue but only 1055 vehicles arrive on Stocker Street at La Brea Avenue/Overhill Drive. As shown in Figure 5-2 for the weekday PM peak hour, 1442 vehicles travel southbound on La Brea Avenue from Stocker Street/Overhill Drive but only 1245 vehicles arrive at Slauson Avenue. Traffic volumes must be adjusted for conservation of flow.
- 4) Incomplete Cumulative Project List – Table 6-1 on Page 21 of the Traffic Study identifies two proposed projects in the County and six proposed projects in the City of Los Angeles. The Stocker Street/Don Felipe Drive multi-

Ms. Beverly Palmer

**Traffic Study for The View Project at 5101 Overhill Drive in the County of
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family project as well as the Baldwin Hills Crenshaw Plaza Redevelopment Project are not included in the list of eight development projects. Furthermore, the Cumulus Project, the 1,200-unit residential mixed-use project located at Jefferson Street and La Cienega Boulevard, is not on the cumulative list. In addition, other projects could have also been under construction but not completed or occupied between the date of the traffic counts in September 2014 and the preparation of the list of projects. Over the last three years, other new projects may have also been approved but they were not considered in the cumulative project list in the outdated traffic study. By omitting traffic volumes from some cumulative projects, the future baseline traffic volumes are low and do not properly represent future conditions for Opening Day of The View Project.

- 5) Low Annual Ambient Growth Rate - Page 25 of the Traffic Study states that the annual ambient growth rate was assumed to be 0.14%. In my experience in the review of many traffic studies in the City of Los Angeles, an annual ambient growth rate of 1.00% per year has been typically used in nearly all traffic studies in the City. It is unlikely that construction of the 5101 Overhill Project would begin before 2018 and it would likely not be complete until 2020 at the earliest. At least 3 years of 1.00% per year annual ambient growth must be added to new baseline traffic counts gathered before the holiday season at the end of 2017 as part of a revised and updated Traffic Study.
- 6) Project Driveway Analysis – The View Project proposes two new access driveways on Overhill Drive but there is no analysis of the operation of either driveway. The Traffic Study generally concludes that stacking outside of the security gates will be 85' (about 4 cars in length) but there is no analysis as to whether this will be adequate or not. Typical minimum desirable stacking for driveways on high speed streets such as Overhill Drive should be a minimum of 100'. There also should be adequate width and distance for left turning vehicles headed north on Overhill Drive to make a two-step left turn before merging into northbound through traffic. From the interim striping plan in Appendix A, a painted non-traversable median within Overhill Drive beginning at the north side of the north driveway will prevent northbound left turning vehicles from legally accelerating and safely merging into Overhill Drive at the 65 miles per hour design speed required by the County.
- 7) No Consideration for Trucks – Truck-axle breakdown vehicle counts were not conducted or analyzed in the Traffic Study. Loaded 5-axle trucks typically equate to at least 2.5 passenger cars in the analysis of intersection capacity. The impact of trucks on the operating conditions of the intersections evaluated in the Traffic Study must be evaluated and considered, particularly since the roadways in the area are located in rolling terrain.

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**Traffic Study for The View Project at 5101 Overhill Drive in the County of
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8) Significant Traffic Impact at La Brea Avenue and Slauson Avenue – As part of my review of The View Project, I have also examined the traffic study for the Baldwin Hills Crenshaw Plaza Redevelopment Project. There are major inconsistencies in the PM peak hour analysis between the two studies at the intersection of La Brea Avenue and Slauson Avenue that must be reconciled. As set forth in the following paragraphs, there is substantial evidence that there will be a significant cumulative traffic impact in the PM peak hour at the intersection of La Brea Avenue at Slauson Avenue:

- a) Existing Baseline Traffic Volumes and Level of Service – The traffic study for The View Project collected traffic count data in September 2014. At the common intersection of La Brea Avenue and Slauson Avenue in the PM peak hour, that traffic study calculated a volume to capacity ratio of 0.887, Level of Service “D”.

Traffic counts for the Baldwin Hills Crenshaw Plaza Redevelopment Project were made three years earlier in 2011. At the common intersection of La Brea Avenue and Slauson Avenue in the PM peak hour, this traffic study calculated a volume to capacity ratio of 0.930, Level of Service “E”.

No physical improvements were made at the intersection of La Brea Avenue and Slauson Avenue between 2011 and 2014. The only possible explanation of the drop in the volume to capacity ratio would involve lower traffic volumes counted in 2014 than those recorded in 2011. The difference in the volume to capacity ratio of 0.043 is significant and represents the equivalent of just less than ½ a Level of Service.

In total, five intersections were counted in both traffic studies. While traffic volumes at La Brea Avenue and Rodeo Road remained the same in both peak hours in 2011 and in 2014, the other four intersections showed significant decreases between 2011 and 2014. These four intersections included La Cienega Boulevard and Stocker Street, La Brea Avenue and Overhill Drive-Stocker Street, La Brea Avenue and Stocker Street, and Overhill Drive and Slauson Avenue. In the AM peak hour, traffic volumes at the four intersections dropped by an average of 10.6%. In the PM peak hour, traffic volumes at the four intersections dropped by an average of 13.6%.

It is not possible for the traffic volumes to drop as much as the comparison above indicates, particularly when baseline traffic volumes are typically assumed to grow by 1% per year in the City of Los Angeles immediately adjacent to The View Project. The 2014 baseline traffic volumes used in the traffic study are flawed as they are significantly lower than those

Ms. Beverly Palmer

**Traffic Study for The View Project at 5101 Overhill Drive in the County of
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recorded in 2011 and cannot be used in a proper analysis of The View Project.

- b) Cumulative Baseline Project Conditions – Both traffic studies forecast an annual ambient traffic volume growth from the time when the baseline traffic counts were made until the projected opening date of the proposed projects (assumed to be 2020 for the Baldwin Hills Crenshaw Plaza Redevelopment Project and 2016 for The View Project). In addition, trips to and from approved projects that have not yet been built or fully occupied were added to forecast opening day traffic volumes. However, a significant difference was identified in the number of projects in the cumulative analysis between these two traffic studies.

For The View Project, only eight cumulative projects were identified and their trips were then added to derive the cumulative traffic volumes prior to adding project traffic at the study intersections. At the common intersection of La Brea Avenue and Slauson Avenue, The View Project traffic study calculated a volume to capacity ratio of 0.896 in the PM peak hour, Level of Service “D”, for the volumes that included annual ambient growth plus trips to and from the eight cumulative projects.

For the Baldwin Hills Crenshaw Plaza Redevelopment Project traffic study, 39 cumulative projects were identified and their trips were then added to derive the cumulative baseline traffic volumes. The cumulative baseline traffic volumes include annual ambient growth plus trips to and from the 39 cumulative projects including The View Project. At the common intersection of La Brea Avenue and Slauson Avenue, the Baldwin Hills Crenshaw Redevelopment Project traffic study calculated a volume to capacity ratio of 1.011 in the PM peak hour, Level of Service “F”. When trips for the Baldwin Hills Crenshaw Plaza Redevelopment Project are added to the cumulative baseline, the volume to capacity ratio increased up to 1.022 in the PM peak hour, Level of Service “F”. Traffic volumes from the extensive cumulative project list plus traffic volumes from the Baldwin Hills Crenshaw Plaza Redevelopment Project are required for proper cumulative analysis of The View Project.

- c) Significant Cumulative Traffic Impact at La Brea/Slauson – The View Project traffic study used outdated traffic counts, an unrealistically low annual ambient growth rate, and an incomplete listing of cumulative projects which omitted the Baldwin Hills Crenshaw Plaza Redevelopment Project and others including the Cumulus Project. Even with these errors, The View Project traffic study still increased the volume to capacity ratio at La Brea Avenue and Slauson Avenue to 0.896, Level of Service “D”, in the PM peak hour under Cumulative plus Project conditions. Correcting errors

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October 19, 2017

pointed out earlier in this letter would likely raise the volume to capacity ratio above 0.91, Level of Service "E". If the increase in the volume to capacity ratio is equal to or greater than 0.01, then there will be a significant traffic impact at La Brea Avenue and Slauson Avenue caused by The View Project.

As discussed throughout this letter, there is substantial evidence that The View Project will have adverse environmental impacts that have not been properly disclosed, analyzed, and mitigated. The outdated Traffic Study must be brought current and the various flaws and deficiencies outlined above must be addressed through further analysis. Feasible and effective mitigation measures for the significant traffic impacts that will occur under "Cumulative plus Project" conditions in the PM peak hour at the intersection of La Brea Avenue and Slauson Avenue must be developed and implemented. If you have questions regarding these comments, please call me at your convenience.

Respectfully submitted,

Tom Brohard and Associates



Tom Brohard, PE
Principal

Enclosure



Tom Brohard, PE

- Licenses:** 1975 / Professional Engineer / California – Civil, No. 24577
1977 / Professional Engineer / California – Traffic, No. 724
2006 / Professional Engineer / Hawaii – Civil, No. 12321
- Education:** 1969 / BSE / Civil Engineering / Duke University
- Experience:** 45+ Years
- Memberships:** 1977 / Institute of Transportation Engineers – Fellow, Life
1978 / Orange County Traffic Engineers Council - Chair 1982-1983
1981 / American Public Works Association – Life Member

Tom is a recognized expert in the field of traffic engineering and transportation planning. His background also includes responsibility for leading and managing the delivery of various contract services to numerous cities in Southern California.

Tom has extensive experience in providing transportation planning and traffic engineering services to public agencies. Since May 2005, he has served as Consulting City Traffic Engineer for the City of Indio. He also currently provides “on call” Traffic and Transportation Engineer services to the Cities of Big Bear Lake and San Fernando. In addition to conducting traffic engineering investigations for Los Angeles County from 1972 to 1978, he has previously served as City Traffic Engineer in the following communities:

- Bellflower 1997 - 1998
- Bell Gardens 1982 - 1995
- Huntington Beach 1998 - 2004
- Lawndale..... 1973 - 1978
- Los Alamitos 1981 - 1982
- Oceanside..... 1981 - 1982
- Paramount 1982 - 1988
- Rancho Palos Verdes 1973 - 1978
- Rolling Hills 1973 - 1978, 1985 - 1993
- Rolling Hills Estates 1973 - 1978, 1984 - 1991
- San Marcos..... 1981
- Santa Ana 1978 - 1981
- Westlake Village 1983 - 1994

During these assignments, Tom has supervised City staff and directed other consultants including traffic engineers and transportation planners, traffic signal and street lighting personnel, and signing, striping, and marking crews. He has secured over \$10 million in grant funding for various improvements. He has managed and directed many traffic and transportation studies and projects. While serving these communities, he has personally conducted investigations of hundreds of citizen requests for various traffic control devices. Tom has also successfully presented numerous engineering reports at City Council, Planning Commission, and Traffic Commission meetings in these and other municipalities.

Tom Brohard and Associates

In his service to the City of Indio since May 2005, Tom has accomplished the following:

- ❖ Oversaw preparation and adoption of the 2008 Circulation Element Update of the General Plan including development of Year 2035 buildout traffic volumes, revised and simplified arterial roadway cross sections, and reduction in acceptable Level of Service criteria under certain conditions.
- ❖ Oversaw preparation of fact sheets/design exceptions to reduce shoulder widths on Jackson Street and on Monroe Street over I-10 as well as justifications for protected-permissive left turn phasing at I-10 on-ramps, the first such installations in Caltrans District 8 in Riverside County; reviewed plans and provided assistance during construction of both \$2 million projects to install traffic signals and widen three of four ramps at these two interchanges under Caltrans encroachment permits.
- ❖ Reviewed traffic signal, signing, striping, and work area traffic control plans for the County's \$45 million I-10 Interchange Improvement Project at Jefferson Street.
- ❖ Reviewed traffic impact analyses for Project Study Reports evaluating different alternatives for buildout improvements of the I-10 Interchanges at Jefferson Street, Monroe Street, Jackson Street and Golf Center Parkway.
- ❖ Oversaw preparation of plans, specifications, and contract documents and provided construction assistance for over 50 traffic signal installations and modifications.
- ❖ Reviewed and approved over 1,200 work area traffic control plans as well as signing and striping plans for all City and developer funded roadway improvement projects.
- ❖ Oversaw preparation of a City wide traffic safety study of conditions at all schools.
- ❖ Obtained \$47,000 grant from the California Office of Traffic Safety and implemented the City's Traffic Collision Database System. Annually reviews "Top 25" collision locations and provides traffic engineering recommendations to reduce collisions.
- ❖ Prepared over 900 work orders directing City forces to install, modify, and/or remove traffic signs, pavement and curb markings, and roadway striping.
- ❖ Oversaw preparation of engineering and traffic surveys to establish enforceable speed limits on over 400 street segments.
- ❖ Reviewed and approved traffic impact studies for more than 35 major projects and special events including the annual Coachella and Stagecoach Music Festivals.
- ❖ Developed and implemented the City's Golf Cart Transportation Program.

Since forming Tom Brohard and Associates in 2000, Tom has reviewed many traffic impact reports and environmental documents for various development projects. He has provided expert witness services and also prepared traffic studies for public agencies and private sector clients.

Tom Brohard and Associates

January 3, 2023

Darryl Grayson, President
United Homeowners Association
4859 West Slauson Avenue, #333
Los Angeles, California 90056

SUBJECT: Review of Traffic and Transportation Portions of the Draft Environmental Impact Report for The View Residential Project

Dear Mr. Grayson:

As authorized, I, Tom Brohard, P.E., have reviewed the November 2022 Draft Environmental Impact Report (Draft EIR) prepared by Dudek for LA County Planning for The View Residential Project proposed at 5101 Overhill Drive in the County of Los Angeles. The Proposed Project includes construction of an 88-unit condominium complex south of Stocker Street between La Brea Avenue and Overhill Drive. The documents I have reviewed include:

- All of the Draft EIR and its appendices relating to traffic and transportation
- November 12, 2015 Traffic Study for the Project prepared by LLG
- Public Testimony and the LA County Planning staff report

As requested, I have focused my peer review of the Draft EIR and its Appendices on the following significant issues of concern to the community including:

- Ingress/egress to/from the proposed two-way left turn lane on Overhill Drive
- Bypass and cut through traffic on Northridge Drive

Further studies and revisions are required to address these two significant issues. Until the various issues and safety concerns raised in this letter are addressed, The View Residential Project at 5101 Overhill Drive will have adverse traffic and transportation impacts. The County should not consider The View Residential Project further until these major issues have been properly analyzed, addressed, and mitigated.

Education and Experience

Since receiving a Bachelor of Science in Engineering from Duke University in Durham, North Carolina in 1969, I have gained over 50 years of professional engineering experience. I am licensed as a Professional Civil Engineer both in California and Hawaii and as a Professional Traffic Engineer in California. While working for the County of Los Angeles Road Department in the Traffic and Lighting Division in the 1970's, I investigated and studied many traffic concerns raised in the Ladera Heights, Windsor Hills, and View Park area as well as the

Mr. Darryl Grayson, President
Peer Review of Draft EIR for The View Project at 5101 Overhill Drive in the
County of Los Angeles – Traffic and Transportation Issues
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balance of Supervisor Kenneth Hahn's other unincorporated areas. At the same time, I served the County's Contract Cities of Lawndale, Rancho Palos Verdes, Rolling Hills, and Rolling Hills Estates as their Traffic Advisor. Subsequently, I have served a number of other cities in Southern California and then formed Tom Brohard and Associates in 2000. As a result, I have extensive experience in traffic engineering and transportation planning. During my career in both the public and private sectors, I have reviewed numerous environmental documents and traffic studies for various projects as indicated on the enclosed resume.

Traffic and Transportation Issues

The following issues and concerns associated with The View Residential Project at 5101 Overhill Drive have not been properly analyzed, addressed, and mitigated:

- 1) Proposed Two-Way Left Turn Lane on Overhill Drive – The View Project proposes two new access driveways on the west side of Overhill Drive with a striped two-way left turn lane between them. Page 3 of Appendix A of the Draft EIR indicates this access is the product of prior coordination between the developer and the County's Public Works Department. There are several safety issues that will result from implementation of this striping plan illustrated in Figure 3-2 of the Draft EIR as follows:
 - a) Design Speed and Lane Widths – With a posted speed limit of 35 miles per hour on Overhill Drive, accepted traffic engineering principles and practices require the use of a design speed of 45 miles per hour, 10 miles per hour higher than the posted speed limit. Lane widths for the two way left turn lane as well as for the adjacent inside through lanes proposed in both directions on Overhill Drive are only 10' wide. While these are acceptable minimums on flat and straight roadways, minimum through lane widths of at least 11 feet should be used on roadways with design speeds over 40 miles per hour, particularly on roadways that have horizontal and vertical curves such as this portion of Overhill Drive.
 - b) Stopping Sight Distance - The 7th Edition of A Policy on Geometric Design of Highways and Streets published in 2018 by the American Association of State Highway and Transportation Officials (AASHTO) is the currently source of accepted design practice throughout the United States. At the south driveway for the Proposed Project, Overhill Drive is essentially level. According to enclosed Table 3-1, Stopping Sight Distance on Level Roadways, a minimum distance of 360 feet is required to provide adequate distance for a driver to see, recognize, and avoid an obstacle

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within the roadway at a relatively flat location with design speed of 45 miles per hour.

- c) Inadequate Left Turn Storage for the South Driveway – The proposed full access south driveway will serve residents, guests, and emergency vehicles. The two-way left turn lane is proposed to begin about 150 feet south of the south driveway in the relatively level, flat area of the crest vertical curve on Overhill Drive. With the proposed restriping of Overhill Drive, the two-way left turn lane provides less than half of the 360-foot distance required to see, recognize, and avoid a rear end collision with a slowing vehicle prior to making a northbound left turn into the south driveway. Without the required distance to decelerate and move over to safety within the two-way left turn lane, the left turning motorist must slow within the inside northbound through lane with risk of being rear-ended.
 - d) Significant Safety Issues for Left Turn from North Driveway – The proposed full access north driveway only about 300 feet south of La Brea Avenue will be gated and will serve residents only. The proposed two-way left turn lane on Overhill Drive will end at the north edge of this driveway. The proposed painted non-traversable median within Overhill Drive beginning at the north side of the north driveway and continuing north will prevent left turning vehicles originating in the north driveway from legally accelerating into the median area and then safely merging into northbound Overhill Drive. There is no area for a left turning resident to safely wait in the median area of Overhill Drive out of the northbound and southbound inside through lanes to complete a two-step left turn. The acute 60-degree angle of the north driveway with Overhill Drive requires that drivers exiting the Proposed Project must look awkwardly back over their left shoulder to gauge gaps in southbound traffic before turning. Visibility of southbound traffic will also be limited by the presence of busses stopped at the bus stop just north of the driveway, by waiting patrons and the bus shelter itself, and by vehicles entering Overhill Drive from the commercial shopping center driveway immediately to the North.
- 2) Bypass and Cut Through Traffic on Northridge Drive – Northbound left and U-turns on Overhill Drive are prohibited at both La Brea Avenue and at Stocker Street. From current Google Earth aerial photography, various measures including speed humps, “Speed Limit 25” signs, and “25” painted pavement markings have been installed on Northridge Drive between Overhill Drive and La Brea Avenue. As a former employee of the Los Angeles County Road Department’s Traffic and Lighting Division, the various measures that have been installed on Northridge Drive confirm the speeding and cut through traffic as well as the County’s responses to address these concerns.

Mr. Darryl Grayson, President
Peer Review of Draft EIR for The View Project at 5101 Overhill Drive in the
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January 3, 2023

According to several letters and emails in the Appendix to the Draft EIR in response to the Notice of Preparation, commuting motorists and others continue to use Northridge Drive to circumvent the turning prohibitions on Overhill Drive, with some of these motorists traveling at excessive speeds through the residential area. While these concerns were expressed about similar issues that could be caused by traffic generated by the Proposed Project, the Draft EIR did not evaluate or respond in any way to possible increases in speeding motorists or increased traffic volumes through the residential neighborhood. The Draft EIR must evaluate these concerns and propose additional mitigation measures to address them.

Based on my review of the Draft EIR and its Appendices, recommendations for safe ingress and egress on Overhill Drive to the Proposed Project have not been provided. Additionally, there has been no analysis of the repeated community concerns that the Proposed Project would add to the speeds and volume of traffic that uses Northridge Drive to cut through the residential area just to the south of the Proposed Project. The County should not consider The View Residential Project further until these major issues have been properly analyzed, addressed, and mitigated.

If you have questions regarding these comments, please call me at your convenience.

Respectfully submitted,

Tom Brohard and Associates



Tom Brohard, PE
Principal

Enclosures

Resume



A Policy on Geometric Design of Highways and Streets, 2018, 7th Edition;
American Association of State Highway and Transportation Officials,
Page 3-4, Table 3-1

Tom Brohard, PE

- Licenses:** 1975 / Professional Engineer / California – Civil, No. 24577
1977 / Professional Engineer / California – Traffic, No. 724
2006 / Professional Engineer / Hawaii – Civil, No. 12321
- Education:** 1969 / BSE / Civil Engineering / Duke University
- Experience:** 50+ Years
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Tom has extensive experience in providing transportation planning and traffic engineering services to public agencies. In addition to conducting traffic engineering investigations for Los Angeles County from 1972 to 1978, he has previously served as City Traffic Engineer in the following communities:

- Bellflower..... 1997 - 1998
- Bell Gardens..... 1982 - 1995
- Big Bear Lake.....2006 - 2015
- Indio.....2005 - 2019
- Huntington Beach..... 1998 - 2004
- Lawndale..... 1973 - 1978
- Los Alamitos..... 1981 - 1982
- Oceanside..... 1981 - 1982
- Paramount..... 1982 - 1988
- Rancho Palos Verdes..... 1973 - 1978
- Rolling Hills..... 1973 - 1978, 1985 - 1993
- Rolling Hills Estates..... 1973 - 1978, 1984 - 1991
- San Fernando.....2004 - Present
- San Marcos..... 1981
- Santa Ana..... 1978 - 1981
- Westlake Village..... 1983 - 1994

During these assignments, Tom has supervised City staff and directed other consultants including traffic engineers and transportation planners, traffic signal and street lighting personnel, and signing, striping, and marking crews. He has secured over \$10 million in grant funding for various improvements. He has managed and directed many traffic and transportation studies and projects. While serving these communities, he has personally conducted investigations of hundreds of citizen requests for various traffic control devices. Tom has also successfully presented numerous engineering reports at City Council, Planning Commission, and Traffic Commission meetings in these and other municipalities.

Tom Brohard and Associates

In his 14 years of service to the City of Indio, Tom accomplished the following:

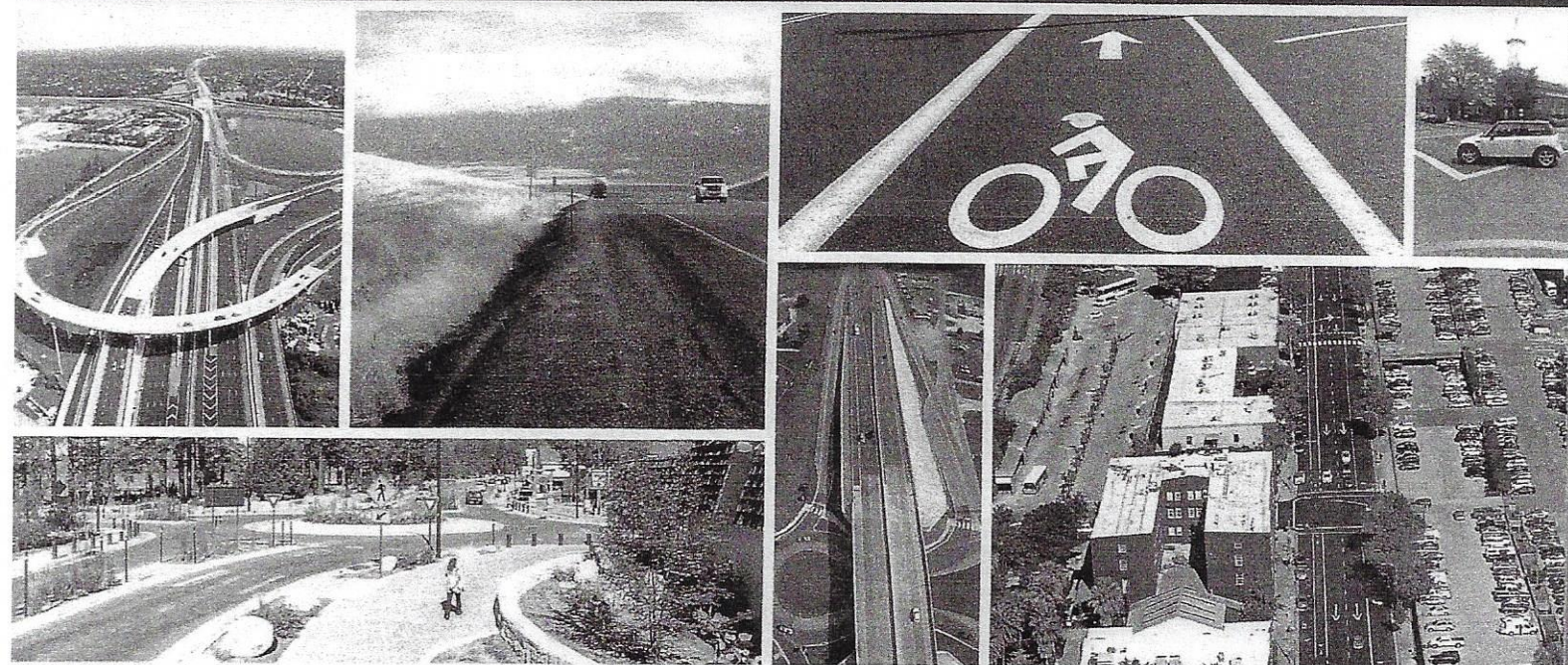
- ❖ Oversaw preparation and adoption of the 2008 Circulation Element Update of the General Plan including development of Year 2035 buildout traffic volumes, revised and simplified arterial roadway cross sections, and reduction in acceptable Level of Service criteria under certain conditions.
- ❖ Oversaw preparation of fact sheets/design exceptions to reduce shoulder widths on Jackson Street and on Monroe Street over I-10 as well as justifications for protected-permissive left turn phasing at I-10 on-ramps, the first such installations in Caltrans District 8 in Riverside County; reviewed plans and provided assistance during construction of both \$2 million projects to install traffic signals and widen three of four ramps at these two interchanges under Caltrans encroachment permits.
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- ❖ Oversaw preparation of plans, specifications, and contract documents and provided construction assistance for over 70 traffic signal installations and modifications.
- ❖ Reviewed and approved over 2,000 work area traffic control plans as well as signing and striping plans for all City and developer funded roadway improvement projects.
- ❖ Oversaw preparation of a City-wide traffic safety study of conditions at all schools.
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- ❖ Oversaw preparation of engineering and traffic surveys to establish enforceable speed limits on over 500 street segments.
- ❖ Reviewed and approved traffic impact studies for more than 35 major projects and special events including the annual Coachella and Stagecoach Music Festivals.
- ❖ Developed and implemented the City's Golf Cart Transportation Program.

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Tom Brohard and Associates

A Policy on Geometric Design of Highways and Streets

2018
7th Edition



U.S. Customary	Metric
$d_B = 1.075 \frac{V^2}{a}$ <p>where:</p> <p>d_B = braking distance, ft</p> <p>V = design speed, mph</p> <p>a = deceleration rate, ft/s²</p>	$d_B = 0.039 \frac{V^2}{a}$ <p>where:</p> <p>d_B = braking distance, m</p> <p>V = design speed, km/h</p> <p>a = deceleration rate, m/s²</p>

(3-1)

Studies documented in the literature (19) show that most drivers decelerate at a rate greater than 14.8 ft/s² [4.5 m/s²] when confronted with the need to stop for an unexpected object in the roadway. Approximately 90 percent of all drivers decelerate at rates greater than 11.2 ft/s² [3.4 m/s²]. Such decelerations are within the driver's capability to stay within his or her lane and maintain steering control during the braking maneuver on wet surfaces. Therefore, 11.2 ft/s² [3.4 m/s²] (a comfortable deceleration for most drivers) is recommended as the deceleration threshold for determining stopping sight distance. Implicit in the choice of this deceleration threshold is the assessment that most vehicle braking systems and the tire-pavement friction levels of most roadways are capable of providing a deceleration rate of at least 11.2 ft/s² [3.4 m/s²]. The friction available on most wet pavement surfaces and the capabilities of most vehicle braking systems can provide braking friction that exceeds this deceleration rate.

Table 3-1. Stopping Sight Distance on Level Roadways

U.S. Customary					Metric				
Design Speed (mph)	Brake Reaction Distance (ft)	Braking Distance on Level (ft)	Stopping Sight Distance		Design Speed (km/h)	Brake Reaction Distance (m)	Braking Distance on Level (m)	Stopping Sight Distance	
			Calculated (ft)	Design (ft)				Calculated (m)	Design (m)
15	55.1	21.6	76.7	80	20	13.9	4.6	18.5	20
20	73.5	38.4	111.9	115	30	20.9	10.3	31.2	35
25	91.9	60.0	151.9	155	40	27.8	18.4	46.2	50
30	110.3	86.4	196.7	200	50	34.8	28.7	63.5	65
35	128.6	117.6	246.2	250	60	41.7	41.3	83.0	85
40	147.0	153.6	300.6	305	70	48.7	56.2	104.9	105
45	165.4	194.4	359.8	360	80	55.6	73.4	129.0	130
50	183.8	240.0	423.8	425	90	62.6	92.9	155.5	160
55	202.1	290.3	492.4	495	100	69.5	114.7	184.2	185
60	220.5	345.5	566.0	570	110	76.5	138.8	215.3	220
65	238.9	405.5	644.4	645	120	83.4	165.2	248.6	250
70	257.3	470.3	727.6	730	130	90.4	193.8	284.2	285
75	275.6	539.9	815.5	820	140	97.3	224.8	322.1	325
80	294.0	614.3	908.3	910					
85	313.5	693.5	1007.0	1010					

Note: Brake reaction distance predicated on a time of 2.5 s; deceleration rate of 11.2 ft/s² [3.4 m/s²] used to determine calculated sight distance.

DUDEK

225 SOUTH LAKE AVENUE
SUITE M210
PASADENA, CALIFORNIA 91101
T 626.204.9800

MEMORANDUM

To:	Joshua Huntington, AICP, Supervising Planner Erica G. Aguirre, AICP, Principal Planner
From:	Michele Finneyfrock, Project Manager, Dudek Brandon Whalen-Castellanos, AICP, Environmental Planner, Dudek
Subject:	The View Residential Project Final Environmental Impact Report – Supplemental Errata
Date:	August 26, 2025

Introduction

A Final Environmental Impact Report (Final EIR) for The View Residential Project (Project), dated April 2025, was published on the County of Los Angeles Department of Regional Planning (County) website in April 2025. This Final EIR is hereafter referred to as the “April 2025 Final EIR” or the “Final EIR” throughout this memorandum. The Final EIR will be considered for certification by the Regional Planning Commission at a public hearing currently scheduled for September 10, 2025.

As further detailed in the Draft EIR, the Project has been under review by the County since 2015. The Regional Planning Commission approved The View Residential Project (Project No. R2015-01232-(2) the “2015 View Project”) and adopted the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP) prepared by the County for the Project in 2017. Subsequent to these actions, the 2015 View Project was appealed to the Los Angeles County Board of Supervisors (Board of Supervisors or Board). The Board of Supervisors denied the appeal while upholding the Regional Planning Commission’s previous approval of the 2015 View Project and adoption of the MND and MMRP.

Following the Board’s denial of the appeal and the filing of the NOD, a Petition for Writ of Mandate was filed by the petitioner, United Homeowner’s Association (UHA) in the Los Angeles County Superior Court (Court), Case No. BS172990. In it, UHA challenged the County’s approval of the 2015 View Project and adoption of the MND and MMRP on several grounds. The Court found that although the MND did satisfy most requirements of CEQA, it did not fully satisfy the requirements of CEQA as to impacts to traffic and circulation. As a result, the Court set aside the County’s approval of the 2015 View Project and adoption of the MND and MMRP. A Court Order was issued to clarify the finding that an Environmental Impact Report (EIR) must be completed for the intended project.

The Court gave specific direction on the EIR to be prepared. The Court determined that the County shall prepare an EIR in full compliance with the requirements of CEQA as to traffic and circulation only. The Court identified that the County satisfied the requirements of CEQA in relation to all other environmental topics addressed in the MND, including the specific areas that the petitioner also challenged (aesthetics, air quality, greenhouse gas emissions, and land use and planning). The Court found that the EIR to be prepared need not include those issues (i.e., all topics other than traffic and circulation) for which the record justifies the County’s actions and determinations. As

such, based on direction from the Court, an EIR was prepared to address the potential for the proposed Project to result in traffic and circulation impacts. The Project that is currently proposed has remained unchanged compared with the proposed development analyzed in the MND. Thus, the Project evaluated in the Draft and Final EIR is the same as the previously contemplated development, with the exception of proposed pedestrian and sidewalk improvements along Overhill Drive, which are discussed in the April 2025 Final EIR.

Given the extensive history of the Project, the County's environmental analysis has been spread across various CEQA documentation over a course of 10 years. As such, the Draft EIR did not include information pertaining to anticipated existing water infrastructure upgrades that will be necessary to serve the Project as proposed, and will comply with all applicable code requirements. The purpose of this memorandum is to provide clarification to the text of the EIR with regards to the water system upgrades as anticipated in the previously contemplated development and required by County Code. The clarifications identified herein supplement and supersede the information in the April 2025 Final EIR. As identified throughout this memorandum, none of these clarifications constitute significant new information or alter the environmental conclusions presented in Draft or Final EIRs such that recirculation of the EIR would be warranted under the California Environmental Quality Act (CEQA). See Section 1.4 of the April 2025 Final EIR for further detail and discussion on the various triggers for recirculation of an EIR under CEQA.

Background

The Draft EIR (page 3-4) explains that "the Project would include all utility improvements to serve the Project, including drainage and stormwater, water, wastewater, and dry utilities. The site is an urban infill site located adjacent to existing utilities and would connect to the existing infrastructure located within the adjacent roadways. Additionally, the local public water purveyor (Cal American Water Company) has issued a 'will serve' letter for the Project that indicates that the purveyor has sufficient supply and capacity to serve the Project" (Draft EIR, p. 3-4).

It is noted, however, that the California American Water Company's will-serve letter (included in the Draft EIR within Appendix B), states that "to provide adequate water flow for fire protection, as may be required by the cognizant fire department, the exact size and length of any main, fire service, or fire hydrant that may have to be installed will have to be determined by a qualified hydraulics engineer..." (Draft EIR, Appendix B; California American Water 2016). In a letter dated September 26, 2016, the County of Los Angeles Fire Department (LACFD) issued conditions of approval for the Project. Among a variety of standard and typical conditions, these require the installation of one public fire hydrant and one private fire hydrant. These are proposed to be located along the Project site's Overhill Drive frontage and within the Project's driveway. LACFD further specifies that the required fire flow to the new public fire hydrant may need to be up to 2,875 gallons per minute at 20 pounds per square inch (subject to potential reductions by LACFD based on the future architectural plan review process prior to building permit issuance). The fire flow to the new private fire hydrant must be 1,250 gallons per minute at 20 pounds per square inch (LACFD 2016). Conditions requiring the maintenance of a water system by the water purveyor to serve the land division, and the inclusion of fire hydrants (both on and off-site), is also referenced in the Los Angeles County Department of Public Works (LACDPW) approval letter, dated September 26, 2016 (LACDPW 2016).

The Project, therefore, includes development of the proposed multi-family residential structure, pedestrian and sidewalk improvements along Overhill Drive, as well as upgrades to existing appurtenant utilities required to serve the Project. As described in the Draft and Final EIR, most utility improvements would be located within the Project site or along the immediately adjacent public rights-of-way. However, water system infrastructure improvements

extending beyond the Project site may be required in order to deliver the fire flows required by the LACFD. Clarifications have been made to the Draft EIR, as shown below, to reflect the potential need for upgrades to the existing off-site water system required in the conditions of approval for the Project. Such improvements are required to ensure that the Project is served by adequate fire flow.

Supplemental Errata

Text from Chapter 3, Project Description, of the Draft EIR, has been updated below to account for the potential water infrastructure improvements required to serve the Project. These changes are shown below and are applicable throughout the EIR. Text that has been added as part of the Final EIR is shown as bold underline (i.e., **underline**).

Section 3.3.3, Utilities, Page 3-4

The Project would include all utility improvements to serve the Project, including drainage and stormwater, water, wastewater, and dry utilities. The site is an infill site located adjacent to existing utilities and would connect to the existing infrastructure located within the adjacent roadways. The Project would be subject to a grading and/or site drainage review and be required to comply with the County's Low Impact Development Ordinance to minimize or reduce runoff. The Project would also be required to comply with the requirements of the County's MS4 Permit (Municipal Separate Storm Sewer System). The local public water purveyor (Cal American Water Company) has issued a "will serve" letter for the Project that indicates that the purveyor has sufficient supply and capacity to serve the Project. **Additionally, in order to comply with Los Angeles County Fire Department requirements for fire flow and water pressure, the Project would include local upgrades to the existing off-site water system, which may entail water pipeline improvements in the Project vicinity and/or improvements to the Mount Vernon Pumping Station to increase the station's pumping capacity. These off-site water system upgrades would need to be completed to the satisfaction of the Los Angeles County Fire Department and the Los Angeles County Department of Public Works prior to Project construction.** The Project would connect to existing dry utilities surrounding the Project site, such as electric, natural gas, and telecommunication infrastructure. Consultation with all appropriate utilities to determine the extent of the dry utilities needed to serve the Project would be required prior to and during the final infrastructure/improvement plan stages.

Analysis

The upgrades to the existing water system required for the Project would be associated with temporary construction activities in the Project vicinity. Pumping capacity improvements at the Mount Vernon Pumping Station (an existing facility located at 4900 South Verdun Avenue, approximately 1,000 feet northeast of the Project site) are anticipated to be associated with installing additional pumps and/or replacing existing pumps with more powerful pumps within the existing facility. All work is anticipated to occur within the existing facility and would not differ substantially from routine maintenance and upgrades that could occur at the facility under existing conditions. Water pipeline improvements may entail construction work within roadways and public rights-of-way in the Project vicinity. Such improvements may require temporary excavations within existing roadways and public rights-of-way, which may be associated with temporary lane closures and/or vehicular, cyclist, and/or pedestrian detours. The improvements would be constructed in accordance with all standard County processing protocols, County permits,

and applicable County code requirements and would need to be in place prior to final map recordation and prior to issuance of building permits for the Project. Temporary construction activities from the existing water system upgrades will be required to occur before construction activities for the proposed multi-family residential building and are thus not expected to overlap with the on-site construction activities. Once the upgrades to the existing off-site water system are complete, the improved system would operate passively, and related maintenance activities would not be substantially different from existing conditions.

As discussed in the “Introduction” section of this memorandum, the Court found that the MND prepared in 2017 for the Project satisfied the requirements of CEQA in relation to all environmental topics except for traffic and circulation. The Court found that the EIR to be prepared need not include those issues (i.e., all topics other than traffic and circulation) for which the record justifies the County’s actions and determinations. The addition of details and clarification regarding the Project’s water infrastructure improvements to the EIR has not altered the traffic and circulation analysis or conclusions as presented in the Draft and Final EIR. The temporary construction activities associated with the water infrastructure improvements near the Project site would not conflict with policies addressing the circulation system, would not affect the Project’s vehicle miles traveled analysis, would not introduce hazardous roadway design features or incompatible uses, and would not result in inadequate emergency access. While temporary vehicular, cyclist and/or pedestrian inconvenience may occur as a result of pipeline improvements within roadways and public rights-of-way, temporary construction-related traffic is expected to be minor and would not contribute to the Project’s vehicle miles traveled. For these reasons, the Project’s water infrastructure improvements would not change the EIR’s impact conclusions with regards to traffic and circulation. Impacts would remain less than significant.

With regards to the environmental topical areas that were upheld by the Court, it is noted for informational purposes that the addition of details and clarification regarding the Project’s anticipated existing water system upgrades does not result in new significant impacts or significant impacts of increased severity. As with construction of the proposed multi-family residential building, and proposed pedestrian and sidewalk improvements along Overhill Drive, the temporary construction activities associated with existing water systems upgrades may result in temporary air emissions, temporary noise and vibration, and the potential for inadvertent finds of archaeological and paleontological resources during any ground-disturbing activities. The Project’s construction-related mitigation measures would continue to apply to the construction activities associated with water infrastructure improvements, as applicable, including dust reduction measures (MM-3 and MM-3.1), protections for any inadvertent finds of archaeological resources (MM-5) and paleontological resources (MM-5.1), protections for any nesting birds (MM-4), and construction noise restrictions (MM-13.1, MM-13.2, MM-13.3, and MM-13.4) (see Chapter 4, Mitigation and Monitoring and Reporting Program, of the April 2025 Final EIR, for more details). Upon required compliance with County requirements and Project-specific mitigation measures, the proposed off-site existing water system upgrades would not be anticipated to result in new significant impacts or significant impacts of increased severity. Once constructed, the proposed water infrastructure improvements would ensure adequate fire flow and water pressure for the Project site. Operational impacts would be minimal to negligible, as the water infrastructure improvements would operate passively, and maintenance activities would be generally consistent with the existing water system maintenance activities in the Project area.

Given this, the proposed upgrades to existing off-site water system would not result in new significant impacts, nor result in a substantial increase in the severity of an environmental impact identified in the Draft EIR. Moreover, these off-site water utility upgrades do not introduce a feasible project alternative or mitigation measure that would lessen the Project’s environmental impacts that the Project applicant has declined to adopt. Further, the addition

of details and clarification regarding the Project's water infrastructure improvements has not caused the Draft EIR to be so fundamentally flawed and inadequate that it precludes meaningful public review. As such, the addition of details and clarification regarding the Project's off-site existing water system upgrades does not constitute "significant new information" as defined in CEQA Guidelines section 15088.5(a). Overall, the clarifying information provided in this Supplemental Errata would not change the impact determinations or conclusions presented in the Draft EIR. Therefore, recirculation of the Draft EIR under CEQA Guidelines section 15088.5(a) is not warranted.

References

California American Water. 2016. Will-Serve Notice. 5101 South Overhill Dr. Los Angeles. May 20, 2016.

LACFD (County of Los Angeles Fire Department). 2016. Project Conditions of Approval. Project TR 73082. September 16, 2016

LACDPW (County of Los Angeles Department of Public Works). 2016. Project Conditions of Approval. Project TR 73082. September 26, 2016.