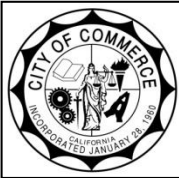


Attachment 2

Planning Commission Staff Reports



STAFF REPORT PLOT PLAN REVIEW NO. 995, TENTATIVE TRACT MAP NO. 82890, 82891, 82892, AND DEVELOPMENT AGREEMENT

TO: Planning Commission

FROM: Economic Development and Planning Department

DATE: July 20, 2020

CASE NO: Plot Plan No. 995

APPLICATION REQUEST: The applicant, Kim Prijatel, representing City Ventures, is proposing to construct 133 single-family attached residential units on three parcels to be known as Rosewood Village. The Project will be built in three phases. The Project includes the following discretionary approvals as follows: 1) Plot Plan Review for a new Multi-Family Housing project, 2) Tentative Tract Map 82890 – creating one (1) lot for 37 residential units; 3) Tentative Tract Map 82891 – creating one (1) lot for 31 residential units; 4) Tentative Tract Map 82892 – creating one (1) lot for 65 residential units; 5) Demolition – demolition of all existing structures on the three sites, and 6) to acknowledge and recommend to the City Council for the approval of the Development Agreement – covering the details of the City's sell of the land known as Assessor's Parcel Numbers (APN) 6335-025-902, 903, 905, and 906, to City Ventures for the development of 133 single-family attached dwelling units.

Pursuant to Chapter 19.39 Division 10 (Site Plan Review) of the Commerce Municipal Code (CMC), a Plot Plan Review is required for any new building or structure in excess of 25,000 square feet in area.

PROPERTY LOCATION: The Project consists of three parcels (or sites) located at 5550 Harbor Street, 5625 Jillson Street, and 5555 Jillson Street, Commerce, CA 90040

APPLICANT: Kim Prijatel
Senior Vice President of Development
City Ventures
3121 Michelson Drive, Suite 150
Irvine, CA 92612

STAFF RECOMMENDATION: Following a staff presentation and Public Hearing, staff requests that the Planning Commission approve Plot Plan No. 995 for a new Multi-Family Housing project; and approve Tentative Tract Map 82890 – creating one (1) lot for 37 residential units; Tentative Tract Map 82891 – creating one (1) lot for 31 residential units; and Tentative Tract Map 82892 – creating one (1) lot for 65 residential units with the Specific Findings, Conditions of Approval, and adopt an Mitigated Negative Declaration and Mitigation Monitoring & Reporting Program pursuant to Section 15072 of the California Environmental Quality Act (CEQA) and to acknowledge and recommend to the City Council for the approval of the Development Agreement that will cover the details of the City’s sell of the land known as Assessor’s Parcel Numbers (APN) 6335-025-902, 903, 905, and 906, to City Ventures for the development of 133 single-family attached dwelling units.

PUBLIC HEARING NOTICE: Notice was published in the Los Cerritos Community News on June 29, 2020, mailed out to property owners within 500 feet of the subject property, and to public agencies and interested organizations.

ATTACHMENTS:

- A) Initial Study
- B) Mitigated Negative Declaration and Mitigation Monitoring & Reporting Program
- C) Specific Findings for Plot Plan;
- D) Conditions of Approval;
- E) Plans
- F) Focused Traffic Study / Harbor and Jillson Site

LAND USE, ZONING AND APPLICABLE REGULATIONS:

Project Site – 5550 Harbor Street, 5625 and 5555 Jillson Street	
General Plan Designation:	Housing Opportunity Overlay (HOO)
Zoning:	HOO / M-2 (Heavy Industrial)
Applicable Zoning Regulations:	Commerce Municipal Code Chapter 19.47 Housing Opportunity Overlay Zone; CMC Chapter 19.47.040, Development Standards; CMC Chapter 19.21, Off-Street Parking; CMC Chapter 19.23, Landscaping; CMC Chapter 19.39 Division 10, Site Plan Review; CMC Section 19.39.680 Basis for Approval.

SURROUNDING ZONING AND LAND USES:

Site 1A - 5550 Harbor Street

Direction	Zoning	Land Use
North	R-1	Low Density Residential
South	HOO / M-2	Housing Opportunity / Industrial
East	PF	Public Facilities
West	HOO / M-2	Housing Opportunity / Industrial

Site 1B - 5625 Jillson Street and Site 2 - 5555 Jillson Street (Transportation Center)

Direction	Zoning	Land Use
North	R-1	Low Density Residential
South	C/M-1	Commercial Manufacturing
East	PF	Public Facilities
West	HOO / M-2	Housing Opportunity / Industrial

ENVIRONMENTAL ASSESSMENT:

An Environmental Initial Study in compliance with the California Environmental Quality Act (CEQA) was prepared for the project, which determined that there could be anticipated potential significant environmental impacts, unless mitigated. Therefore, a Mitigated Negative Declaration has been prepared pursuant to the California Environmental Quality Act (CEQA).

The environmental assessment identifies adverse environmental impacts (Aesthetics, Cultural Resources, Geology & Soils, Hazards & Hazardous Materials, Noise, Public Services, Transportation, Tribal Cultural Resources, and Wildfire), mitigation measures have been provided. The mitigation measures were designed to reduce the severity of the environmental impacts to levels less than significant, as defined by CEQA.

The mitigation measures are part of the Mitigation Monitoring Program and have been made part of the approval of this project. The applicant confirmed that the project description was accurate and agreed to all mitigation measures. A Notice of Intent to Adopt was submitted and filed. No State responsible agencies were identified and as a result, no Clearinghouse posting was required. Noticing was posted and published as required under the City's Municipal Code.

DESCRIPTION OF PROPERTY / BACKGROUND:

Environmental Setting

The Project site consists of three (3) developed sites described below:

Site 1A – Harbor (5550 Harbor Street) is irregular-shaped and approximately 1.98-acres (including the parking area of the Brenda Villa Aquatic Center). The site is flat and currently developed with one and one-half story, 27,376-square-foot, light industrial, warehouse, and attached office building built in 1956 and an asphalt parking lot associated with the Aquatic Center. Prior to the mid-1940s, the project area was used for agricultural orchards. A former railroad spur was located adjacent to the southerly property line and is now an alley. The site is bounded to the north by Harbor Street, to the west by a commercial warehouse structure, to the east by the Brenda Villa Aquatic Center, and to the south by an alley. There are power poles on the northern and western boundaries.

Site 1B – Jillson 1 (5625 Jillson Street) is irregular-shaped and approximately 1.33- acres. The site is flat and currently developed with a one and one-half story, 19,629-square-foot, light industrial, warehouse and attached office building constructed in 1949 and associated asphalt parking area, which is also used as a transitional storage area for miscellaneous household debris. A review of aerial photos indicates that the property was vacant with a railroad right-of-way associated with the Atchison Topeka Railroad heading onto the southern portion of the property from Jillson Street. The railroad right-of away was built around 1936. Then in 1949, the current building was built. The site is bounded to the north and east by railroad tracks, to the west by Site 2 – Transportation Center, and to the south by Jillson Street.

Site 2 – Transportation Center (5555 Jillson Street) is rectangular-shaped and approximately 2.43-acres. The site is developed with the City of Commerce Transportation Center office building and a two-story parking structure with a ramp built in 1997. The first floor of the parking structure is used for bus parking and maintenance, which includes a dump station for sewage in the northeastern corner, and a bus wash in the southeastern corner. The northern portion of the on-site building is used for automobile service. It includes two in-ground hydraulic lifts, an alignment pit, four-post aboveground lifts, two aboveground scissor lifts, and an in-ground wash clarifier in the western portion of the building, which is connected to a smaller in-ground clarifier located in the eastern portion of the building. A three-stage clarifier is situated in the southeastern driveway, which is connected to the bus wash located in the northeastern portion of the Property. A review of aerial photos indicates that the property was vacant until around 1936 when a railroad right-of-way associated with the Atchison Topeka Railroad was built heading onto the northern portion of the property from Jillson Street. Then in 1952/1953, a structure and parking area were built. Lastly, by 2003 the 1952 structure was demolished, and the existing building and parking structure were added. The site is bounded to the north

by railroad tracks, to the east by proper Site 1B – Jillson 1, to the west by commercial warehouse structure, and to the south by Jillson Street. An image of the project sites is shown below, outlined in blue:



STAFF ANALYSIS AND REVIEW:

Project Description

The Project is the development of 133 single-family attached residential units on three parcels to be known as Rosewood Village. It will be built in three phases, as described below. Phase 1 of the Project will be the Site 1A – Harbor (5550 Harbor Street) location. Phase 2 will be the Site 1B – Jillson 1 (5625 Jillson Street) location, and the Site 2 – Transportation Center (5555 Jillson Street) location will be Phase 3.

Site 1A – Harbor (5550 Harbor Street) The development proposes the construction of 37 single-family attached residences with private garages, private drive aisles, sidewalks, guest parking areas, and common landscaped areas. The buildings are proposed to be designed. The Project site will be accessible with an entrance/exit along Harbor Street.

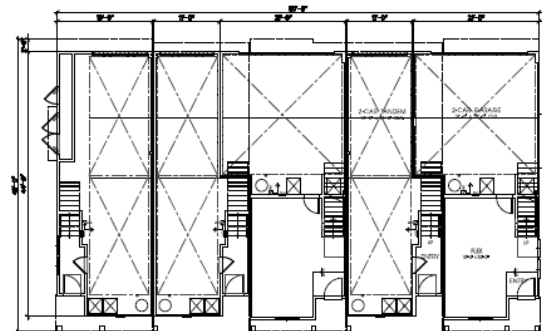
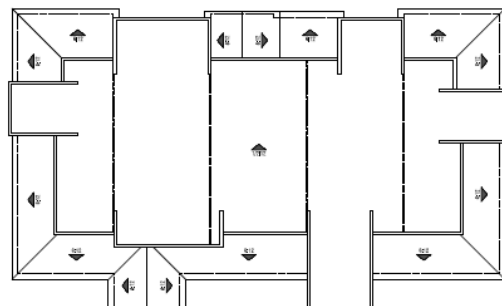
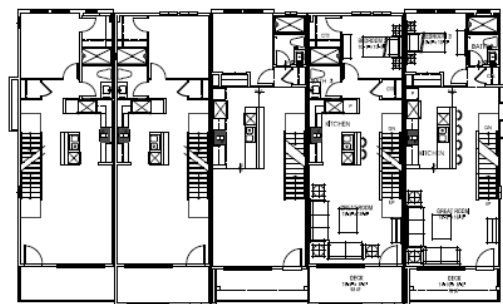
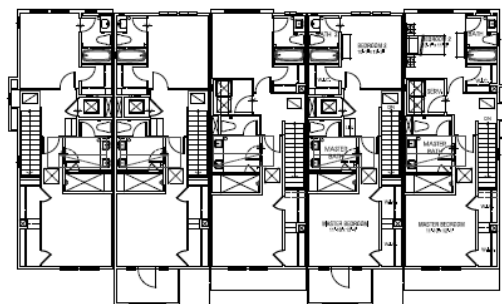
The housing product includes five (5) three-story buildings, comprised of four (4) eight-plex buildings and one (1) five-plex building. There are two-floor plans, ranging in size from 1,394-square-feet to 1,670-square feet. Each home will have a two-car garage, one with tandem parking, and the other with side by side parking. The living space on the second level will benefit from an outdoor space provided by a private balcony.

The architectural style of the building is proposed as Agrarian with Composition Shingle roofs and stucco walls. Accent features include siding and board and batten at select locations, horizontal wood-like railing, vertical metal railing, wood post, trellis, and coach lights. The following is the breakdown of the product information, site plan, floor plan, elevations, and landscaping plan:

Product Information for Site 1A – 5550 Harbor Street			
Building Type	Building Size	Unit Area	Unit Design
8-plex	18,988 sq. ft.		
Plan 1		1,394 sq. ft.	3 bedrooms 3 baths
Plan 2		1,670 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space
5-plex	11,858 sq. ft.		
Plan 1		1,394 sq. ft.	3 bedrooms 3 baths
Plan 2		1,670 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space



SITE PLAN / OPEN SPACE – 5550 HARBOR STREET



Plan 1
 3 BEDROOM / 3 BATH
 ±1,334 SF

Plan 2
 3 BEDROOM / 3 BATH
 / FLEX
 ±1,670 SF

CONCEPT FLOOR PLAN



ELEVATIONS - 5550 HARBOR STREET



LANDSCAPING PLAN - 5550 HARBOR

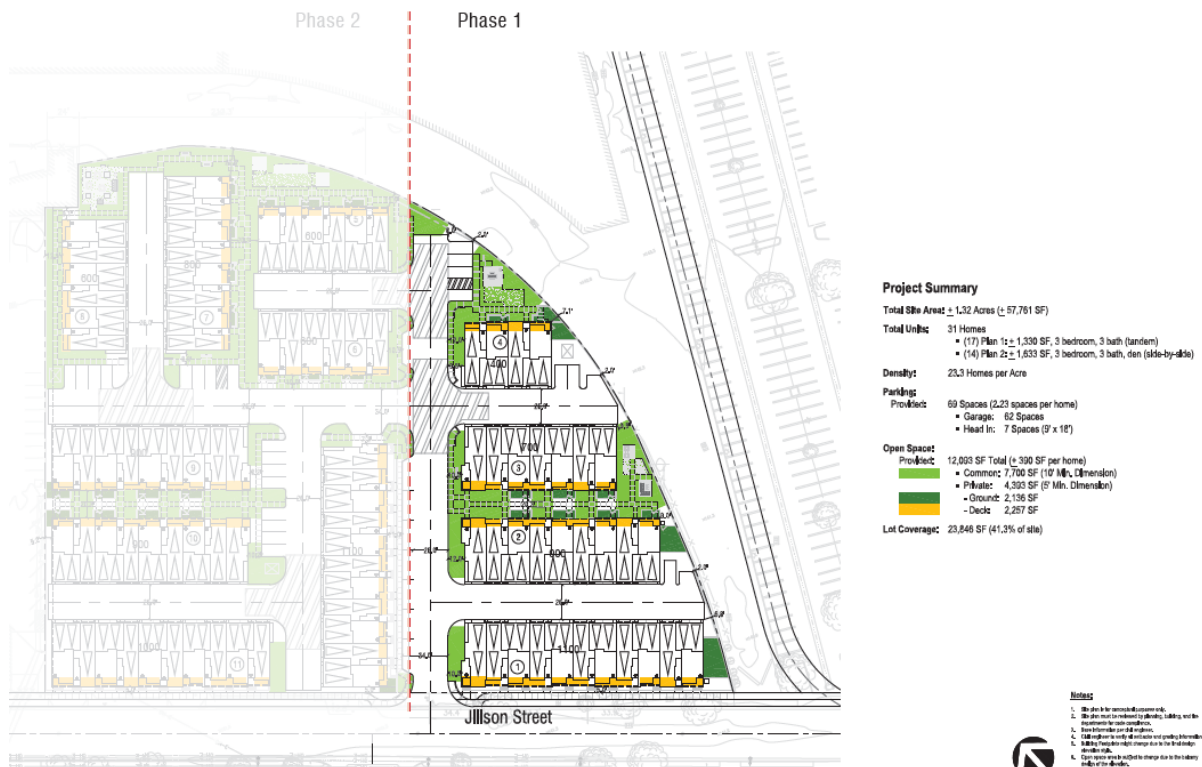
Site 1B – Jillson 1 (5625 Jillson Street). The development proposes the construction of 31 single-family attached residences with private garages, private drive aisles, sidewalks, guest parking areas, and common landscaped areas. The Project site will be accessible with an entrance/exit along Jillson Street. An extension of drive aisles, guest parking areas, and sidewalk are proposed on a separate Tract Map 82892 that connects to the private drive aisle of the westerly boundary that sheet flows toward the proposed Project site. The acreage of this extension will be included in the calculation of sizing the catch basin and detention system.

The housing product includes four (4) three-story buildings, comprised of one (1) four-plex building, one (1) seven-plex building, one (1) nine-plex building, and one (1) eleven-plex building. There are two-floor plans, ranging in size from 1,417-square-feet to 1,670-square feet. Each home will have a two-car garage, one with tandem parking, and the other with side by side parking. The living space on the second level will benefit from an outdoor space provided by a private balcony.

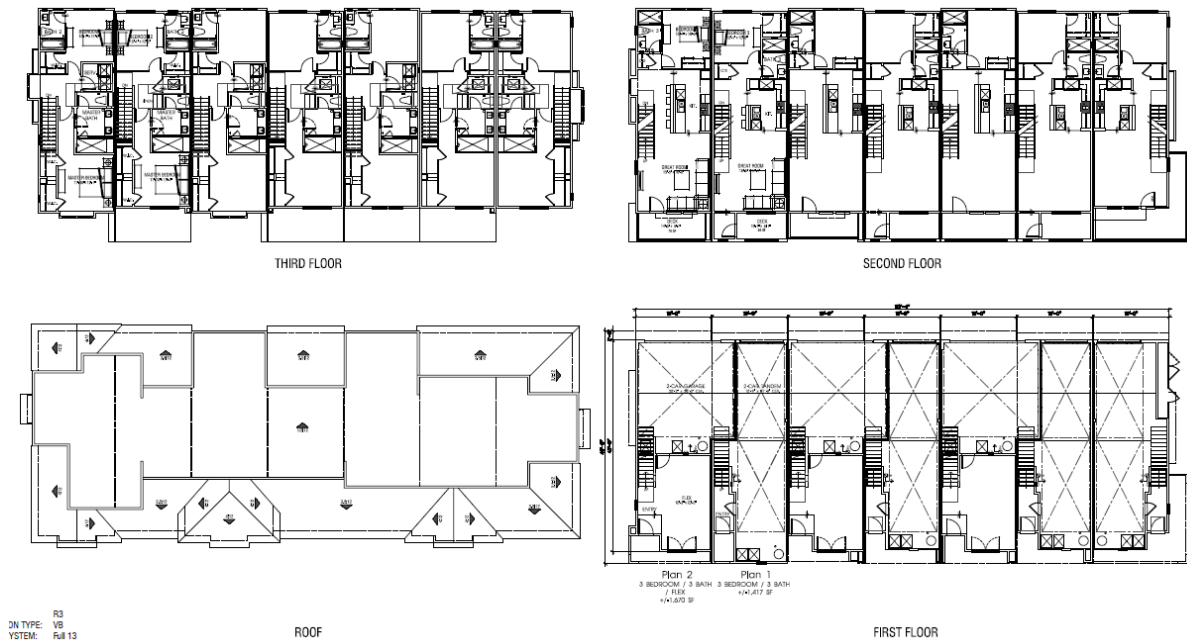
The architectural style of the building is proposed as Progressive Spanish with S-Tile roofs and stucco walls. Accent features will include bay windows at select locations, shaped stucco soffits, decorative corbels, vertical metal railing, and coach lights. The following is the breakdown of the product information, site plan, floor plan, elevations, and landscaping plan:

Product Information for Site 1B – 5625 Jillson Street			
Building Type	Building Size	Unit Area	Unit Design
4-plex	9,578 sq. ft.		
Plan 1		1,417 sq. ft.	3 bedrooms 3 baths
Plan 2		1,670 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space
7-plex	16,829 sq. ft.		
Plan 1		1,417 sq. ft.	3 bedrooms 3 baths
Plan 2		1,670 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space
9-plex	21,632 sq. ft.		
Plan 1		1,417 sq. ft.	3 bedrooms 3 baths
Plan 2		1,670 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space

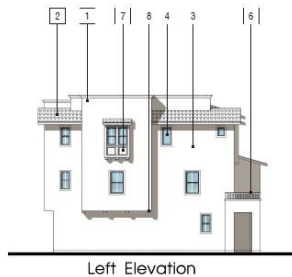
11-plex	18,791 sq. ft.		
Plan 1	1,417 sq. ft.	3 bedrooms	3 baths
Plan 2	1,654 sq. ft.	3 bedrooms	3 baths
		20 sq. ft. flex space	



SITE PLAN / OPEN SPACE - 5625 JILLSON STREET



FLOOR PLAN

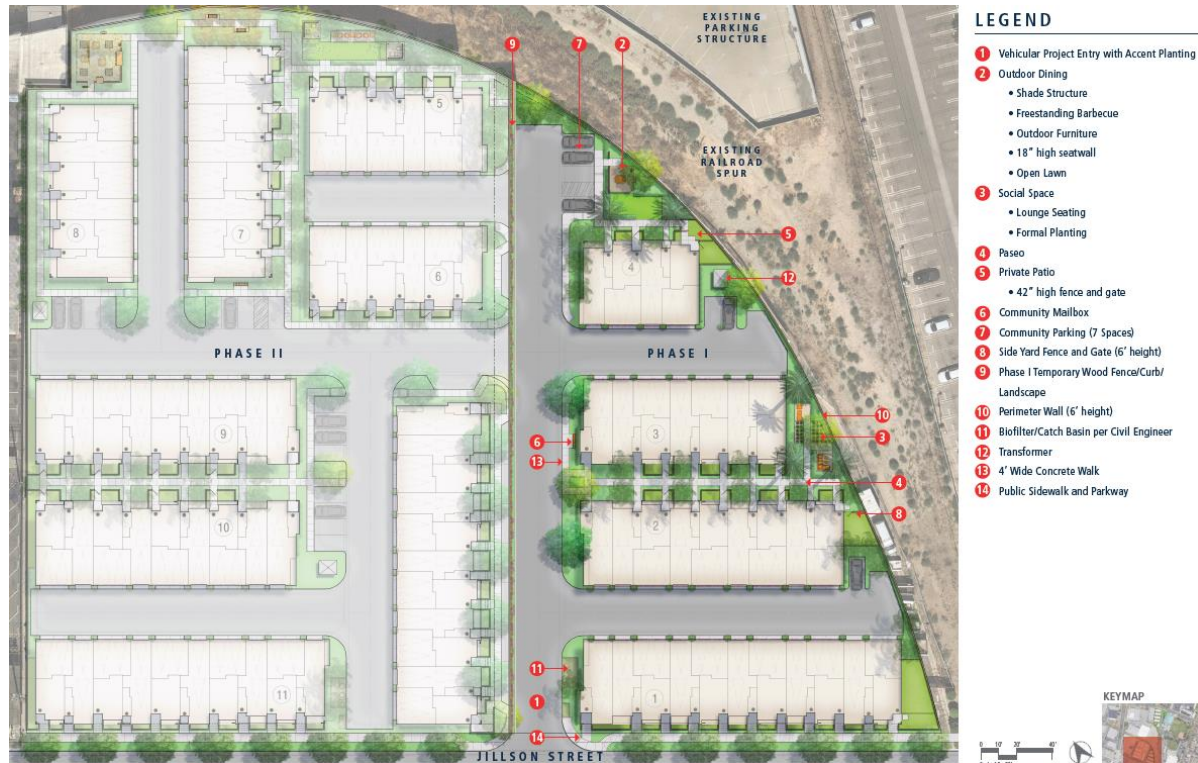


- MATERIALS:**
- | | |
|---------------------------|--|
| 1 Roof: Flat With Parapet | 7 Wood-Like Panel |
| 2 Roof: S-Tile Roof | 8 Decorative Corbels |
| 3 Stucco | 9 Sectional Roll-Up Garage Door |
| 4 Vinyl Windows | 10 Coach Light And Illuminated Address Panel |
| 5 Entry Door | 11 Utility Cabinet |

Refer to Landscape Drawings for wall, tree, shrubs and patio wall locations

Scheme 1
 Note: Artist's conception, colors, materials and application may vary.

ELEVATIONS



LANDSCAPING PLAN - 5625 JILLSON STREET

Site 2 – Transportation Center (5555 Jillson Street) The development proposes the construction of 65 single-family attached residences with private garages, private drive aisles, sidewalks, guest parking areas, and common and private landscaped areas. The Project site is an extension of the improvement of proposed Tract Map 82891, which will be accessible with an entrance/exit along Jillson Street. A portion of the drive aisles, guest parking areas, and sidewalks of the proposed Project site sheet flows on to Tract Map 82891 site that connects the private drive aisle of the easterly boundary. The acreage of this extension will be excluded in the calculation of sizing the catch basin and detention system.

The housing product includes eight (8) three-story buildings, comprised of three (3) six-plex buildings, one (1) eight-plex building, two (2) nine-plex buildings, one (1) ten-plex building, and one (1) eleven-plex building. There are two-floor plans, ranging in size from 1,417-square-feet to 1,670-square feet. Each home will have a two-car garage, one with tandem parking, and the other with side by side parking. The living space on the second level will benefit from an outdoor space provided by a private balcony.

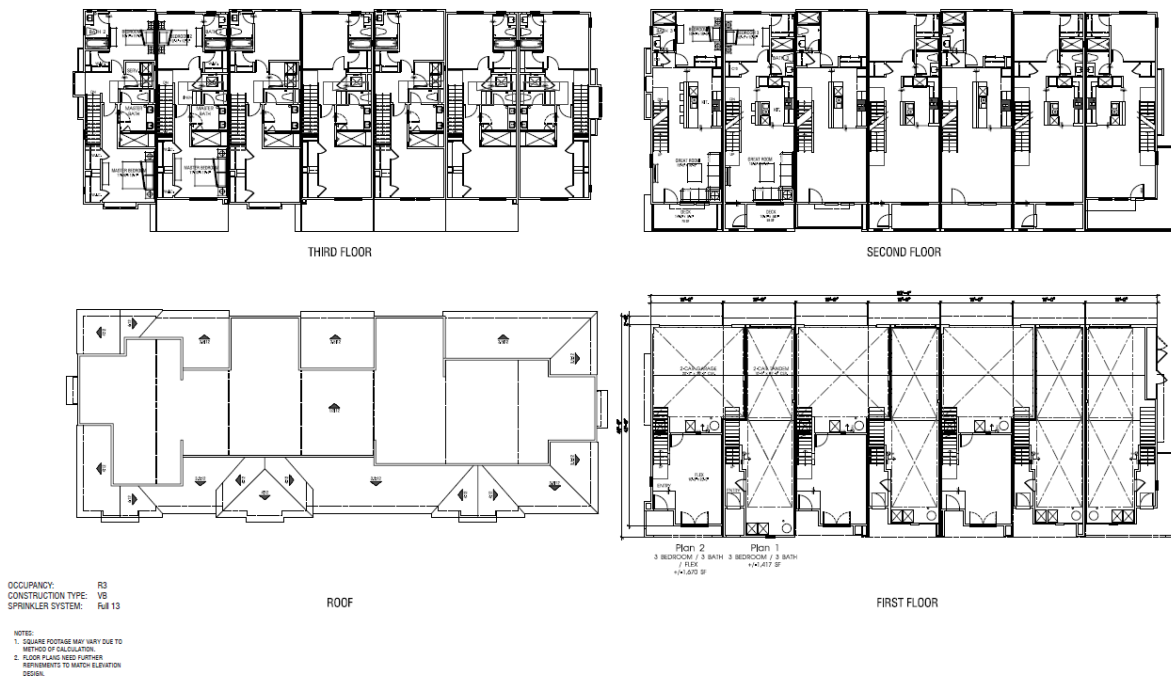
The architectural style of the building is proposed as Progressive Spanish with S-Tile roofs and stucco walls. Accent features will include bay windows at select locations, shaped stucco soffits, decorative corbels, vertical metal railing, and coach lights.

The following is the breakdown of the product information, site plan, floor plan, elevations, and landscaping plan:

Product Information – Site 2 Transportation Center at 5555 Jillson Street			
Building Type	Building Size	Unit Area	Unit Design
6-plex	14,776 sq. ft.		
Plan 1		1,417 sq. ft.	3 bedrooms 3 baths
Plan 2		1,670 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space
8-plex	19,355 sq. ft.		
Plan 1		1,417 sq. ft.	3 bedrooms 3 baths
Plan 2		1,670 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space
9-plex	21,632 sq. ft.		
Plan 1		1,417 sq. ft.	3 bedrooms 3 baths
Plan 2		1,670 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space
10-plex	23,983 sq. ft.		
Plan 1		1,417 sq. ft.	3 bedrooms 3 baths
Plan 2		1,670 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space
11-plex	26,141 sq. ft.		
Plan 1		1,417 sq. ft.	3 bedrooms 3 baths
Plan 2		1,654 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space



SITE PLAN - 5625 JILLSON STREET (TRANSPORTATION CENTER)



CONCEPT FLOOR PLAN



ELEVATIONS

TREES

BOTANICAL NAME	COMMON NAME
 Quercus virginiana	Southern Live Oak
 Ulmus parvifolia	Chinese Elm
 Quercus suber	Cork Oak
 Quercus virginiana	Southern Live Oak
 Jacaranda mimosifolia	Jacaranda Tree
 Koelreuteria bipinnata	Chinese Flame Tree
 Ficus chinensis	Chinese Fig
 Platanus acerifolia 'Columbia'	London Plane Tree
 Lagerstroemia 'Natchez'	Crape Myrtle
 Magnolia grandiflora 'Little Gem'	Little Gem Magnolia
 Archontophoenix cunninghamiana	King Palm
 Lophostemon confertus	Brisbane Box
 Archontophoenix cunninghamiana	King Palm
 Phoenix dactylifera	Date Palm

SHRUBS AND GROUND COVER

BOTANICAL NAME	COMMON NAME
 Heteromeles arbutifolia	Toyon
 Ilex vomitoria 'Stokes'	Stokes Dwarf Yaupon Holly
 Ligustrum j. 'Texanum'	Texas Privet
 Lonicera japonica 'Halliana'	Hall's Japanese Honeysuckle
 Podocarpus macrophyllus	Yew Pine
 Rhamnus laetifolia 'Majestic Beauty'	Majestic Beauty Hawthorn
 Rhamnus laetifolia 'Clara'	Indian Hawthorn
 Rosa floribunda 'Iceberg'	Iceberg Rose
 Salvia leucantha	Mexican Sage
 Sansevieria trifasciata	Mother-in-Law's Tongue
 Trachelospermum jasminoides	Star Jasmine



LANDSCAPING PLAN - 5625 & 5555 JILLSON STREET

The following aerial map shows the overall site plan for entire project:



Construction Characteristics

The Project is anticipated to begin construction September 2020 with completion of all three sites occurring in December 2023. Construction activities within the Project area will consist of demolition, site preparation, grading, building, paving, and architectural coating.

Design and Compatibility

Chapter 19.47 and 19.19 of the CMC includes the development standards and design guidelines. The purpose of these standards is to protect and improve the environment and the appearance of the community, and to deter blighting and nuisance conditions. In particular, these guidelines address items such as, but not limited to, contextual design, landscaping, architectural treatments, and circulation.

The proposed residential units are compatible with existing developments surrounding the site and meets the City's site planning criteria and design guidelines set forth in the CMC. The building's architectural design will enhance the appearance of the area and will include a number of different measures to ensure compatibility. The proposed architectural style for the Site 1A – Harbor building is proposed as Agrarian with Composition Shingle roofs and stucco walls. Accent features include siding and

board and batten at select locations, horizontal wood-like railing, vertical metal railing, wood post, trellis, and coach lights.

For the Site 1B & Site 2 – Jillson, the architectural style of the buildings is proposed as Progressive Spanish with S-Tile roofs and stucco walls. Accent features will include bay windows at select locations, shaped stucco soffits, decorative corbels, vertical metal railing, and coach lights.

The Site 1A – Harbor site is bounded by the Brenda Villa Aquatic Center to the East, Warehouse to the West, and Single Family Residential to the North. The Site 1B – Jillson 1 and 2 sites are bounded by the City of Commerce City Hall and amenities to the East, a parking lot across Jillson Street to the South, warehouse to the North.

Several General Plan policies address the visual and aesthetic impacts of future development. In particular, Housing Policies 4.3 and 4.5.

Housing Policy 4.3 The City of Commerce will encourage quality construction in new residential development and require all properties to be maintained to the greatest extent possible.

Housing Policy 4.5 The City of Commerce will ensure that all new housing will have the same standards for design, construction, and maintenance found in housing that is more expensive.

PROJECT TRIP GENERATION

Harbor and Jillson Site Focused Traffic Study – prepared by TJW Engineering, Inc., January 15, 2020.

Projected trip generation for the proposed Project was based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition). Based on the proposed Project's intended use, the projected trip generation was determined using the Multifamily Housing (Mid-Rise) Land Use Code 221.

The Trip Generation Study showed that when all three Project site developments were combined, they would generate only 789 total vehicle trips per day. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection that has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. The volume of traffic for all three Project sites would be well below 100,000 vehicles and below the necessary volume to even get close to causing a violation of the CO standard. Therefore, no CO "hot spot" modeling was performed, and **no significant long-term air quality impact** is anticipated to local air quality with the on-going use of the proposed Project. The following table shows the projects trip generation:

PROJECTED TRIP GENERATION

Proposed Land Use	Qty	Unit	Daily Trips (ADTs)		AM Peak Hour					PM Peak Hour				
			Rate	Volume	Rate	In:Out Split	Volume			Rate	In:Out Split	Volume		
							In	Out	Total			In	Out	Total
Multi-Family Housing (221)	37.0	DU	5.44	201	0.36	26:74	4	10	14	0.44	61:39	10	7	17
Multi-Family Housing (221)	36.0	DU	5.44	196	0.36	26:74	3	10	13	0.44	61:39	10	6	16
Multi-Family Housing (221)	72.0	DU	5.44	392	0.36	26:74	7	19	26	0.44	61:39	20	12	32
Total				789			14	39	53			40	25	65

Notes: Rates from ITE Trip Generation (10th Edition, 2017); DU – Dwelling Unit

As shown in the table above, the proposed project is projected to generate a total of 53 AM peak hour trips, 65 PM peak hour trips, and 789 daily trips.

On-site and Off-site Parking

A parking survey was conducted in the area neighboring the Project sites from 7:00 AM to 7:00 PM on Saturday, November 16th, 2019, and on Tuesday, November 19th, 2019 to determine parking demand. For analysis purposes, the neighboring parking areas were separated into distinct parking zones found in the Focused Traffic Study. The zones consist of the four parking lots that serve Rosewood Park, Commerce Civic Center Area, and the Brenda Villa Aquatic Center as well as street parking found along Harbor Street and Jillson Street. In total, all neighboring parking areas provide a total of 524 parking spaces.

On-Site Parking

Section 19.21.040 – Number of Parking Space Required of the Commerce Municipal Code outlines the City's minimum parking requirements for various land use classifications. In this case, 2 spaces per unit within a garage is required. The table below summarizes the minimum on-site parking requirements for the proposed Project:

MUNICIPAL CODE ON-SITE PARKING REQUIREMENTS

Project Site	Total Units	Total Spaces Required	Total Spaces Provided
Site 1A – Harbor (5550 Harbor Street)	37	74	74
Site 1B – Jillson 1 (5625 Jillson Street)	31	62	62
Site 2 – Transportation Center (5555 Jillson Street)	65	130	130
TOTAL	133	266	266

As demonstrated above, the Project requires 266 parking spaces and be providing 266 parking spaces (two spaces per unit / 133 units). The proposed number of parking stalls meet the City's requirements as provided in Table 19.21.040A (Off Street Parking Requirements) of the CMC.

Besides the required two spaces per unit, one-half spaces uncovered is required for guest spaces as follow:

- Site 1A – Harbor (5550 Harbor Street) required 18.5 guest spaces and 11 spaces provided;
- Site 1B – Jillson 1 (5625 Jillson Street) required 15.5 guest spaces and 7 spaces provided; and
- Site 2 – Transportation Center (5555 Jillson Street) required 32.5 guest spaces and 25 spaces provided.

Therefore, a total of 66.5 uncovered guest spaces is required (for all three sites) and 43 spaces provided. To ensure guest parking will always be provided, a Focused Traffic Study was prepared which determined that at worst case, no more than 92% of parking would be impacted (covered & guest).

With proposed mitigation, it was determined that the Project will have a **less than significant with mitigation impact** directly, indirectly, and cumulatively on parking.

PROJECT DESCRIPTION FOR THE TENTATIVE TRACT MAPS

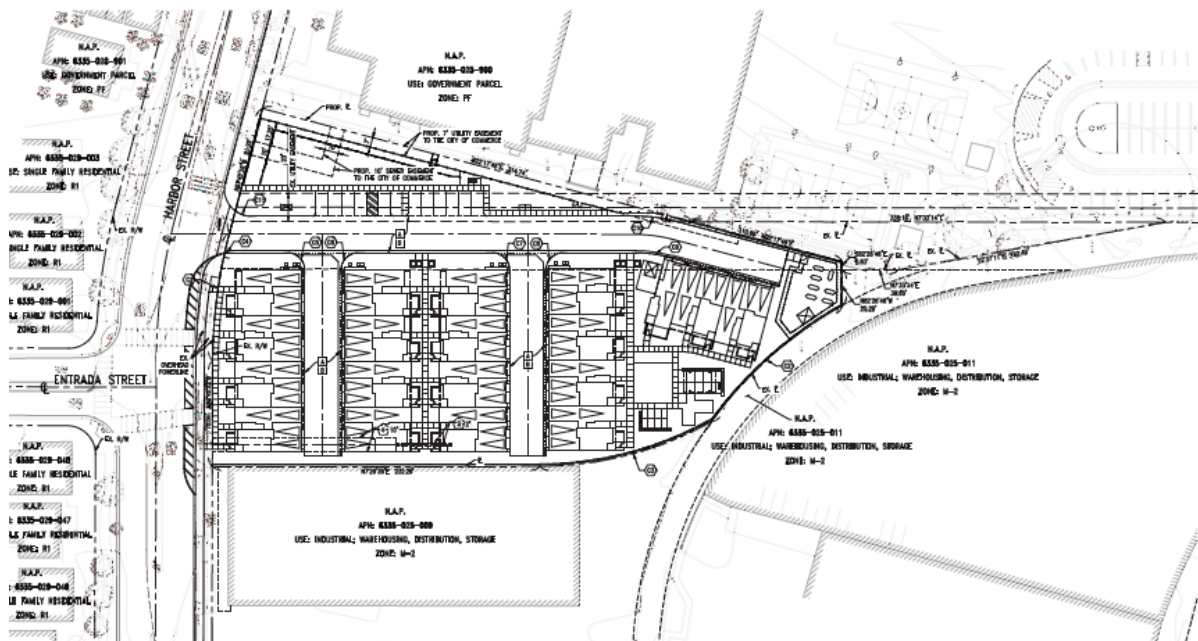
The applicant is requesting for approval on the following Tentative Tract Maps:

- Tentative Tract Map 82890 – creating one (1) lot for 37 residential units;
- Tentative Tract Map 82891 – creating one (1) lot for 31 residential units;
- Tentative Tract Map 82892 – creating one (1) lot for 65 residential units;

Tentative Tract Map 82890

The Map creates a single 1.98-acre parcel for the development of 37 single-family attached residential units. Access is taken from the existing driveway on Harbor Street. The new parcel includes the area currently used for parking for the Brenda Villa Aquatic Center. Twelve (12) new parking spaces will be created to serve both the Aquatic Center and the development.

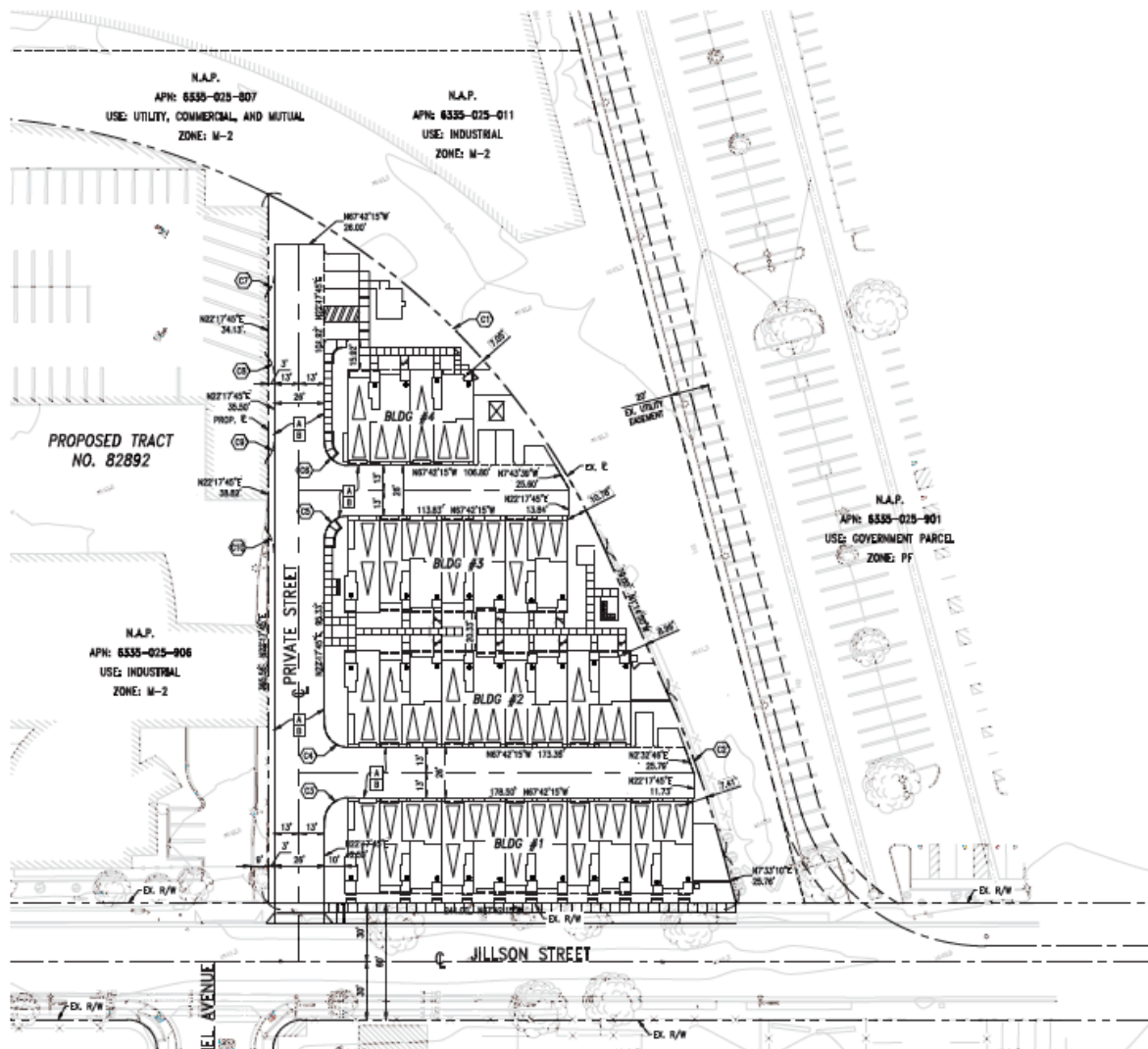
TENTATIVE TRACT MAP No. 82890



Tentative Tract Map 82891

The Map creates a single 1.33-acre parcel for the development of 31 single-family attached residential units. Access is taken from a single driveway off Jillson Street, which will serve both this map and TTM-82892. Three (3) private streets will serve the interior of the property.

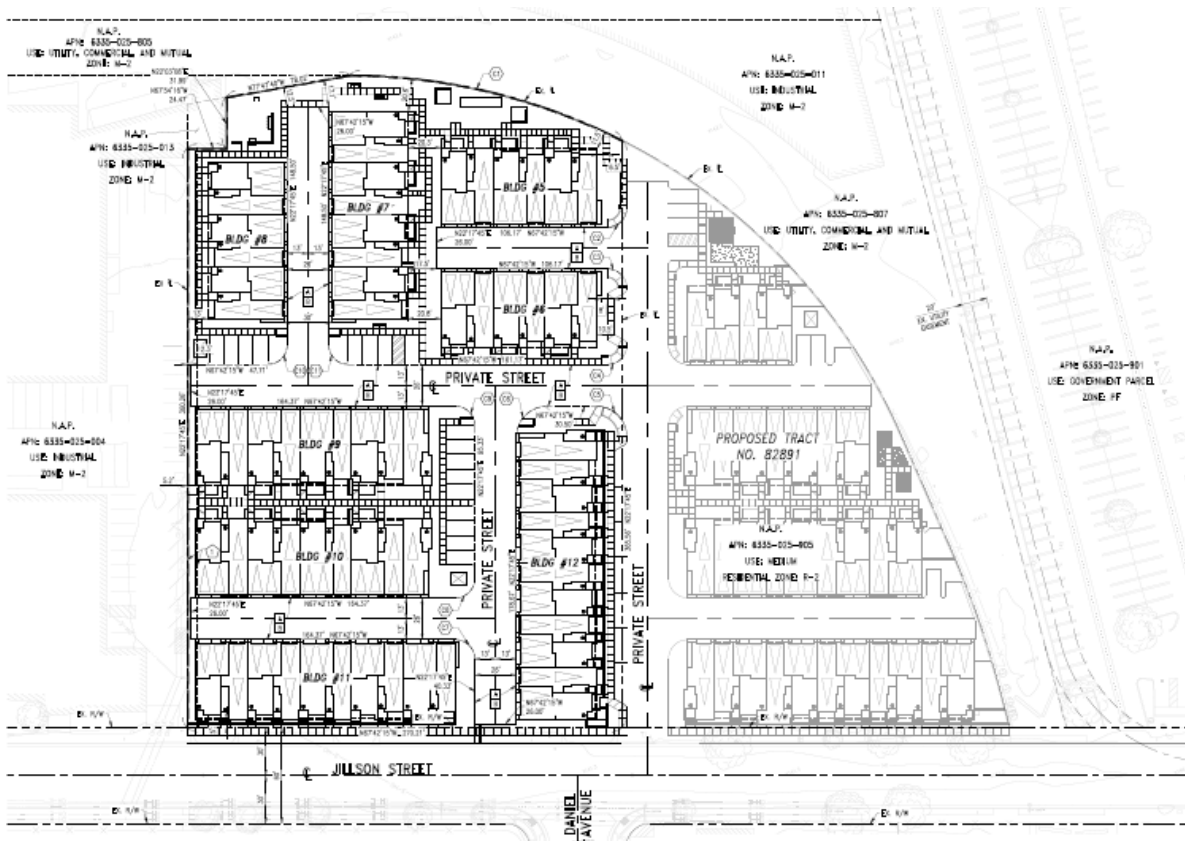
TENTATIVE TRACT MAP No. 82891



Tentative Tract Map 82892

The Map creates a single 2.43-acre parcel for the development of 65 single-family attached residential units. Access is taken from driveway serving TTM-82891 off Jillson Street. Four (4) private streets will serve the interior of the property.

TENTATIVE TRACT MAP No. 82892



The City's Engineer / Public Works Division and the Los Angeles County Fire Department have reviewed the proposed Tentative Parcel Map No. 82890, 82891, and 82892 and their conditions are part of the conditions of approval.

DEVELOPMENT AGREEMENT

The State of California enacted California Government Code Sections 65864 et seq. ("Development Agreement Statutes") to authorize municipalities to enter into development agreements with those having an interest in real property to strengthen the public planning process, encourage private participation in comprehensive

planning, and reduce the economic risk of development in connection with the development of real property within their jurisdiction

The purpose of the Development Agreement Statutes is to authorize municipalities, in their discretion, to establish certain development rights in real property for a period of years regardless of intervening changes in land use regulations, to vest certain rights in the Owner, and to meet certain public purposes of the local government.

In this case, the applicant has worked closely with the Department to ensure parameters are in place to ensure an agreement will cover the development of the site in compliance with the provisions as set forth in the Housing Opportunity Overlay Zone (HOO).

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Environmental analysis was conducted according to the California Environmental Quality Act (CEQA). The analysis provided in the initial study indicates that the proposed project will not result in any unmitigable significant adverse impacts. The initial study determined that a mitigated negative declaration should be prepared for the subject project. Mitigation measures focus on the following areas: Aesthetics, Cultural Resources, Geology & Soils, Hazards & Hazardous Materials, Noise, Public Services, Transportation, Tribal Cultural Resources, and Wildfire. Please see the attached CEQA document for complete details on the analysis and subsequent mitigation measures prepared for the project.

The mitigation measures are part of the Mitigation Monitoring Program and have been made part of the approval of this project. The applicant confirmed that the project description was accurate and agreed to all mitigation measures. A Notice of Intent to Adopt was submitted and filed. No State responsible agencies were identified and as a result, no Clearinghouse posting was required. Noticing was posted and published as required under the City's Municipal Code. Additional information related to the CEQA process and mitigation measures are included as attachments to this report.

The Mitigation Monitoring Program (MMP) for the subject project has been prepared pursuant to the requirements of Public Resources Code §21081.6 which, among other things, states that when a governmental agency adopts or certifies a CEQA document that contains the environmental review of a proposed project, "The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation."

The City of Commerce is the lead agency for the project, and is therefore, responsible for administering and implementing of the MMP. The decision-makers

must define specific reporting and/or monitoring requirements to be enforced during project implementation prior to final approval of the proposed project.

The MMP includes the following: (1) mitigation measures that will either eliminate or lessen the potential impact of the project; (2) the monitoring milestone or phase during which the measure shall be complied with or carried out; and (3) the enforcement agency responsible to monitor mitigation measure compliance.

The MMP will be in place through all phases of a project including project design (preconstruction), project approval, project construction, and operation (both prior to and post-occupancy). The City will ensure that monitoring is documented through periodic reports and that deficiencies are promptly corrected. The MMP is attached to this report.

CONCLUSION:

Staff believes the necessary findings can be made to approve this Plot Plan to allow the development of 133 single-family attached residential units on three parcels to be known as Rosewood Village. It will be built in three phases, as described below. Phase 1 of the Project will be the Site 1A – Harbor (5550 Harbor Street) location. Phase 2 will be the Site 1B – Jillson 1 (5625 Jillson Street) location, and the Site 2 – Transportation Center (5555 Jillson Street) location will be Phase 3. Also, as demonstrated in the building analysis, the overall building layout and design will meet the minimum building requirements as set forth in the Zoning Ordinance. As analyzed, the proposal will not trigger any need for variances or will be inconsistent with the intent of the zoning code. As such, a Residential Land Use in this area of the City is consistent with other permissible activities within the residential zone.

Therefore, staff recommends that the Planning Commission approve 1) adopt the Mitigated Negative Declaration and Mitigation Monitoring & Reporting Program 2) adopt the required findings prepared by staff, and 3) conditionally approve Plot Plan No. 995, and Tentative Tract Map 82890, 82891 & 82892 subject to the conditions content in this staff report, and 4) to acknowledge and recommend to the City Council for the approval of the Development Agreement – covering the details of the City's sell of the land known as Assessor's Parcel Numbers (APN) 6335-025-902, 903, 905, and 906, to City Ventures for the development of 133 single-family attached dwelling units.

Prepared by: Sonia S. Griego
Associate Planner

Reviewed by: Jose D. Jimenez
Director of Economic Development and Planning

Reviewed by: Noel Tapia
City Attorney

ATTACHMENT A
SPECIFIC FINDINGS FOR PLOT PLAN NO. 995

The following finding can be made, regarding the mandatory findings of significance set forth in Section 15065 of the CEQA Guidelines, based on the results of the environmental assessment:

1. The approval and subsequent implementation of the proposed project *will not* have the potential to degrade the quality of the environment.
2. The approval and subsequent implementation of the proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
3. The approval and subsequent implementation of the proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.
4. The approval and subsequent implementation of the proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

In addition to the above findings pursuant to Commerce Municipal Code Section 19.39.680, approval or disapproval of any Site Plan application shall be based upon the following factors and principles:

1. **Compliance with all applicable provisions of this Title 19.** *The proposed 133 single-family attached residential units, with mitigation measures, will comply with all applicable requirements of the Commerce Municipal Code. The proposed use is one that is permitted within the HOO (Housing Opportunity Overlay)/M-2 (Heavy Industrial) Zone, the purpose of which is to provide land suitable for residential uses. The requirements of the zone are intended to provide safeguards and to establish adequate buffer distances between uses that pose potentially adverse public health, safety, and welfare impacts.*
2. **Suitability of the site for the particular use or development intended.** *The site is located in the M-2 Zone, which allows for the residential units uses in the City. The site was previously developed with industrial use and the surrounding neighborhood is characterized by similar uses and also surround by residential uses and public facilities. The intent of the Housing Opportunity/Heavy Industrial zone is to concentrate in bringing more residential uses; while at the same time ensuring the availability of needed public services. The proposed residential units do not violate any provisions of the Commerce Municipal Code, including lot coverage, floor area and*

setbacks requirements. The project sites will accommodate all parking on-site therefore; the site is suitable for the proposed development.

3. **Physical layout of the total development, including the application of prescribed development standards.** *The project shall be so arranged to further the policies of the General Plan and zoning regulation including, but not limited to, avoiding traffic congestion, ensuring the protection of public health, safety, and general welfare, and preventing adverse effects on neighboring properties. The proposed project will further the policies in the Commerce General Plan. The site has a "Housing Opportunity Overlay" land use designation, which is intended to support the uses such as that being proposed. Adequate safeguards will be provided to ensure the protection of the public health, safety, and welfare.*
4. **Consistency with all elements of the General plan.** *General Plans are required to not only be consistent with a City's zoning ordinance, but they must also be internally consistent. Therefore, individual elements must be consistent with one another. If a project is consistent with one element of a General Plan, it should therefore be consistent with the rest of the document. The subject project includes consistency with following policies in the Housing Element of the General Plan:*
 - Housing Policy 4.3 - The City of Commerce will encourage quality construction in new residential development and require all properties to be maintained to the greatest extent possible.
 - Housing Policy 4.5 - The City of Commerce will ensure that all new housing will have the same standards for design, construction, and maintenance found in housing that is more expensive.

The abovementioned policies, along with other policies and elements identified in the General Plan will help contribute to an orderly pattern of development in the City, while helping to contribute new housing to the City.

5. **Suitability and functional development design; however, such approval shall be interpreted to require a particular style or type of architecture.** *The project was designed to meet the City's development standards, including those related to floor area and lot coverage. The project was also evaluated to ensure it met the City's site planning criteria and design guidelines. CEQA analysis of the project included a review of functionality measures of the proposal, including circulation and access. The project meets the intent and standards set forth in the Commerce Municipal Code; therefore, the proposed residential units are suitable for the project site and its surroundings.*

**ATTACHMENT B
FINDINGS - CALIFORNIA SUBDIVISION MAP ACT
FOR TENTATIVE TRACT MAP**

The California Subdivision Map Act requires that the Planning Commission make the following findings before approving the subdivision:

1. Government Code Section 66453.5
 - a. **That the proposed subdivision, together with the provisions for its design and improvement, is consistent with the general plan required by Article 5 (commencing with Section 65300) of Chapter 3 of Division 1 of the Government Code, or any specific plan adopted pursuant to Article 8 (commencing with Section 65450) of Chapter 3 of Division 1 of the Government Code.** *Tentative Tract Map 82890, Tentative Tract Map 82891, and Tentative Tract Map 82892 are consistent with all elements of the City's General Plan. The General Plan Land Use designation on the subject site is Housing Opportunity Overlay (HOO). The corresponding Zoning Designation for the sites is Housing Opportunity Overlay zone in conjunction with an underlying Heavy Industrial (M-2) zone, as stated in the Commerce Municipal Code Chapter 19.47.020.*
2. Government Code Section 66474
 - a. **That the site is physically suitable for the proposed density of development.** *The subject sites are physically suitable to accommodate the density proposed by the applicant. The project sites located in the City of Commerce are approximately 1.98 acres, 1.33 acres, and 2.43 acres.*
 - b. **The subdivision or proposed improvements will not cause substantial environmental damage or substantially and avoidably injure fish wildlife or their habitat.** *The design of the proposed project will not cause substantial environmental damage or substantially and avoidably injure fish, wildlife, or their habitat. The Project sites are developed with buildings and parking areas and are located in an urbanized setting. As such, the site does not support habitat for any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations. No natural, undeveloped open space areas are located within proximity of the Project sites. In addition, the Project sites are not located in a habitat conservation plan or designated by the County of Los Angeles as a Significant Ecological Areas (SEAs). As a result, no impacts to*

habitat conservation plans or natural community conservation plans will occur with the development of the Project sites.

- c. **That the subdivision or type of improvement will not cause serious public health problems.** *The design of the subdivision or type of improvements will not likely cause serious public health problems because the project involves new development of 133 residential units, which there are existing residential within the immediate vicinity of the subject sites. The proposed project will not jeopardize, adversely affect, endanger, or otherwise constitute a menace to the public health, safety, and welfare of the project. The proposed project conforms to all development standards specified in the Commerce Municipal Code.*
 - d. **That the proposed subdivision and improvements will not conflict with easements for access through or the use of the property within the proposed subdivision.** *The design of the subdivision or 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. There will be improvements of the public street to serve the subject site. Furthermore, the City notified utility companies that service the area. Responses received from these agencies did not indicate any location of easements on the proposed site.*
3. Government Code Section 66474.6
- a. **That the discharge of waste from the proposed subdivision into the existing community sewer system will not violate existing requirements of the water code.** *The design of the subdivision or type of improvements will not violate any existing requirements of the water code. The discharge of waste from the sites will have to be approved by the Sanitation District who will ensure that no existing requirements of the water code are violated.*

ATTACHMENT C
CONDITIONS OF APPROVAL FOR PLOT PLAN NO. 995

1. A Site Plan Review approval that is valid and in effect and granted pursuant to the provisions of Title 19 of the Commerce Municipal Code shall be valid only on the property for which it was granted and only for the improvements for which it is granted and further, shall continue to be valid upon change of ownership of the property or any lawfully existing building or structure on the property.
2. All conditions shall be binding upon the applicants, their successors and assigns; shall run with the land; shall limit and control the issuance and validity of certificates of occupancy; and shall restrict and limit the construction, location, and use and maintenance of all land and structures within the development.
3. This permit and all rights hereunder shall terminate within twelve months of the effective date of the permit unless operations are commenced or a written time extension is granted, based on a written request submitted prior to the expiration of the one-year period as provided in Section 19.39.720 of the Commerce Municipal Code.
4. The abandonment or non-use of this approval for a period of one year shall terminate the approval without further action of the Planning Commission or City Council, and any privileges granted thereunder shall become null and void.
5. In the event of transfer of ownership of the property involved in this application, the new owner shall be fully informed of the use and development of said property as set forth by this permit together with all conditions, which are a part thereof.
6. All parking areas shall be clearly identified. The surface parking area must be striped to clearly indicate the location and extent of vehicle parking, maneuvering areas, and drive aisles.
7. All loading must occur on-site. All vehicle maneuvering shall occur on-site as well.
8. During construction, all roadways shall be kept open to traffic.
9. Equipment used for construction activities shall be properly tuned to reduce exhaust emissions.
10. Construction activities shall be stopped during first and second stage smog alerts.

11. During construction, trucks and equipment that are not in use shall shut off their engines instead of idling.
12. Construction equipment shall be kept in proper tune and mufflers shall be used on all construction equipment to reduce equipment noise.
13. Roads adjacent to the project site shall be swept as needed to reduce fugitive dust from the proposed project site.
14. All grading operations will be suspended when wind speeds (as instantaneous gusts) exceed 35 miles per hour.
15. Construction activities shall be permitted between the hours of 7:00 a.m. to 7:00 p.m. Once operational, the proposed project must conform to the City's Noise Ordinance.
16. Storage of building materials related to construction activities shall be contained within the project site.
17. The project site shall be cleared of all debris prior to the issuance of a building department final inspection.
18. The property shall be developed and maintained in a neat, quiet, and orderly condition and operated in a manner so as not to be detrimental to adjacent properties and occupants.
19. Contractors and subcontractors engaged in the construction activities of the project shall obtain a business license and all required permits from the City of Commerce.
20. The contractor under the observation of the soil engineer shall conduct all clearing, site preparation, or earthwork performed on the project.
21. The soils engineer shall provide inspection for site clearing and grading in order to certify that the grading was done in accordance with approved plans and grading specifications.
22. Soils binders shall be utilized on construction sites for unpaved roads and/or parking areas.
23. The project will be required to comply with all programs adopted by the City for the reduction of solid waste.

24. Where feasible, the applicant shall use recycled materials during construction and recycle construction waste. A report shall be provided to the City of Commerce.
25. Ultra-low flow water fixtures must be installed to reduce the volume of sewage to the system.
26. The project applicant shall install energy-efficient electrical appliances and equipment in accordance with the State of California's Energy Efficiency Standards (Title 24).
27. Prior to the issuance of any occupancy permits, three (3) sets of landscaping and irrigation plans shall be prepared by a landscape architect and submitted to the City for review and approval. All designated landscaping areas shall be fully planted prior to the issuance of building permit final inspection and maintained at all times.
28. Site development shall conform to the site plan reviewed by the Planning Commission when approval of the subject project was granted.
29. Violation of any of the conditions of this approval shall be cause for revocation and termination of all rights thereunder.
30. The Economic Development and Planning Director or her designee shall have the authority to initiate proceedings to suspend or revoke a Site Plan Review approval pursuant to provisions set forth in Sections 19.39.240 through 19.39.250, inclusive, of the Commerce Municipal Code, Chapter 19.39.
31. The applicant and the contractors involved in demolition and/or construction activities must comply with all pertinent South Coast Air Quality Management District (SCAQMD) regulations and requirements governing Particulate Matter (PM₁₀) generation (Rule 401, 403, etc.). PM₁₀ pollution consists of very small liquid and solid particles floating in the air. These particles are less than 10 microns in diameter – about 1/7th the thickness of the human – and are known as PM₁₀.
32. The applicant shall work with staff on the final design, layout, and treatment of the proposed warehouse building, and landscape plan to insure compliance with all provisions of the Commerce Municipal Code. The final design of the structure shall be subject to the review and approval of the City's Economic Development Subcommittee and Director of Economic Development and Planning or her designee.
33. The project shall comply with the Section 19.19.220 of the CMC (General Development Standards and Design Guidelines) as well as all other applicable sections of the CMC.

34. The applicant and future tenants will be required to obtain all pertinent operating permits from the SCAQMD for any equipment requiring such permits.
35. The proposed project shall conform to Fire, Building, and Public Works Code requirements. Notwithstanding this review, all required permits from the County Department of Building and Safety must be secured.
36. The Applicant or General Contractor shall keep the construction area sufficiently damped to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.
37. All materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage.
38. The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding grading, site preparation, and construction activities.
39. The Applicant shall ensure that the grading and building contractors must adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces. The contractors will be responsible for being familiar with, and implementing any pertinent best available control measures.
40. During construction, disposal of refuse and other materials should occur in a specified and controlled temporary area on-site physically separated from potential storm water runoff, with ultimate disposal in accordance with local, State and Federal requirements.
41. Sediment from areas disturbed by construction shall be retained on-site using structural controls to the maximum extent practicable.
42. The project shall comply with the City's Low Impact Development Standards and Green Street Policy.
43. All required permits by all permitting agencies shall be obtained for operation of said use and any construction associated with the subject request.
44. The Applicant is required to install artwork or pay an in-lieu fee subject to the City's Art in Public Places Ordinance. The cost of the artwork or in-lieu fee shall be equal to 1% of the projects valuation.
45. Violation of any of the conditions of the approval shall be cause for revocation and termination of all rights thereunder.

46. The Director of Economic Development and Planning or her designee is authorized to make minor modifications to the approved preliminary plans or any of the conditions if such modifications shall achieve substantially the same results as would strict compliance with said plans and conditions.
47. The Applicant shall sign, notarize, and return to the Economic Development and Planning Department an affidavit accepting all Conditions of Approval within 10 days from the date of the approval, unless appealed. The Applicant acknowledges and understands that all conditions set forth in this Resolution are conditions precedent to the grant of approval and failure to comply with any condition contained herein shall render this Condition Use Permit non-binding as against the City and shall confer Applicant no legal rights under the law.
48. The applicant shall defend, indemnify, and hold harmless the City, its elected and appointed officials, agents, officers, and employees from any claim, action, or proceeding brought against the city, its elected and appointed officials, agents, officers, or employees arising out of, or which are related to the applicant's project or application (collectively referred to as "proceedings"). The indemnification shall include, but not be limited to, damages, fees and/or costs, liabilities, and expenses incurred or awarded in connection with the proceedings whether incurred by the applicant, the city, and/or the parties initiating or bringing such proceedings. This indemnity provision shall include the applicant's obligation to indemnify the city for all the city's costs, fees, and damages that the city incurs in enforcing the indemnification provisions set forth herein. The city shall have the right to choose its own legal counsel to represent the city's interest in the proceedings.

DEPARTMENT OF BUILDING DIVISION CONDITIONS:

The following work items are to be designed, installed, and completed at the sole expense of the applicant/developer/property owner.

GENERAL REQUIREMENT FEES

1. Prior to issuance of grading, building or other permits as appropriate, the applicant shall pay all necessary and nominal fees to the City.
2. Sewer fee will be required in addition to the fees paid to the Sanitation Districts of Los Angeles County, and shall be paid prior to building permit issuance.

3. Water service connection fees will be required and paid to California Water Service (Cal Water).
4. Separate public encroachment permit and Public Works inspection fees payment are required for all work in the public rights-of-way in the City.

BUILDING DIVISION CONDITIONS AND CODE REQUIREMENTS

The following conditions or code requirements of the Building Division shall be provided:

1. The second sheet of building plans is to list all City of Commerce conditions of approval and to include a copy of the Planning Commission Decision letter. This information shall be incorporated into the plans prior to the first submittal for plan check. Conditions are required from the following departments: Planning, Building, Fire, Public Works and Utility Department.
2. School Developmental Fees shall be paid to the Commerce School District prior to the issuance of the building permit.
3. Fees shall be paid to the County of Los Angeles Sanitation District prior to issuance of the building permit.
4. An application to assign unit numbers shall be filed with Building Division prior to plan check submittal.
5. In accordance with paragraph 5538(b) of the California Business and Professions Code, plans are to be prepared and stamped by a licensed architect.
6. Structural calculations prepared under the direction of an architect, civil engineer or structural engineer shall be provided.
7. When a tract or parcel map is required to be recorded as part of the development, the building permit will not be issued until the property has been surveyed and the boundaries marked by a land surveyor licensed by the State of California.
8. City records indicate the proposed site involves a change of parcel boundary between ownerships. A lot line adjustment by document shall be processed prior to issuance of the building permit.
9. City records indicate the proposed site is a combination of lots under common ownership. A parcel merger by document shall be processed prior to issuance of the building permit.

10. Building permits shall not be issued until the final map has been prepared to the satisfaction of the Building Official.
11. Foundation inspection will not be made until setback on each side of each proposed building along the property line has been surveyed and the location of the footings has been determined to be in accordance with the approved plans by a land surveyor licensed by the State of California. THIS NOTE IS TO BE PLACED ON THE FOUNDATION PLAN IN A PROMINENT LOCATION.
12. A geotechnical and soils investigation report is required, the duties of the soils engineer of record, as indicated on the first sheet of the approved plans, shall include the following:
 - a) Observation of cleared areas and benches prepared to receive fill;
 - b) Observation of the removal of all unsuitable soils and other materials;
 - c) The approval of soils to be used as fill material;
 - d) Inspection of compaction and placement of fill;
 - e) The testing of compacted fills; and
 - f) The inspection of review of drainage devices.
13. The owner shall retain the soils engineer preparing the Preliminary Soils and/or Geotechnical Investigation accepted by the City for observation of all grading, site preparation, and compaction testing. Observation and testing shall not be performed by another soils and/or geotechnical engineer unless the subsequent soils and/or geotechnical engineer submits and has accepted by the Public Works Department, a new Preliminary Soils and/or Geotechnical Investigation.
14. Prior to permit issuance the pdf copy of the soils report shall be provided by the applicant
15. A grading and drainage plan shall be approved prior to issuance of the building permit. The grading and drainage plan shall indicate how all storm drainage including contributory drainage from adjacent lots is carried to the public way or drainage structure approved to receive storm water.
16. Grading security shall be posted with the City Building Division prior to issuance of the grading permit whenever the cut or fill yardage exceeds 1,000 cubic yards.

17. A Stormwater Pollution Prevention Program ("SWPPP") is required to be submitted. The SWPPP shall contain details of best management practices, including desilting basins or other temporary drainage or control measures, or both, as may be necessary to control construction-related pollutants which originate from the site as a result of construction related activities. No grading permit will be issued until the SWPPP has been submitted to and accepted by the building official.
18. For sites where the disturbed area is one acre or more, applicants must file a Notice of Intent (NOI) and a State SWPPP and obtain a Waste Discharge Identification number (WDID No.). Both the NOI and the WDID No. must be stated on the first sheet of the plans.
19. A (re)development project, where a proposed building in a separate parcel alone meets the definition of "Planning Priority Projects", is required to comply with the requirements in the Low Impact Development (LID) Standards. A maintenance covenant of the required LID features for each parcel shall be prepared and recorded at County Recorder's office.
20. A Multi-Phased Project, where multiple buildings are located within one parcel and to be developed over more than one phase, is subject to the requirements of the Low Impact Development (LID) Standards. If the stormwater mitigation system is designed such that LID standards and requirements are satisfied for multiple buildings, a maintenance covenant of the required LID features for all buildings in the subject parcel shall be prepared by the owner(s) and recorded at County Recorder's office.
21. When, as determined by the City, 100 percent onsite retention of the SWQDv is technically infeasible, partially or fully, the infeasibility shall be demonstrated in the submitted LID Plan. The technical infeasibility may result from conditions that may include, but are not limited to:
 - a. The infiltration rate of saturated in-situ soils is less than 0.3 inch per hour and it is not technically feasible to amend the in-situ soils to attain an infiltration rate necessary to achieve reliable performance of infiltration or bio retention BMPs in retaining the SWQDv onsite.
 - b. Locations where seasonal high groundwater is within five to ten feet of surface grade;
 - c. Locations within 100 feet of a groundwater well used for drinking water;
 - d. Brownfield development sites or other locations where pollutant mobilization is a documented concern;
 - e. Locations with potential geotechnical hazards;
 - f. Smart growth and infill or redevelopment locations where the density and/or nature of the project would create significant difficulty for compliance with the onsite volume retention requirement.

22. If partial or complete onsite retention is technically infeasible, the project Site may bio filtrate 1.5 times the portion of the remaining SWQDv that is not reliably retained onsite. Bio filtration BMPs must adhere to the design specifications provided in the Municipal NPDES Permit.
- g. Additional alternative compliance options such as offsite infiltration may be available to the project site. The project site should contact the City to determine eligibility. Alternative compliance options are further specified in County of Los Angeles LID Standards Manual 2009 or as may later be amended.
23. The remaining SWQDv that cannot be retained or bio-filtered onsite must be treated onsite to reduce pollutant loading. BMPs must be selected and designed to meet pollutant-specific benchmarks as required per the Municipal NPDES Permit. Flow-through BMPs may be used to treat the remaining SWQDv and must be sized based on a rainfall intensity of:
 - h. 0.2 inches per hour, or
 - i. The one year, one-hour rainfall intensity as determined from the most recent Los Angeles County isohyetal map, whichever is greater.
24. City of Commerce Storm Water Program Planning Priority Project Checklist completed by Engineer of Record and approved by Environmental Division shall be copied on the first sheet of Building Plans and on the first sheet of Grading Plans.
25. Electrical plan check is required.
26. Mechanical plan check is required.
27. Plumbing plan check is required.
28. No form work or other construction materials will be permitted to encroach into adjacent property without written approval of the affected property owner.
29. South Coast Air Quality Management District must be contacted prior to any demolition or renovation. Call (909) 396-2000 for further information. Failure to comply with the provisions of Rule 1403 may result in a penalty of up to \$25,000 per day.
30. Demolition permit is required for any existing buildings, which are to be demolished.
31. The governing codes shall be determined individually for each building at the time of plan check submittal and shall apply throughout the duration of each phase until completion.

32. Separate plans, applications, and fees are required for each building or development phase prior to plan review of electrical, plumbing, mechanical, or grading plans.
33. Rules and regulations for expiring plan check and permit applications for each building shall be enforced separately by the governing codes as determined at the time of plan check submittal.
34. Prior to the issuance of building permit, a written consent shall be obtained from the current easement holder(s) for any proposed development encroaching into existing easement(s).
35. All fire sprinkler hangers must be designed, and their location approved by an engineer or an architect. Calculations must be provided indicating that the hangers are designed to carry the tributary weight of the water filled pipe plus a 250-pound point load. A plan indication this information must be stamped by the engineer or the architect and submitted for approval prior to issuance of the building permit.
36. Separate permit is required for Fire Sprinklers
37. Townhouse building construction shall comply with the governing Los Angeles County Residential Code.
38. Construction, projections, openings and penetrations of exterior walls of each townhouse building, a cluster consists of 2 or more dwelling units, equipped throughout with an automatic sprinkler system installed in accordance with Section R313 shall comply with Table R302.1(2).
39. Each townhouse shall be considered a separate building and shall be separated by fire-resistance rated wall assemblies meeting the requirements of Section R302.1 for exterior walls per Section R302.2.
40. The garage shall be separated from each dwelling unit as required by Table R302.6. Openings in garage walls shall comply with Section R302.5.
41. All State of California disability access regulations for accessibility and adaptability shall be complied with.
42. Dwelling units in a building consisting of three or more dwelling units or four or more condominium units shall meet the requirements of the California Building Code Chapter 11A. Covered Multifamily Dwellings include but are not limited to dwelling units listed in Section 1.8.2.1.2. Dwelling units within a single structure separated by firewalls do not constitute separate buildings.
43. At least 10 percent but not less than one of the multistory condominium dwellings in buildings, which contain Covered Multifamily Dwellings, with no elevator shall comply with the requirements listed in Section 1102A.3.1.

44. Private garages accessory to covered multifamily dwelling units, shall be accessible per Section 1109A.2.1.
45. When parking is provided for covered multifamily dwellings and is not assigned to a resident or a group of residents at least 5 percent of the parking spaces shall be accessible and provide access to grade-level entrances of covered multifamily dwellings and facilities (e.g., swimming pools, club houses, recreation areas, and laundry rooms) that serve covered multifamily dwellings per Section 1109A.5.
46. Each dwelling unit shall comply with the CalGreen Residential mandatory requirements.
47. Single-family residences located in subdivisions with ten or more single-family residences and where the application for a tentative subdivision map for the residences has been deemed complete by the City of Commerce shall comply with the solar ready buildings requirements per Section 110.10 (a) of the California Energy Code.
48. Separate drainage easement(s) shall be provided for any subject parcel whose finish surfaces are graded to drain through adjacent parcel(s) or whose underground drainage structures are connected to similar devices located at adjacent parcel(s) for the purpose of achieving Multi-Phased Project LID design. Drainage easements shall be for the full width of the property.
49. Fire-resistance rating requirements for exterior walls and maximum area of exterior wall openings and degree of open protection based on fire separation distance 0 feet to 3 feet, dwellings and accessory buildings with automatic residential fire sprinkler protection shall comply with Table R302.1(2).

PUBLIC WORKS CONDITIONS / REQUIREMENTS

Separate plans for improvements within the public right-of-way are required. The following are required for the off-site improvements:

1. Applicant shall construct sidewalk/curb bulb-outs on Jillson within the frontage of their development per City's direction. This was discussed as a potential off-site improvements measure with the developer's staff at the beginning of the project.
2. Since details of the Bike Master Plan for Harbor are not known at this time, the proposed curb bulb out on Harbor are no longer required. However, instead of the curb bulb out in front of the proposed development, an in lieu fee will be collected by the City. The applicant shall provide the City with an engineer's cost estimate including 25% for contingencies (design inspection,

- material testing, etc.) for our review. The proposed bulb out and/or any required improvements in the area will be implemented after completion and adoption of the Bike Master Plan, Traffic study, etc. in the future.
3. The applicant shall work in good faith with the City to address all utilities, which may include but not be limited to relocation and undergrounding.
 4. Applicant shall pay in-lieu fee for the street rehabilitation of half of the street width within the frontage of their property along Jillson and Harbor. The in lieu fees shall be calculated during plan review.
 5. Applicant shall provide ADA compliant sidewalk and ramps as necessary along the sidewalks adjacent to the development within the frontage of their property along Jillson and Harbor.
 6. Applicant shall provide ADA compliant sidewalk and ramps as necessary along the sidewalks adjacent to the development within the frontage of their property along Jillson and Harbor.
 7. Applicant shall repair all damaged, broken, non-compliant, non-standard, curb, gutter, sidewalk and ramps as necessary along the sidewalks adjacent to the development within the frontage of their property along Jillson and Harbor.
 8. Applicant shall be required to execute and record a Landscape and Maintenance Agreement for Landscape and Irrigation proposed to be installed in the five foot (5'-0") public right-of-way adjacent to the subject development to be used a landscape puffer for the residential development. The applicant must complete this process prior to the issuance of a grading permit. The developer shall accept the maintenance in the public right- of-way in perpetuity, at their own expense.
 9. Sewer Study shall be reviewed and approved by the City Engineer or his/her designee, prior to the issuance of permits. If sewer is found to be inadequate, sewer improvement plans shall be submitted to the City for approval and required improvements shall be made at the sole cost to the property owner/developer.
 10. Project shall be reviewed and approved by the City Traffic Engineer, prior to the issuance of permits. Any mitigation measures shown on the traffic study if any shall be made at the sole cost to the property owner/developer.

The following are general requirements for off-site improvements:

- A. Any existing improvements in the public right of way that is damaged, made off-grade during construction, including but not limited to the

following: traffic signals, light standards, aprons, sidewalk, curb ramps, curb, and/or gutter, shall be removed and replaced with the appropriated SPPWC Standard or as directed by the Public Works & Development Services Department.

- B. All site drainage shall be collected and deposited in the adjacent gutter, alley, storm drain or similar structure or device, and if necessary, filtered per NPDES regulations. Site storm and/or nuisance water shall not flow across the city sidewalk.
- C. All new and existing, non-complying driveway aprons shall be constructed in accordance with SPPWC standards and shall provide a minimum 4 feet wide path of travel at no more than 2% cross-slope at the top of apron. Where limited parkway width occurs, the sidewalk shall be depressed at the back of apron to provide a disable access complying path of travel across the driveway apron. Top of driveway apron X shall be 5 feet minimum from any trees, power poles, traffic signal controllers, electric services, or similar improvements in the public right-of-way.
- D. All existing driveways aprons to be closed shall be removed and replaced with new curb, gutter, and sidewalk constructed in accordance with SPPWC standards.
- E. All damaged or off-grade curb, gutter, and sidewalk shall be removed and replaced in accordance with SPPWC standards.
- F. All necessary permits, including encroachment permits, utility connection permits, etc., shall be first secured from the City of Commerce, and any other responsible or underlying agency, before any work can commence within the public right of way.
- G. All work in the public right-of-way shall be done in accordance with established City standards or as directed by the Director of Public Works and/or the City Engineer.

TENTATIVE TRACT MAP REQUIREMENTS

Following information is provided for applicant's convenience. Project shall comply with all applicable requirements for Tract Maps.

1. A final tract map prepared by or under the direction of a registered civil engineer or licensed land surveyor shall be submitted to and approved by the City prior to being filed with the Los Angeles County Recorder.

2. A soils report is required.
3. A preliminary tract map guarantee shall be provided which indicates all trust deeds (to include the name of the trustee), all easement holders, all fee interest holders, and all interest holders whose interest could result in a fee. The account for this title report shall remain open until the final tract map is filed with the Los Angeles County Recorder.
4. Easements shall not be granted or recorded within any area proposed to be dedicated, offered for dedication, or granted for use as a public street, alley, highway, right of access, building restriction, or other easements until after the final tract map is approved by the City and filed with the Los Angeles County Recorder; unless such easement is subordinated to the proposed dedication or grant. If easements are granted after the date of tentative approval, subordination shall be executed by the easement holder prior to the filing of the final tract map.
5. Monumentation of tract map boundaries, street centerlines, and lot boundaries is required if the map is based on a field survey.
6. All conditions from City Departments and Divisions shall be incorporated into the tract map prior to submitting the tract map for review.
7. In accordance with California Government Code Sections 66442 and/or 66450, documentation shall be provided indicating the mathematical accuracy and survey analysis of the tract map and the correctness of all certificates. Proof of ownership and proof of original signatures shall also be provided.
8. Proof of Tax clearance shall be provided at the time of tract map review submittal.
9. Upon submittal of the parcel map for review by the City, a letter signed by both the subdivider and the engineer shall be provided which indicates that these individuals agree to submit one (1) blueprints and one sepia mylar and pdf copy on a CD of the recorded map to the City Public Works Department.
10. A reciprocal easement for ingress and egress, sanitary sewer, utility, drainage, water shall be provided for each property that does not front on or have direct access to the public way. Services to each property shall be underground and shall be located in a trench within this easement.
11. Existing structures shall be demolished prior the approval of the map.

COUNTY OF LOS ANGELES FIRE DEPARTMENT CODE REQUIREMENTS

1. Additional requirements (may/will) be required pending information provided.
2. The applicant shall be responsible for meeting all Los Angeles County Fire Department requirements and conditions when available for the 133 single-family attached residential units on three parcels to be known as Rosewood Village.

ATTACHMENT D
MITIGATION MONITORING & REPORTING PROGRAM INITIAL STUDY
FOR PLOT PLAN NO. 995

ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures		Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance	
					Initials	Date
AESTHETICS						
MM AES-1	<p>Prior to building permit issuance, the developer shall submit a photometric plan to meet the following requirements. The plan shall be submitted to the City for approval and shall be designed in compliance with Section 19.19.130 of the City's Zoning Ordinance and shall include the following:</p> <p>➤ Outdoor lighting shall maintain a minimum of one-foot candle illumination for all parking and pedestrian areas. The plan must include details such as beam spreads and/or photometric calculations, location, and type of fixtures, and arrangement of exterior lighting that does not create glare or hazardous interference to adjacent streets or properties.</p>	Developer	Prior to Building Permit Issuance	Planning shall ensure that plan is reviewed and approved		
REMARKS:						
MM AES-2	<p>Prior to building permit issuance, the developer shall ensure that the design of the buildings shall reduce the number of reflective surfaces used in the construction to minimize new sources of glare. Exterior building materials shall use earth tone colors with a low-reflectance. Any bare</p>	Developer	Prior to Building Permit Issuance	Planning shall ensure that plan is reviewed and approved		

ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures	Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance		
				Initials	Date	
metallic surfaces found on infrastructures such as pipes and poles shall be painted to minimize reflectance and glare						
REMARKS:						
CULTURAL RESOURCES						
MM CR-1	During all demolition, grading, and ground-disturbing activities, a qualified archaeological monitor shall be present. If potentially significant archaeological materials are encountered during any future construction activities, all work must be halted in the vicinity of the discovery until a qualified archaeologist can visit the site of discovery and assess the significance and integrity of the find. If intact and significant archaeological remains are encountered, the impacts of the Project must be mitigated appropriately. Any such discoveries, and subsequent evaluation and treatment, should be documented in a cultural resource report, which should be submitted to the South Central Coastal Information Center (SCCIC) for archival purposes.	Developer	During Demolition, Grading and Ground-Disturbing Activities	Planning, Building, and Engineering shall ensure that the monitor is present when required		
REMARKS:						
MM CR-2	If the Project area is expanded to include areas not covered by this survey or other recent cultural resource	Developer	If Project is Expanded Beyond current	Planning, Building, and Engineering shall ensure that		

ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures	Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance		
				Initials	Date	
studies, additional cultural resource studies may be required,		Project Boundaries	the Project Does Not Expand Current Project Boundaries			
REMARKS:						
GEOLOGY & SOILS						
MM PALEO-1	Prior to demolition, grading, or ground-disturbing activities, a paleontological resource impact mitigation program (PRIMP) shall be prepared in accordance with industry-wide best practices (Murphey et al., 2019) and SVP (2010) guidelines. A qualified professional paleontologist (Project Paleontologist, Principal Investigator) shall prepare the PRIMP prior to issuance of City demolition and grading permits for the Project. The PRIMP will specify the steps to be taken to mitigate impacts to paleontological resources. For instance, Worker's Environmental Awareness Program (WEAP) training should be presented in-person to all field personnel prior to the start of Project-related earth-moving activities to describe the types of fossils that may be found and the procedures to follow if any are encountered. A PRIMP also will specify whether construction monitoring is required and, if so, the frequency of required monitoring (i.e.,	Developer	Prior To Demolition, Grading, or Ground-Disturbing Activities	Planning Shall Keep a Copy of PRIMP		

ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures		Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance	
					Initials	Date
	full-time, spot-checks, etc.). A PRIMP also provides details about fossil collection, analysis, and preparation for permanent curation at an approved repository. Lastly, the PRIMP describes the different reporting standards to be used—monitoring with negative findings versus monitoring resulting in fossil discoveries.					
REMARKS:						
HAZARDS & HAZARDOUS MATERIALS						
MM HAZ-1	Prior to the renovation, refurbishing, or demolition activities of any structures or parking areas all Asbestos Containing Materials (ACM) and Asbestos Containing Construction Materials (ACCM) shall be removed by a licensed abatement contractor in accordance with all applicable laws, including guidelines of the Occupational Safety and Health Administration ("OSHA"). If the entire area of asbestos-containing material is not affected by the renovation, refurbishing, or demolition activities, spot abatement of the material could be completed, provided it complies with applicable laws and regulations. These requirements entail only abating the affected areas. If the identified ACM is going to be managed in-place, then written notification to employees,	Developer	Prior to Renovation, Refurbishing, or Demolition Activities	Building Shall Not Issue Demo Permit Without Proof of Required Work		

ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures		Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance	
					Initials	Date
	tenants, contractors, or purchasers of the Property in regard to the presence and location of ACMs and ACCMs is required pursuant to the California Health and Safety Code 25915. Historically, certain concealed materials may be present within wall cavities (e.g., electrical wire wrapping, insulation materials, vapor barrier paper, gypsum board, joint compound, etc.) that contain asbestos, and some underground utility piping has been known to contain asbestos (e.g., Transite pipe). If demolition of the Property includes removal of on-site portions of underground utilities (storm drains, sewer, domestic water laterals, etc.), evaluation of the asbestos content of these components must be performed prior to the removal process. Suspect materials identified in these locations are assumed positive for asbestos until sampling and analysis indicate otherwise. If, during the course of a renovation/demolition project, suspect ACMs are discovered that are not included within any Pre-Demolition Asbestos and Lead-Based Paint Survey, those materials are to be assumed positive for asbestos unless					

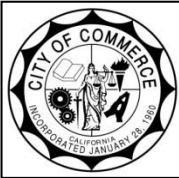
ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures	Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance		
				Initials	Date	
	additional sampling, analysis and/or assessment indicates otherwise.					
REMARKS:						
MM HAZ-2	Prior to renovation, refurbishing, or demolition activities, any lead-containing paint shall be stabilized. The paint stabilization work should be performed by a State of California, Licensed Contractor, who maintains the California Department of Public Health (CDPH) trained and certified lead workers. Additionally, the work shall be performed in accordance with the Occupational Safety and Health Administration (OSHA) requirements OSHA 29 CFR 1926.62 (Lead – Safety and Health Regulations for Construction) and the Division of Occupational Safety and Health (DOSH) requirements DOSH 8 CCR Section 1532.1 (Lead in Construction Standard).	Developer	Prior to Renovation, Refurbishing, or Demolition Activities	Building Shall Not Issue Demo Permit Without Proof of Required Work		
REMARKS:						
MM HAZ-3	Prior to and in conjunction with the demolition permit issuance, City Ventures will complete the investigation, remediation, and/or evaluation of all releases on the site in accordance with the Standard Voluntary Agreement with the DTSC and approved Scope of Work.	Developer	Prior to Renovation, Refurbishing, or Demolition Activities	Building Shall Not Issue Demo Permit Without Proof of Required Work		

ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures		Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance	
					Initials	Date
REMARKS:						
MM HAZ-4	Prior to and in conjunction with the demolition permit issuance, City Ventures will implement CLRRRA for assessment and remediation of the site in accordance with the California Land Reuse and Revitalization Act Program Agreement with the DTSC and approved Scope of Work	Developer	Prior to Renovation, Refurbishing, or Demolition Activities	Building Shall Not Issue Demo Permit Without Proof of Required Work		
REMARKS:						
NOISE						
MM NOI-1	The Project will require a minimum of windows with an STC rating of 28 or higher to meet the City's 45 dBA CNEL requirement.	Developer	Prior to Building Permit Issuance	Planning shall verify on Plan Check set of plans		
REMARKS:						
MM NOI-2	Construction shall occur during the hours of 7:00 AM to 7:00 PM.	Developer	Monitor During All Earthmoving and Construction Activity	City Engineer and Building Inspectors shall monitor during inspections. As well, any noise complaints shall be processed.		
REMARKS:						
MM NOI-3	Stationary construction noise sources such as generators or pumps should be located as far as feasibly possible from any existing adjacent residential or sensitive units, as feasible.	Developer	Monitor During All Earthmoving and Construction Activity	City Engineer and Building Inspectors shall monitor during inspections. As well, any noise		

ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures		Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance	
					Initials	Date
				complaints shall be processed.		
REMARKS:						
MM NOI-4	Construction staging areas should be located as far as feasibly possible from any adjacent sensitive land uses, as feasible.	Developer	Monitor During All Earthmoving and Construction Activity	City Engineer and Building Inspectors shall monitor during inspections. As well, any noise complaints shall be processed.		
REMARKS:						
MM NOI-5	During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices and mufflers, which reduce the operational noise 15 dB.	Developer	Monitor During All Earthmoving and Construction Activity	City Engineer and Building Inspectors shall monitor during inspections. As well, any noise complaints shall be processed.		
REMARKS:						
MM NOI-6	Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.	Developer	Monitor During All Earthmoving and Construction Activity	City Engineer and Building Inspectors shall monitor during inspections. As well, any noise complaints shall be processed.		
REMARKS:						
PUBLIC SERVICES						

ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures		Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance	
					Initials	Date
MM PS-1	Prior to building permit issuance, the final site plan, elevations, building floor plans, and site circulation shall be reviewed by the Los Angeles County Sheriff's Department to ensure it conforms to their operational requirements.	Developer	Prior to Building Permit Issuance	Los Angeles County Sheriff's Department Shall Review and Approve the Final Plans		
MM PS-2	Prior to occupancy, the developer will be required to prepare a security plan for approval by the Los Angeles County Sheriff's Department.	Developer	Prior to Occupancy	Los Angeles County Sheriff's Department Shall Approve the Security Plan		
TRANSPORTATION						
MM TRAF-1	Prior to occupancy of the first building, the developer and City shall enter into a shared parking agreement that covers all three Project sites and the four parking zones notes.	Developer	Prior to First Building Permit	Planning Shall Review and Approve the Shared Parking Agreement		
REMARKS:						
MM TRAF-2	Prior to any lane closure or detour, the developer shall submit a Construction Traffic Management Plan per the California MUTCD, for review and approval by the City Engineer. The plan shall include, but not be limited to, signing, truck routes per the City of Commerce Approved Truck Route Map, and construction hours per Section 19.19.160 - Noise of the Municipal Code.	Developer	Prior to Lane Closures or Detours	Engineering and Planning will review and approve the Haul Route Plan		

ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures		Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance	
					Initials	Date
REMARKS:						
MM TRAF-3	Prior to Occupancy of Site 1B – Jillson 1 (5625 Jillson Street) and Site 2 – Transportation Center (5555 Jillson Street) approximately 376 feet of red-curb shall be painted along Jillson Street as the access point to the Project, and Section 3B.19 of the Section 405.1 of the Highway Design Manual standards shall be applied.	Developer	Prior to Occupancy	Engineering Shall Ensure the Curb is Painted Before an Occupancy Permit is Released		
REMARKS:						
TRIBAL CULTURAL RESOURCES						
SEE MM CR-1 AND MM CR-2						
REMARKS:						
WILDFIRE						
See MM TRAF-2						
REMARKS:						



STAFF REPORT PLOT PLAN REVIEW NO. 995, TENTATIVE TRACT MAP NO. 82890, 82891, 82892, AND DEVELOPMENT AGREEMENT

TO: Planning Commission

FROM: Economic Development and Planning Department

DATE: August 31, 2020 (Continued from July 20, 2020 meeting)

CASE NO: Plot Plan No. 995

APPLICATION REQUEST: The applicant, Kim Prijatel, representing City Ventures, is proposing to construct 133 single-family attached residential units on three parcels to be known as Rosewood Village. The Project will be built in three phases. The Project includes the following discretionary approvals as follows: 1) Plot Plan Review for a new Multi-Family Housing project, 2) Tentative Tract Map 82890 – creating one (1) lot for 37 residential units; 3) Tentative Tract Map 82891 – creating one (1) lot for 31 residential units; 4) Tentative Tract Map 82892 – creating one (1) lot for 65 residential units; 5) Demolition – demolition of all existing structures on the three sites, and 6) to acknowledge and recommend to the City Council for the approval of the Development Agreement – covering the details of the City's sell of the land known as Assessor's Parcel Numbers (APN) 6335-025-902, 903, 905, and 906, to City Ventures for the development of 133 single-family attached dwelling units.

Pursuant to Chapter 19.39 Division 10 (Site Plan Review) of the Commerce Municipal Code (CMC), a Plot Plan Review is required for any new building or structure in excess of 25,000 square feet in area.

PROPERTY LOCATION: The Project consists of three parcels (or sites) located at 5550 Harbor Street, 5625 Jillson Street, and 5555 Jillson Street, Commerce, CA 90040

APPLICANT: Kim Prijatel
Senior Vice President of Development
City Ventures
3121 Michelson Drive, Suite 150
Irvine, CA 92612

UPDATES FOLLOWING JULY PUBLIC HEARING

On July 20, 2020, Planning staff presented this item to the Planning Commission. Following a public hearing, where comments were registered, and direction was provided to staff to conduct additional analysis, primarily regarding guest parking as well as to host a community meeting with the public to discuss the project. Additional information regarding these two are forthcoming.

STAFF RECOMMENDATION: Following a staff presentation and Public Hearing, staff requests that the Planning Commission approve Plot Plan No. 995 for a new Multi-Family Housing project; and approve Tentative Tract Map 82890 – creating one (1) lot for 37 residential units; Tentative Tract Map 82891 – creating one (1) lot for 31 residential units; and Tentative Tract Map 82892 – creating one (1) lot for 65 residential units with the Specific Findings, Conditions of Approval, and adopt an Mitigated Negative Declaration and Mitigation Monitoring & Reporting Program pursuant to Section 15072 of the California Environmental Quality Act (CEQA) and to acknowledge and recommend to the City Council for the approval of the Development Agreement that will cover the details of the City's sell of the land known as Assessor's Parcel Numbers (APN) 6335-025-902, 903, 905, and 906, to City Ventures for the development of 133 single-family attached dwelling units.

PUBLIC HEARING NOTICE: Notice was published in the Los Cerritos Community News on August 21, 2020 mailed out to property owners within 500 feet of the subject property, and to public agencies and interested organizations.

ATTACHMENTS:

- A) Initial Study
- B) Mitigated Negative Declaration and Mitigation Monitoring & Reporting Program
- C) Specific Findings for Plot Plan;
- D) Conditions of Approval;
- E) Plans
- F) Focused Traffic Study / Harbor and Jillson Site

LAND USE, ZONING AND APPLICABLE REGULATIONS:

Project Site – 5550 Harbor Street, 5625 and 5555 Jillson Street	
General Plan Designation:	Housing Opportunity Overlay (HOO)
Zoning:	HOO / M-2 (Heavy Industrial)
Applicable Zoning Regulations:	Commerce Municipal Code Chapter 19.47 Housing Opportunity Overlay Zone; CMC Chapter 19.47.040, Development Standards; CMC Chapter 19.21, Off-Street Parking; CMC Chapter 19.23, Landscaping; CMC Chapter 19.39 Division 10, Site Plan Review; CMC Section 19.39.680 Basis for Approval.

SURROUNDING ZONING AND LAND USES:

Site 1A - 5550 Harbor Street		
Direction	Zoning	Land Use
North	R-1	Low Density Residential
South	HOO / M-2	Housing Opportunity / Industrial
East	PF	Public Facilities
West	HOO / M-2	Housing Opportunity / Industrial

Site 1B - 5625 Jillson Street and Site 2 - 5555 Jillson Street (Transportation Center)		
Direction	Zoning	Land Use
North	HOO / M-2	Housing Opportunity / Industrial
South	C/M-1	Commercial Manufacturing
East	PF	Public Facilities
West	HOO / M-2	Housing Opportunity / Industrial

ENVIRONMENTAL ASSESSMENT:

An Environmental Initial Study in compliance with the California Environmental Quality Act (CEQA) was prepared for the project, which determined that there could be anticipated potential significant environmental impacts, unless mitigated. Therefore, a Mitigated Negative Declaration has been prepared pursuant to the California Environmental Quality Act (CEQA).

The environmental assessment identifies adverse environmental impacts (Aesthetics, Cultural Resources, Geology & Soils, Hazards & Hazardous Materials,

Noise, Public Services, Transportation, Tribal Cultural Resources, and Wildfire), mitigation measures have been provided. The mitigation measures were designed to reduce the severity of the environmental impacts to levels less than significant, as defined by CEQA.

The mitigation measures are part of the Mitigation Monitoring Program and have been made part of the approval of this project. The applicant confirmed that the project description was accurate and agreed to all mitigation measures. A Notice of Intent to Adopt was submitted and filed. No State responsible agencies were identified and as a result, no Clearinghouse posting was required. Noticing was posted and published as required under the City's Municipal Code.

DESCRIPTION OF PROPERTY / BACKGROUND:

Environmental Setting

The Project site consists of three (3) developed sites described below:

Site 1A – Harbor (5550 Harbor Street) is irregular-shaped and approximately 1.98-acres (including the parking area of the Brenda Villa Aquatic Center). The site is flat and currently developed with one and one-half story, 27,376-square-foot, light industrial, warehouse, and attached office building built in 1956 and an asphalt parking lot associated with the Aquatic Center. Prior to the mid-1940s, the project area was used for agricultural orchards. A former railroad spur was located adjacent to the southerly property line and is now an alley. The site is bounded to the north by Harbor Street, to the west by a commercial warehouse structure, to the east by the Brenda Villa Aquatic Center, and to the south by an alley. There are power poles on the northern and western boundaries.

Site 1B – Jillson 1 (5625 Jillson Street) is irregular-shaped and approximately 1.33- acres. The site is flat and currently developed with a one and one-half story, 19,629-square-foot, light industrial, warehouse and attached office building constructed in 1949 and associated asphalt parking area, which is also used as a transitional storage area for miscellaneous household debris. A review of aerial photos indicates that the property was vacant with a railroad right-of-way associated with the Atchison Topeka Railroad heading onto the southern portion of the property from Jillson Street. The railroad right-of away was built around 1936. Then in 1949, the current building was built. The site is bounded to the north and east by railroad tracks, to the west by Site 2 – Transportation Center, and to the south by Jillson Street.

Site 2 – Transportation Center (5555 Jillson Street) is rectangular-shaped and approximately 2.43-acres. The site is developed with the City of Commerce Transportation Center office building and a two-story parking structure with a ramp built in 1997. The first floor of the parking structure is used for bus parking and

maintenance, which includes a dump station for sewage in the northeastern corner, and a bus wash in the southeastern corner. The northern portion of the on-site building is used for automobile service. It includes two in-ground hydraulic lifts, an alignment pit, four-post aboveground lifts, two aboveground scissor lifts, and an in-ground wash clarifier in the western portion of the building, which is connected to a smaller in-ground clarifier located in the eastern portion of the building. A three-stage clarifier is situated in the southeastern driveway, which is connected to the bus wash located in the northeastern portion of the Property. A review of aerial photos indicates that the property was vacant until around 1936 when a railroad right-of-way associated with the Atchison Topeka Railroad was built heading onto the northern portion of the property from Jillson Street. Then in 1952/1953, a structure and parking area were built. Lastly, by 2003 the 1952 structure was demolished, and the existing building and parking structure were added. The site is bounded to the north by railroad tracks, to the east by proper Site 1B – Jillson 1, to the west by commercial warehouse structure, and to the south by Jillson Street. An image of the project sites is shown below, outlined in blue:



STAFF ANALYSIS AND REVIEW:

Project Description

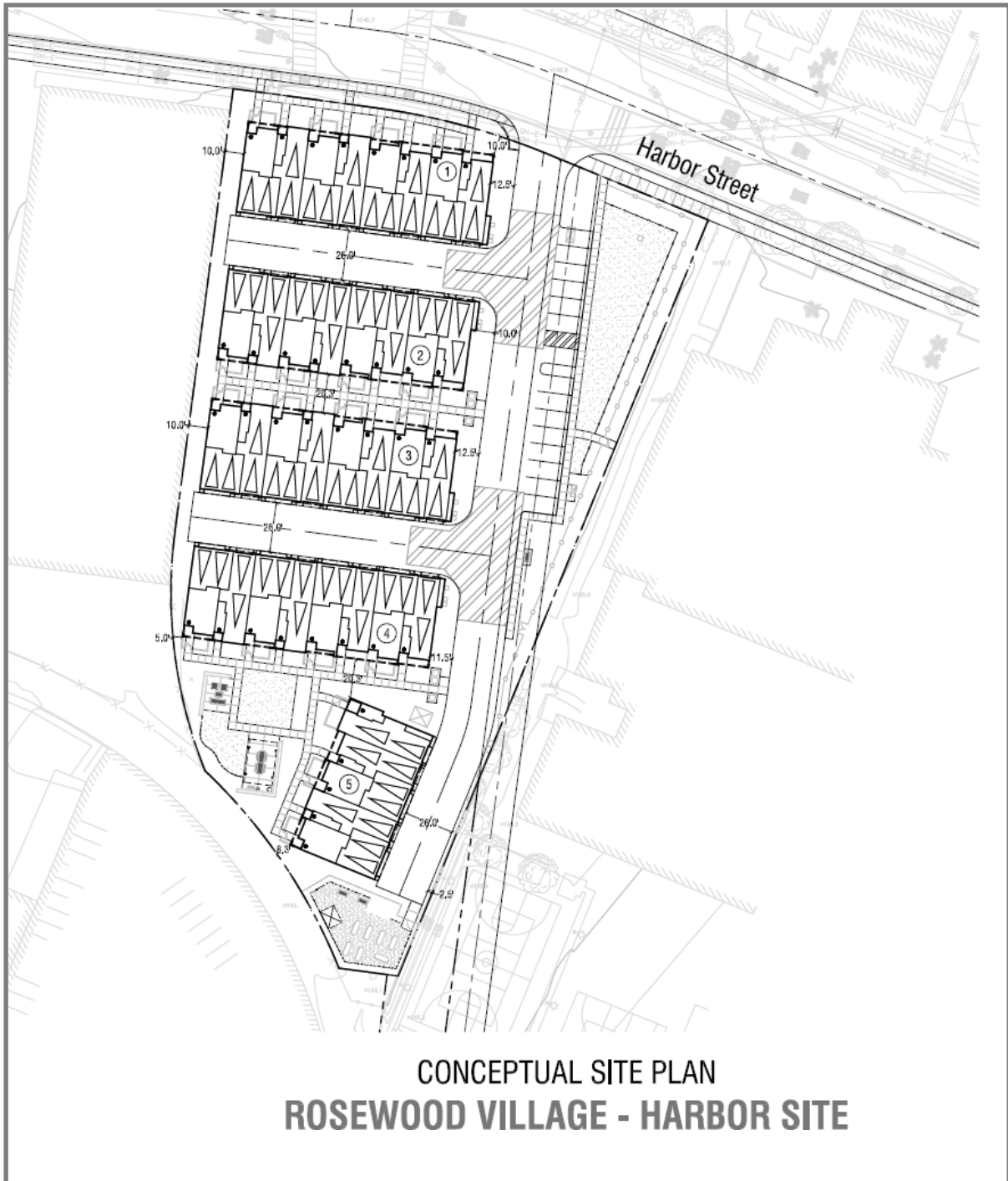
The Project consists of the development of 133 single-family attached residential units on three parcels to be known as Rosewood Village. As proposed, the project will be developed in three phases, as described as follows. Phase 1 of the Project will be Site 1A – Harbor (5550 Harbor Street) location. Phase 2 will be the Site 1B – Jillson 1 (5625 Jillson Street) location, and the Site 2 – Transportation Center (5555 Jillson Street) location will be Phase 3.

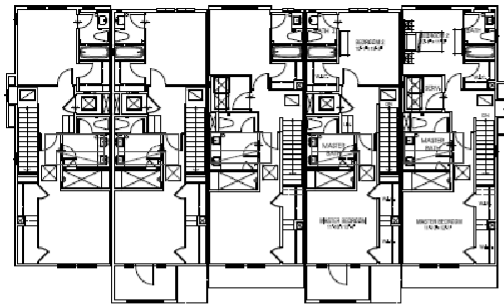
Site 1A – Harbor (5550 Harbor Street) The development proposes the construction of 37 single-family attached residences with private garages for two vehicles, private drive aisles, sidewalks, guest parking areas, and common landscaped areas. The buildings are proposed to be designed. The Project site will be accessible with an entrance/exit along Harbor Street.

The housing product includes five (5) three-story buildings, comprised of four (4) eight-plex buildings and one (1) five-plex building. Recommended are two-floor plans, ranging in size from 1,394-square-feet to 1,670-square feet. Each home will have a two-car garage, in one of two configurations; a one with tandem parking, and the other with side by side parking. The living space on the second level will benefit from an outdoor space provided by a private balcony.

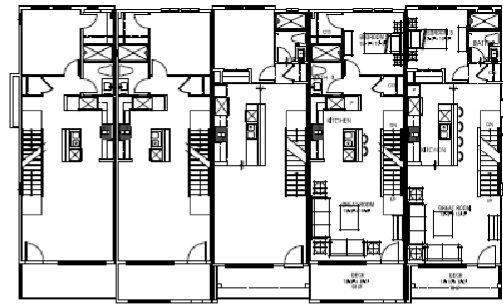
The architectural style of the building is proposed as Agrarian with Composition Shingle roofs and stucco walls. Accent features include siding and board and batten at select locations, horizontal wood-like railing, vertical metal railing, wood post, trellis, and coach lights. The following is the breakdown of the product information, site plan, floor plan, elevations, and landscaping plan:

Product Information for Site 1A – 5550 Harbor Street			
Building Type	Building Size	Unit Area	Unit Design
8-plex	18,988 sq. ft.		
Plan 1		1,394 sq. ft.	3 bedrooms 3 baths
Plan 2		1,670 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space
5-plex	11,858 sq. ft.		
Plan 1		1,394 sq. ft.	3 bedrooms 3 baths
Plan 2		1,670 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space

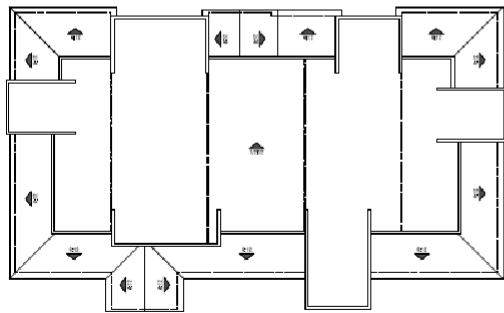




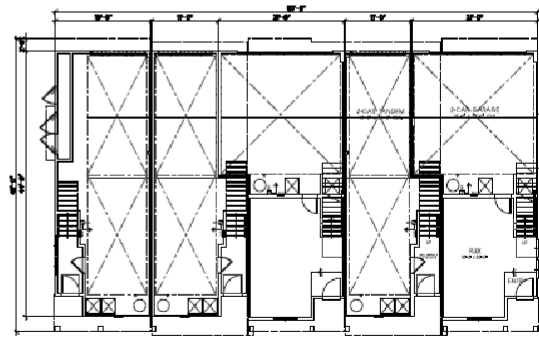
THIRD FLOOR



SECOND FLOOR

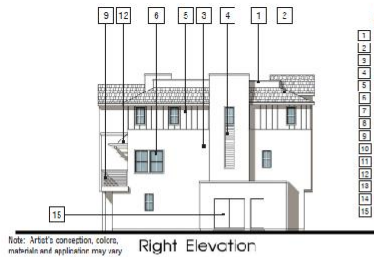


ROOF



FIRST FLOOR

CONCEPT FLOOR PLAN

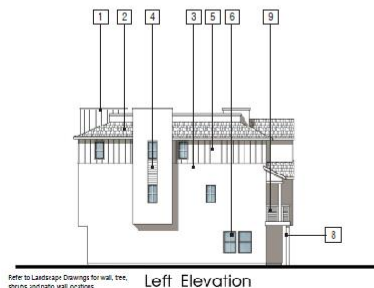


Right Elevation

- MATERIALS:**
- 1) Roof: Flat With Parapet
 - 2) Floor: Composite Stringers
 - 3) Shutter
 - 4) Horizontal Lap Siding
 - 5) Board and Batten
 - 6) Vinyl Windows
 - 7) Entry Door
 - 8) Wood Posts
 - 9) Horizontal Wood Like Railing
 - 10) Vertical Metal Railing
 - 11) Eye Brow Trim w/ Wood Brackets
 - 12) Trellis w/ Metal Rod Supports
 - 13) Sectional Roll Up Garage Door
 - 14) Coach Light And Illuminated Address Panel
 - 15) Utility Cabinet



Rear Elevation



Left Elevation



Front Elevation

Scheme 2

CONCEPT ELEVATIONS - 5550 HARBOR STREET



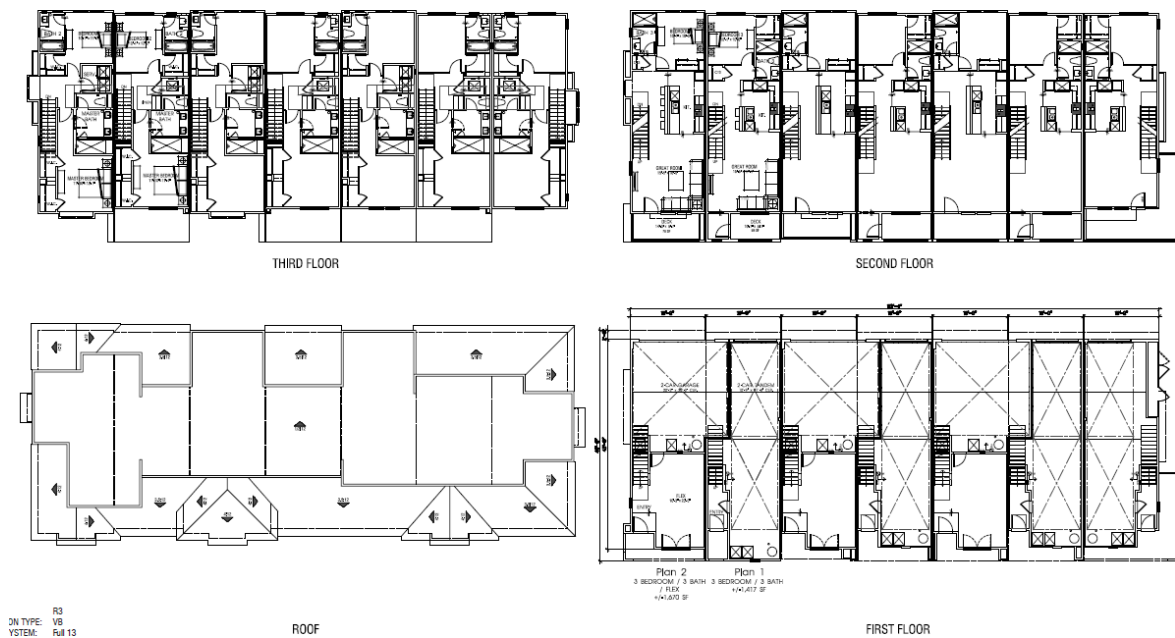
CONCEPT LANDSCAPING PLAN - 5550 HARBOR

Site 1B – Jillson 1 (5625 Jillson Street). The development proposes the construction of 31 single-family attached residences with private garages, private drive aisles, sidewalks, guest parking areas, and common landscaped areas. The Project site will be accessible with an entrance/exit along Jillson Street. An extension of drive aisles, guest parking areas, and sidewalk are proposed on a separate Tract Map 82892 that connects to the private drive aisle of the westerly boundary that sheet flows toward the proposed Project site. The acreage of this extension will be included in the calculation of sizing the catch basin and detention system.

The housing product includes four (4) three-story buildings, comprised of one (1) four-plex building, one (1) seven-plex building, one (1) nine-plex building, and one (1) eleven-plex building. There are two-floor plans, ranging in size from 1,417-square-feet to 1,670-square feet. Each home will have a two-car garage, one with tandem parking, and the other with side by side parking. The living space on the second level will benefit from an outdoor space provided by a private balcony.

The architectural style of the building is proposed as Progressive Spanish with S-Tile roofs and stucco walls. Accent features will include bay windows at select locations, shaped stucco soffits, decorative corbels, vertical metal railing, and coach lights. The following is the breakdown of the product information, site plan, floor plan, elevations, and landscaping plan:

Product Information for Site 1B – 5625 Jillson Street			
Building Type	Building Size	Unit Area	Unit Design
4-plex	9,578 sq. ft.		
Plan 1		1,417 sq. ft.	3 bedrooms 3 baths
Plan 2		1,670 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space
7-plex	16,829 sq. ft.		
Plan 1		1,417 sq. ft.	3 bedrooms 3 baths
Plan 2		1,670 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space
9-plex	21,632 sq. ft.		
Plan 1		1,417 sq. ft.	3 bedrooms 3 baths
Plan 2		1,670 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space
11-plex	18,791 sq. ft.		
Plan 1		1,417 sq. ft.	3 bedrooms 3 baths
Plan 2		1,654 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space



CONCEPT FLOOR PLAN



CONCEPT ELEVATIONS



CONCEPTUAL LANDSCAPING PLAN - 5625 JILLSON STREET

Site 2 – Transportation Center (5555 Jillson Street) The development proposes the construction of 65 single-family attached residences with private two-car garages, private drive aisles, sidewalks, guest-parking areas, and common and private landscaped areas. The Project site is an extension of the improvement of proposed Tract Map 82891, which will be accessible with an entrance/exit along Jillson Street. A portion of the drive aisles, guest parking areas, and sidewalks of the proposed Project site sheet flows on to Tract Map 82891 site that connects the private drive aisle of the easterly boundary. The acreage of this extension will be excluded in the calculation of sizing the catch basin and detention system.

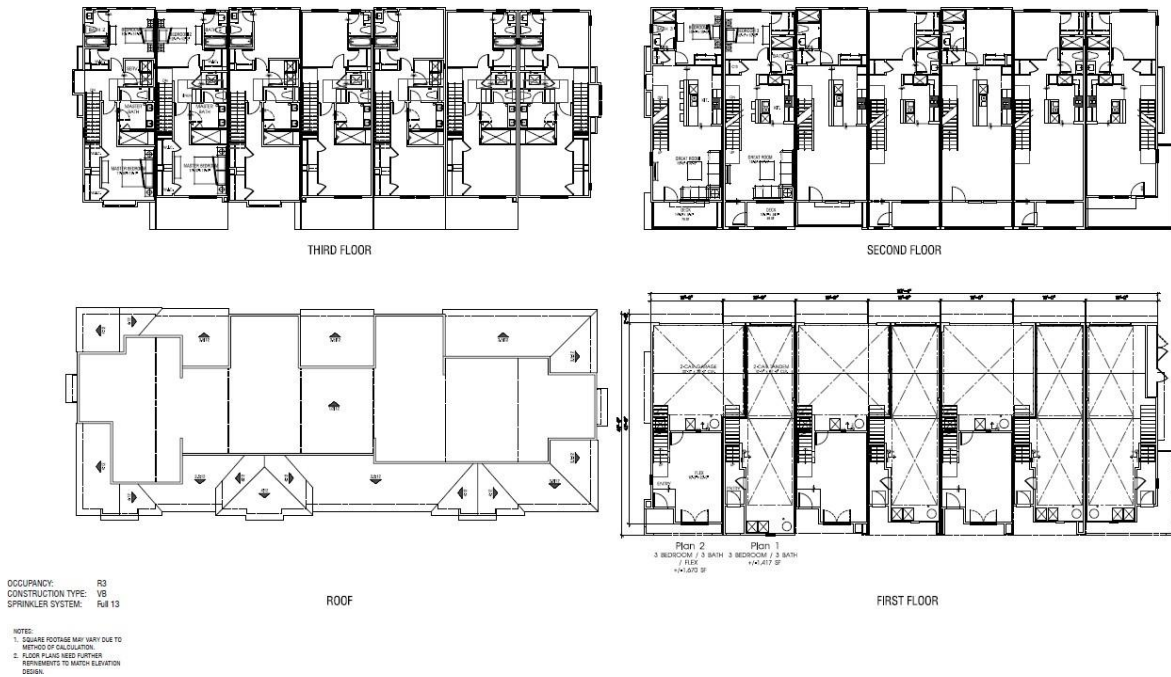
The housing product includes eight (8) three-story buildings, comprised of three (3) six-plex buildings, one (1) eight-plex building, two (2) nine-plex buildings, one (1) ten-plex building, and one (1) eleven-plex building. There are two-floor plans, ranging in size from 1,417-square-feet to 1,670-square feet. Each home will have a two-car garage, one with tandem parking, and the other with side by side parking. The living space on the second level will benefit from an outdoor space provided by a private balcony.

The architectural style of the building is proposed as Progressive Spanish with S-Tile roofs and stucco walls. Accent features will include bay windows at select locations, shaped stucco soffits, decorative corbels, vertical metal railing, and coach lights.

The following is the breakdown of the product information, site plan, floor plan, elevations, and landscaping plan:

Product Information – Site 2 Transportation Center at 5555 Jillson Street			
Building Type	Building Size	Unit Area	Unit Design
6-plex	14,776 sq. ft.		
Plan 1		1,417 sq. ft.	3 bedrooms 3 baths
Plan 2		1,670 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space
8-plex	19,355 sq. ft.		
Plan 1		1,417 sq. ft.	3 bedrooms 3 baths
Plan 2		1,670 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space
9-plex	21,632 sq. ft.		
Plan 1		1,417 sq. ft.	3 bedrooms 3 baths
Plan 2		1,670 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space
10-plex	23,983 sq. ft.		
Plan 1		1,417 sq. ft.	3 bedrooms 3 baths
Plan 2		1,670 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space
11-plex	26,141 sq. ft.		
Plan 1		1,417 sq. ft.	3 bedrooms 3 baths
Plan 2		1,654 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space





CONCEPT FLOOR PLAN



Note: Artist's conception, colors, materials and application may vary.














Note: Artist's conception, colors, materials and application may vary.

CONCEPT ELEVATIONS

TREES

BOTANICAL NAME	COMMON NAME
 Quercus virginiana	Southern Live Oak
 Ulmus parvifolia	Chinese Elm
 Quercus suber	Cork Oak
 Quercus virginiana	Southern Live Oak
 Jacaranda mimosifolia	Jacaranda Tree
 Koelreuteria bipinnata	Chinese Flame Tree
 Pistacia chinensis	Chinese Pistache
 Platanus acerifolia 'Columbia'	London Plane Tree
 Lagerstroemia 'Natchez'	Crape Myrtle
 Magnolia grandiflora 'Little Gem'	Little Gem Magnolia
 Archontophoenix cunninghamiana	King Palm
 Lophostemon confertus	Brisbane Box
 Archontophoenix cunninghamiana	King Palm
 Phoenix dactylifera	Date Palm

SHRUBS AND GROUNDCOVER

BOTANICAL NAME	COMMON NAME
 Heteromyles arbutifolia	Toyon
 Ilex vomitoria 'Stokes'	Stokes Dwarf Yaupon Holly
 Ligustrum j. 'Texanum'	Texas Privet
 Lonicera japonica 'Halliana'	Hall's Japanese Honeysuckle
 Podocarpus macrophyllus	Yew Pine
 Rhampholepis l. 'Majestic Beauty'	Majestic Beauty Hawthorn
 Rhampholepis l. 'Clara'	Indian Hawthorn
 Rosa floribunda 'Iceberg'	Iceberg Rose
 Salvia leucantha	Mexican Sage
 Sansevieria trifasciata	Mother-in-Law's Tongue
 Trachelospermum jasminoides	Star Jasmine



CONCEPTUAL LANDSCAPING PLAN **5625 & 5555 JILLSON STREET**

The following aerial map shows the overall site plan for entire project:



Construction Characteristics

Because of COVID-19, and efforts to address community concerns, the construction schedule is to be determined. If approved, completion of all three sites shall conclude in December 2023. Construction activities within the Project area will consist of demolition, site preparation, grading, building, paving, and architectural coating.

Design and Compatibility

Chapter 19.47 and 19.19 of the CMC includes the development standards and design guidelines. The purpose of these standards is to protect and improve the environment and the appearance of the community, and to deter blighting and nuisance conditions. In particular, these guidelines address items such as, but not limited to, contextual design, landscaping, architectural treatments, and circulation.

The proposed residential units are compatible with existing developments surrounding the site and meets the City's site planning criteria and design guidelines set forth in the CMC. The building's architectural design will enhance the appearance of the area and will include a number of different measures to ensure compatibility. The proposed architectural style for the Site 1A – Harbor building is proposed as Agrarian with Composition Shingle roofs and stucco walls. Accent features include siding and board and batten at select locations, horizontal wood-like railing, vertical metal railing, wood post, trellis, and coach lights.

For the Site 1B & Site 2 – Jillson, the architectural style of the buildings is proposed as Progressive Spanish with S-Tile roofs and stucco walls. Accent features will include bay windows at select locations, shaped stucco soffits, decorative corbels, vertical metal railing, and coach lights.

The Site 1A – Harbor site is bounded by the Brenda Villa Aquatic Center to the East, Warehouse to the West, and Single Family Residential to the North. The Site 1B – Jillson 1 and 2 sites are bounded by the City of Commerce City Hall and amenities to the East, a parking lot across Jillson Street to the South, warehouse to the North.

Several General Plan policies address the visual and aesthetic impacts of future development. In particular, Housing Policies 4.3 and 4.5.

Housing Policy 4.3 The City of Commerce will encourage quality construction in new residential development and require all properties to be maintained to the greatest extent possible.

Housing Policy 4.5 The City of Commerce will ensure that all new housing will have the same standards for design, construction, and maintenance found in housing that is more expensive.

PROJECT TRIP GENERATION

Harbor and Jillson Site Focused Traffic Study – prepared by TJW Engineering, Inc., January 15, 2020.

Projected trip generation for the proposed Project was based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition). Based on the proposed Project's intended use, the projected trip generation was determined using the Multifamily Housing (Mid-Rise) Land Use Code 221.

The Trip Generation Study showed that when all three Project site developments were combined, they would generate only 789 total vehicle trips per day. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection that has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. The volume of traffic for all three Project sites would be well below 100,000 vehicles and below the necessary volume to even get close to causing a violation of the CO standard. Therefore, no CO "hot spot" modeling was performed, and **no significant long-term air quality impact** is anticipated to local air quality with the on-going use of the proposed Project. The following table shows the projects trip generation:

PROJECTED TRIP GENERATION

Proposed Land Use	Qty	Unit	Daily Trips (ADTs)		AM Peak Hour					PM Peak Hour				
			Rate	Volume	Rate	In:Out Split	Volume			Rate	In:Out Split	Volume		
							In	Out	Total			In	Out	Total
Multi-Family Housing (221)	37.0	DU	5.44	201	0.36	26:74	4	10	14	0.44	61:39	10	7	17
Multi-Family Housing (221)	36.0	DU	5.44	196	0.36	26:74	3	10	13	0.44	61:39	10	6	16
Multi-Family Housing (221)	72.0	DU	5.44	392	0.36	26:74	7	19	26	0.44	61:39	20	12	32
Total				789			14	39	53			40	25	65

Notes: Rates from ITE Trip Generation (10th Edition, 2017); DU – Dwelling Unit

As shown in the table above, the proposed project is projected to generate a total of 53 AM peak hour trips, 65 PM peak hour trips, and 789 daily trips.

On-Site Parking

Section 19.21.040 – Number of Parking Space Required of the Commerce Municipal Code outlines the City's minimum parking requirements for various land use classifications. In this case, two parking spaces is required for each residential unit within a garage. The table below summarizes the minimum on-site parking requirements for the proposed project:

MUNICIPAL CODE ON-SITE PARKING REQUIREMENTS

Project Site	Total Units	Total Spaces Required	Total Spaces Provided
Site 1A – Harbor (5550 Harbor Street)	37	74	74
Site 1B – Jillson 1 (5625 Jillson Street)	31	62	62
Site 2 – Transportation Center (5555 Jillson Street)	65	130	130
TOTAL	133	266	266

As demonstrated above, the Project requires 266 parking spaces (two spaces per unit) and will provide 266 parking spaces (two parking spaces per unit within a garage). As such, the proposed number of parking spaces per unit will be met as proposed per the City's requirements as provided in Table 19.21.040A (Off Street Parking Requirements) of the CMC.

Besides the required off-street parking requirements per unit, the applicant proposed additional guest parking intermittently throughout the site. During the July public hearing, staff presented a guest-parking layout based on one open guest parking space for each, two residential units. At that time, the determination was based on a project that is considered a traditional multi-family housing project. After conferring with the developer, it was clarified, that the proposal as designed is considered a Dwelling, Single-Family ("SFR") Attached, similar to a townhome. Per Code, projects considered under the development standards of 19.47.030A (HOO), an Attached Single Family Dwellings could include attached townhomes, townhouses, courtyard, and/or cluster housing.

When reviewing the Zoning Code to determine guest parking, under both Chapters 19.21.040A and 19.47.030A, there appears to be an inconsistency between these two sections of the Code. Specifically, the HOO defines an SFR, as possibly being attached, but the parking requirement is silent on Attached SFR's. As such, it was

decided to apply the higher guest-parking requirement (66 spaces), that is typical of a multi-family housing project such as the one located at the Northeast corner of South Eastern and Harbor Street.

Although, an inconsistency within the Zoning may exist, both the applicant and staff believe the concern regarding guest parking has to be addressed with this proposal. Most recently and following the community meeting held on August 20, 2020, the plans were revised to increase the number of guest parking up to 54, where a total of 49 were previously proposed. In addition, the applicant will continue to work towards safeguards to ensure there are no negative impacts associated with guest parking. These measures will include CCR conditions, which among other things will include conditions that will limit property owners to the use and ownership of two personal vehicles per unit. This will ensure guest parking remains as such, and is not relegated to being used as overflow parking.

Along with the recommended changes, the applicant will explore other alternatives to ensure guest parking is provided at all times.

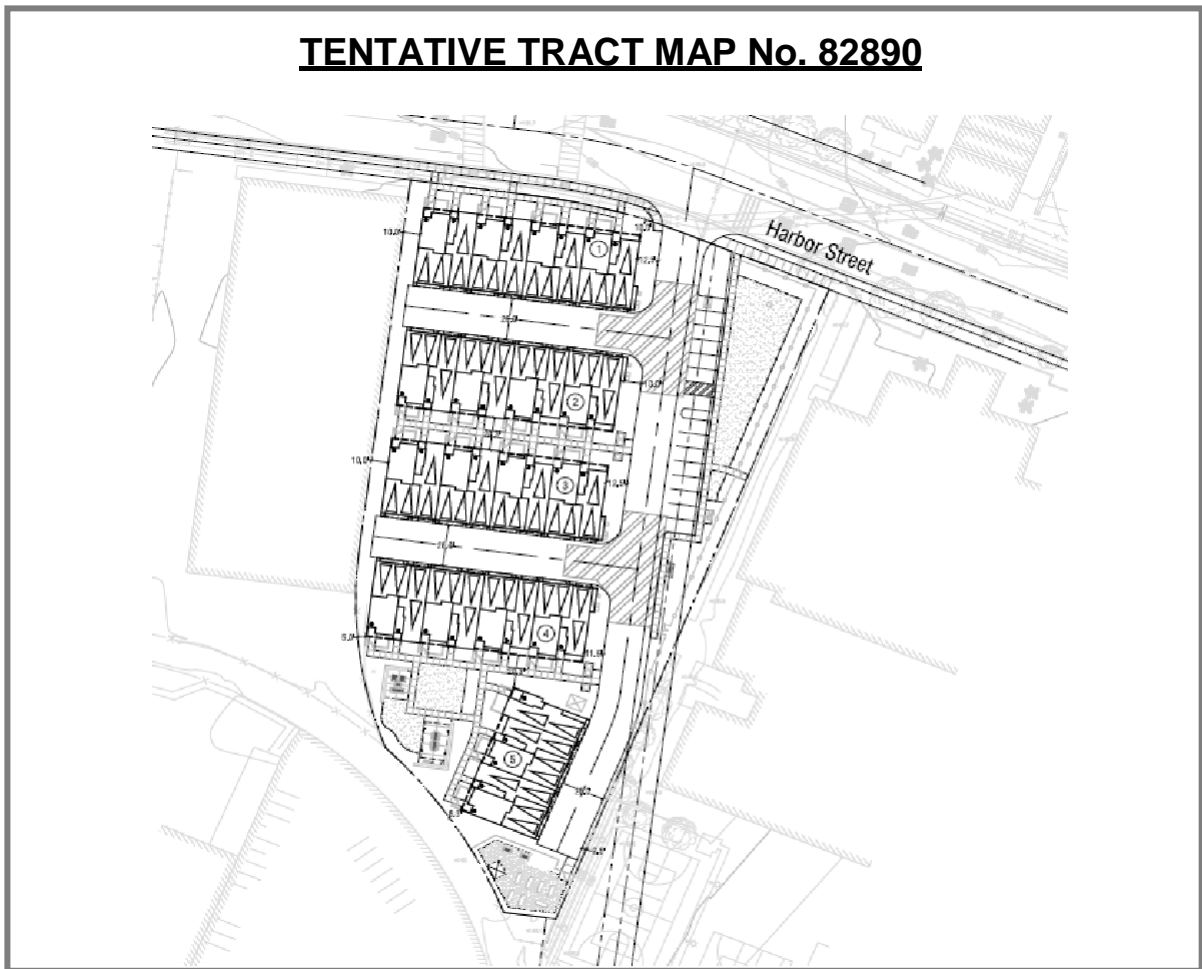
PROJECT DESCRIPTION FOR THE TENTATIVE TRACT MAPS

The applicant is requesting for approval on the following Tentative Tract Maps:

- Tentative Tract Map 82890 – creating one (1) lot for 37 residential units;
- Tentative Tract Map 82891 – creating one (1) lot for 31 residential units;
- Tentative Tract Map 82892 – creating one (1) lot for 65 residential units;

Tentative Tract Map 82890

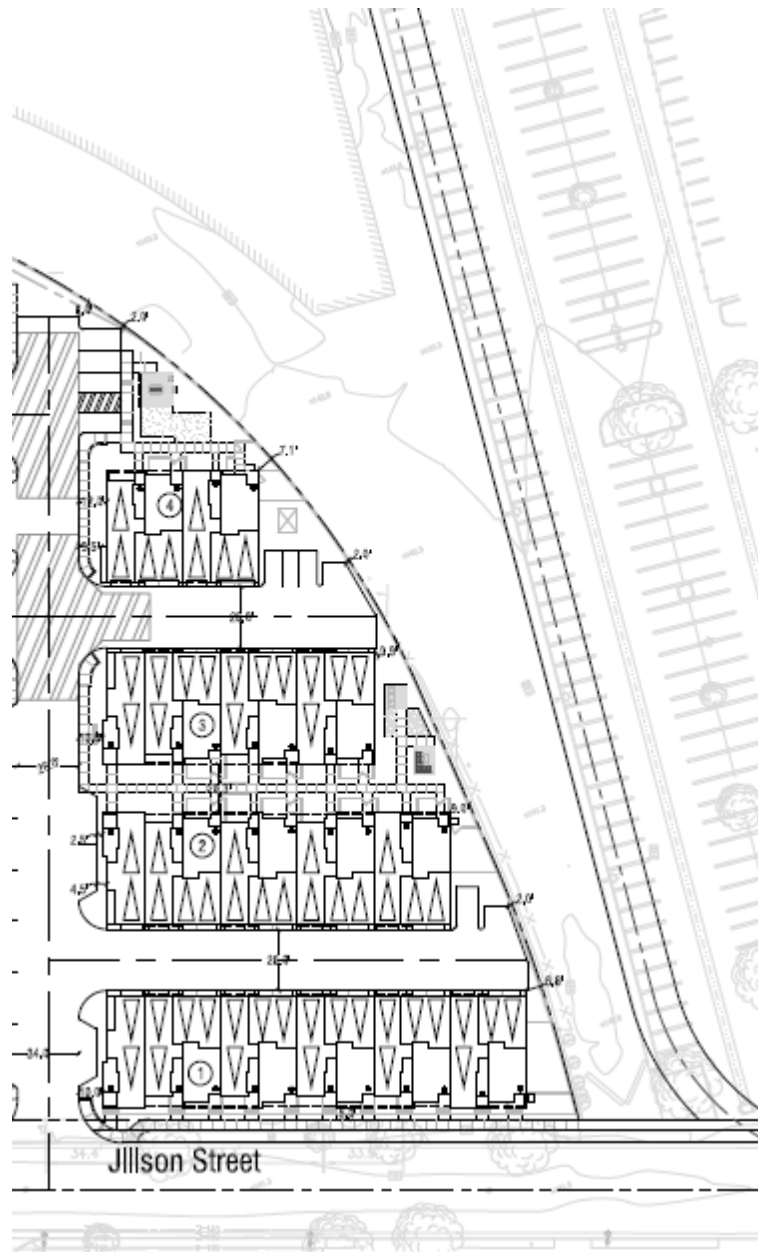
The Map creates a single 1.98-acre parcel for the development of 37 single-family attached residential units. Access is taken from the existing driveway on Harbor Street. The new parcel includes the area currently used for parking for the Brenda Villa Aquatic Center. Twelve (12) new parking spaces will be created to serve both the Aquatic Center and the development.



Tentative Tract Map 82891

The Map creates a single 1.33-acre parcel for the development of 31 single-family attached residential units. Access is taken from a single driveway off Jillson Street, which will serve both this map and TTM-82892. Three (3) private streets will serve the interior of the property.

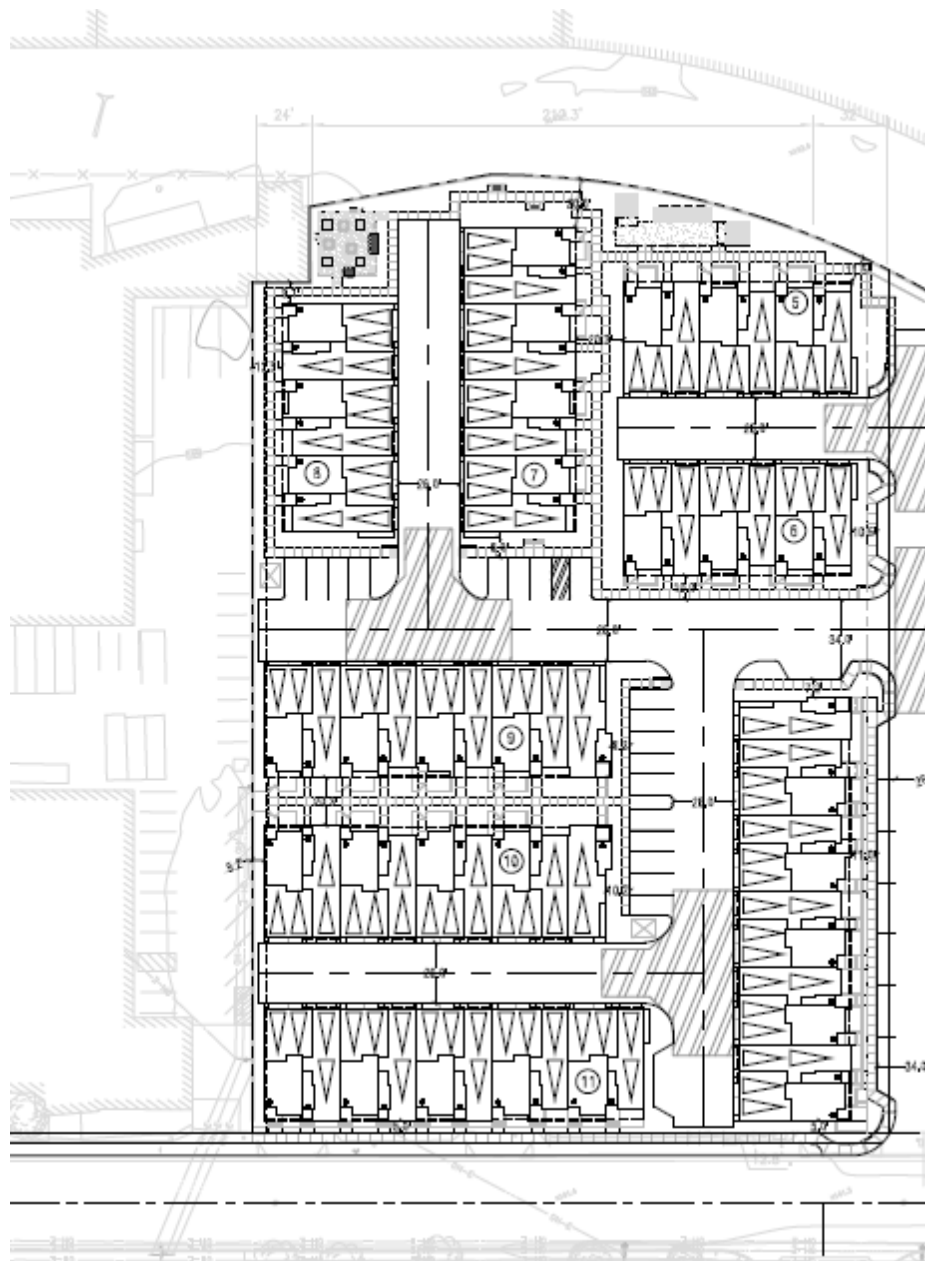
TENTATIVE TRACT MAP No. 82891



Tentative Tract Map 82892

The Map creates a single 2.43-acre parcel for the development of 65 single-family attached residential units. Access is taken from driveway serving TTM-82891 off Jillson Street. Four (4) private streets will serve the interior of the property.

TENTATIVE TRACT MAP No. 82892



The City's Engineer / Public Works Division and the Los Angeles County Fire Department have reviewed the proposed Tentative Parcel Map No. 82890, 82891, and 82892 and their conditions are part of the conditions of approval.

DEVELOPMENT AGREEMENT

The State of California enacted California Government Code Sections 65864 et seq. ("Development Agreement Statutes") to authorize municipalities to enter into development agreements with those having an interest in real property to strengthen the public planning process, encourage private participation in comprehensive planning, and reduce the economic risk of development in connection with the development of real property within their jurisdiction

The purpose of the Development Agreement Statutes is to authorize municipalities, in their discretion, to establish certain development rights in real property for a period of years regardless of intervening changes in land use regulations, to vest certain rights in the Owner, and to meet certain public purposes of the local government.

In this case, the applicant has worked closely with the Department to ensure parameters are in place to ensure an agreement will cover the development of the site in compliance with the provisions as set forth in the Housing Opportunity Overlay Zone (HOO).

UPDATES FOLLOWING JULY PUBLIC HEARING.

On August 20, 2020, Planning staff, at the direction of the Planning Commission held a virtual meeting to discuss this item. The highest total number of participants was 20. Questions and Comments revolved around, affordability, density, sale versus rental, and parking. Other minor comments included discussion on window placement, location of utilities.

Parking was one of the biggest concerns raised both at the Planning Commission meeting in July as well as the Community Meeting in August. As discussed herein, off-street parking has always been provided for each residential unit as required per Code. Furthermore, conditions will be included in this recommendation which will limit the number of vehicles a person may be able to place on the property. This will ensure that guest parking is always available. In reference to the loss of parking for the Aquatorium, staff believes the remaining parking areas within the Rosewood Park area should be able to serve the facility.

As proposed, this development will be a market-rate product. A participant suggested a window for purchase to be provided to Commerce residents and employees. The applicant is not opposed to this and a condition to this effect was added to the recommendation.

In conclusion, the meeting invited comments, which staff along with the applicant believe have and will be addressed with the revised proposal.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Environmental analysis was conducted according to the California Environmental Quality Act (CEQA). The analysis provided in the initial study indicates that the proposed project will not result in any unmitigable significant adverse impacts. The initial study determined that a mitigated negative declaration should be prepared for the subject project. Mitigation measures focus on the following areas: Aesthetics, Cultural Resources, Geology & Soils, Hazards & Hazardous Materials, Noise, Public Services, Transportation, Tribal Cultural Resources, and Wildfire. Please see the attached CEQA document for complete details on the analysis and subsequent mitigation measures prepared for the project.

The mitigation measures are part of the Mitigation Monitoring Program and have been made part of the approval of this project. The applicant confirmed that the project description was accurate and agreed to all mitigation measures. A Notice of Intent to Adopt was submitted and filed. No State responsible agencies were identified and as a result, no Clearinghouse posting was required. Noticing was posted and published as required under the City's Municipal Code. Additional information related to the CEQA process and mitigation measures are included as attachments to this report.

The Mitigation Monitoring Program (MMP) for the subject project has been prepared pursuant to the requirements of Public Resources Code §21081.6 which, among other things, states that when a governmental agency adopts or certifies a CEQA document that contains the environmental review of a proposed project, "The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation."

The City of Commerce is the lead agency for the project, and is therefore, responsible for administering and implementing of the MMP. The decision-makers must define specific reporting and/or monitoring requirements to be enforced during project implementation prior to final approval of the proposed project.

The MMP includes the following: (1) mitigation measures that will either eliminate or lessen the potential impact of the project; (2) the monitoring milestone or phase during which the measure shall be complied with or carried out; and (3) the enforcement agency responsible to monitor mitigation measure compliance.

The MMP will be in place through all phases of a project including project design (preconstruction), project approval, project construction, and operation (both prior to

and post-occupancy). The City will ensure that monitoring is documented through periodic reports and that deficiencies are promptly corrected. The MMP is attached to this report.

CONCLUSION:

Staff believes the necessary findings can be made to approve this Plot Plan to allow the development of 133 single-family attached residential units on three parcels to be known as Rosewood Village. It will be built in three phases, as described below. Phase 1 of the Project will be the Site 1A – Harbor (5550 Harbor Street) location. Phase 2 will be the Site 1B – Jillson 1 (5625 Jillson Street) location, and the Site 2 – Transportation Center (5555 Jillson Street) location will be Phase 3. Also, as demonstrated in the building analysis, the overall building layout and design will meet the minimum building requirements as set forth in the Zoning Ordinance. As analyzed, the proposal will not trigger any need for variances or will be inconsistent with the intent of the zoning code. As such, a Residential Land Use in this area of the City is consistent with other permissible activities within the residential zone.

Therefore, staff recommends that the Planning Commission approve 1) adopt the Mitigated Negative Declaration and Mitigation Monitoring & Reporting Program 2) adopt the required findings prepared by staff, and 3) conditionally approve Plot Plan No. 995, and Tentative Tract Map 82890, 82891 & 82892 subject to the conditions content in this staff report, and 4) to acknowledge and recommend to the City Council for the approval of the Development Agreement – covering the details of the City's sell of the land known as Assessor's Parcel Numbers (APN) 6335-025-902, 903, 905, and 906, to City Ventures for the development of 133 single-family attached dwelling units.

Prepared by: Sonia S. Griego
Associate Planner

Reviewed by: Jose D. Jimenez
Director of Economic Development and Planning

ATTACHMENT A SPECIFIC FINDINGS FOR PLOT PLAN NO. 995

The following finding can be made, regarding the mandatory findings of significance set forth in Section 15065 of the CEQA Guidelines, based on the results of the environmental assessment:

1. The approval and subsequent implementation of the proposed project *will not* have the potential to degrade the quality of the environment.
2. The approval and subsequent implementation of the proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
3. The approval and subsequent implementation of the proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.
4. The approval and subsequent implementation of the proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

In addition to the above findings pursuant to Commerce Municipal Code Section 19.39.680, approval or disapproval of any Site Plan application shall be based upon the following factors and principles:

1. **Compliance with all applicable provisions of this Title 19.** *The proposed 133 single-family attached residential units, with mitigation measures, will comply with all applicable requirements of the Commerce Municipal Code. The proposed use is one that is permitted within the HOO (Housing Opportunity Overlay)/M-2 (Heavy Industrial) Zone, the purpose of which is to provide land suitable for residential uses. The requirements of the zone are intended to provide safeguards and to establish adequate buffer distances between uses that pose potentially adverse public health, safety, and welfare impacts.*
2. **Suitability of the site for the particular use or development intended.** *The site is located in the HOO/M-2 Zone, which allows for the residential units uses in the City. The site was previously developed with industrial use and the surrounding neighborhood is characterized by similar uses and also surround by residential uses and public facilities. The intent of the Housing Opportunity/Heavy Industrial zone is to concentrate in bringing more residential uses; while at the same time ensuring the availability of needed public services. The proposed residential units do not violate any provisions of the Commerce Municipal Code, including lot coverage, floor area and*

setbacks requirements. The project sites will accommodate all parking on-site therefore; the site is suitable for the proposed development.

3. **Physical layout of the total development, including the application of prescribed development standards.** The project shall be so arranged to further the policies of the General Plan and zoning regulation including, but not limited to, avoiding traffic congestion, ensuring the protection of public health, safety, and general welfare, and preventing adverse effects on neighboring properties. *The proposed project will further the policies in the Commerce General Plan. The site has a "Housing Opportunity Overlay" land use designation, which is intended to support the uses such as that being proposed. Adequate safeguards will be provided to ensure the protection of the public health, safety, and welfare.*
4. **Consistency with all elements of the General plan.** *General Plans are required to not only be consistent with a City's zoning ordinance, but they must also be internally consistent. Therefore, individual elements must be consistent with one another. If a project is consistent with one element of a General Plan, it should therefore be consistent with the rest of the document. The subject project includes consistency with following policies in the Housing Element of the General Plan:*
 - Housing Policy 4.3 - The City of Commerce will encourage quality construction in new residential development and require all properties to be maintained to the greatest extent possible.
 - Housing Policy 4.5 - The City of Commerce will ensure that all new housing will have the same standards for design, construction, and maintenance found in housing that is more expensive.

The abovementioned policies, along with other policies and elements identified in the General Plan will help contribute to an orderly pattern of development in the City, while helping to contribute new housing to the City.

5. **Suitability and functional development design; however, such approval shall be interpreted to require a particular style or type of architecture.** *The project was designed to meet the City's development standards, including those related to floor area and lot coverage. The project was also evaluated to ensure it met the City's site planning criteria and design guidelines. CEQA analysis of the project included a review of functionality measures of the proposal, including circulation and access. The project meets the intent and standards set forth in the Commerce Municipal Code; therefore, the proposed residential units are suitable for the project site and its surroundings.*

ATTACHMENT B
FINDINGS - CALIFORNIA SUBDIVISION MAP ACT
FOR TENTATIVE TRACT MAP

The California Subdivision Map Act requires that the Planning Commission make the following findings before approving the subdivision:

1. Government Code Section 66453.5
 - a. **That the proposed subdivision, together with the provisions for its design and improvement, is consistent with the general plan required by Article 5 (commencing with Section 65300) of Chapter 3 of Division 1 of the Government Code, or any specific plan adopted pursuant to Article 8 (commencing with Section 65450) of Chapter 3 of Division 1 of the Government Code.** *Tentative Tract Map 82890, Tentative Tract Map 82891, and Tentative Tract Map 82892 are consistent with all elements of the City's General Plan. The General Plan Land Use designation on the subject site is Housing Opportunity Overlay (HOO). The corresponding Zoning Designation for the sites is Housing Opportunity Overlay zone in conjunction with an underlying Heavy Industrial (M-2) zone, as stated in the Commerce Municipal Code Chapter 19.47.020.*
2. Government Code Section 66474
 - a. **That the site is physically suitable for the proposed density of development.** *The subject sites are physically suitable to accommodate the density proposed by the applicant. The project sites located in the City of Commerce are approximately 1.98 acres, 1.33 acres, and 2.43 acres.*
 - b. **The subdivision or proposed improvements will not cause substantial environmental damage or substantially and avoidably injure fish wildlife or their habitat.** *The design of the proposed project will not cause substantial environmental damage or substantially and avoidably injure fish, wildlife, or their habitat. The Project sites are developed with buildings and parking areas and are located in an urbanized setting. As such, the site does not support habitat for any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations. No natural, undeveloped open space areas are located within proximity of the Project sites. In addition, the Project sites are not located in a habitat conservation plan or designated by the County of Los Angeles as a Significant Ecological Areas (SEAs). As a result, no impacts to*

habitat conservation plans or natural community conservation plans will occur with the development of the Project sites.

- c. **That the subdivision or type of improvement will not cause serious public health problems.** *The design of the subdivision or type of improvements will not likely cause serious public health problems because the project involves new development of 133 residential units, which there are existing residential within the immediate vicinity of the subject sites. The proposed project will not jeopardize, adversely affect, endanger, or otherwise constitute a menace to the public health, safety, and welfare of the project. The proposed project conforms to all development standards specified in the Commerce Municipal Code.*
- d. **That the proposed subdivision and improvements will not conflict with easements for access through or the use of the property within the proposed subdivision.** *The design of the subdivision or 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. There will be improvements of the public street to serve the subject site. Furthermore, the City notified utility companies that service the area. Responses received from these agencies did not indicate any location of easements on the proposed site.*

3. Government Code Section 66474.6

- a. **That the discharge of waste from the proposed subdivision into the existing community sewer system will not violate existing requirements of the water code.** *The design of the subdivision or type of improvements will not violate any existing requirements of the water code. The discharge of waste from the sites will have to be approved by the Sanitation District who will ensure that no existing requirements of the water code are violated.*

ATTACHMENT C
CONDITIONS OF APPROVAL FOR PLOT PLAN NO. 995

1. A Site Plan Review approval that is valid and in effect and granted pursuant to the provisions of Title 19 of the Commerce Municipal Code shall be valid only on the property for which it was granted and only for the improvements for which it is granted and further, shall continue to be valid upon change of ownership of the property or any lawfully existing building or structure on the property.
2. All conditions shall be binding upon the applicants, their successors and assigns; shall run with the land; shall limit and control the issuance and validity of certificates of occupancy; and shall restrict and limit the construction, location, and use and maintenance of all land and structures within the development.
3. This permit and all rights hereunder shall terminate within twelve months of the effective date of the permit unless operations are commenced or a written time extension is granted, based on a written request submitted prior to the expiration of the one-year period as provided in Section 19.39.720 of the Commerce Municipal Code.
4. The abandonment or non-use of this approval for a period of one year shall terminate the approval without further action of the Planning Commission or City Council, and any privileges granted thereunder shall become null and void.
5. In the event of transfer of ownership of the property involved in this application, the new owner shall be fully informed of the use and development of said property as set forth by this permit together with all conditions, which are a part thereof.
6. All parking areas shall be clearly identified. The surface parking area must be striped to clearly indicate the location and extent of vehicle parking, maneuvering areas, and drive aisles.
7. All loading must occur on-site. All vehicle maneuvering shall occur on-site as well.
8. During construction, all roadways shall be kept open to traffic.
9. Equipment used for construction activities shall be properly tuned to reduce exhaust emissions.
10. Construction activities shall be stopped during first and second stage smog alerts.

11. During construction, trucks and equipment that are not in use shall shut off their engines instead of idling.
12. Construction equipment shall be kept in proper tune and mufflers shall be used on all construction equipment to reduce equipment noise.
13. Roads adjacent to the project site shall be swept as needed to reduce fugitive dust from the proposed project site.
14. All grading operations will be suspended when wind speeds (as instantaneous gusts) exceed 35 miles per hour.
15. Construction activities shall be permitted between the hours of 7:00 a.m. to 7:00 p.m. Once operational, the proposed project must conform to the City's Noise Ordinance.
16. Storage of building materials related to construction activities shall be contained within the project site.
17. The project site shall be cleared of all debris prior to the issuance of a building department final inspection.
18. The property shall be developed and maintained in a neat, quiet, and orderly condition and operated in a manner so as not to be detrimental to adjacent properties and occupants.
19. Contractors and subcontractors engaged in the construction activities of the project shall obtain a business license and all required permits from the City of Commerce.
20. The contractor under the observation of the soil engineer shall conduct all clearing, site preparation, or earthwork performed on the project.
21. The soils engineer shall provide inspection for site clearing and grading in order to certify that the grading was done in accordance with approved plans and grading specifications.
22. Soils binders shall be utilized on construction sites for unpaved roads and/or parking areas.
23. The project will be required to comply with all programs adopted by the City for the reduction of solid waste.

24. Where feasible, the applicant shall use recycled materials during construction and recycle construction waste. A report shall be provided to the City of Commerce.
25. Ultra-low flow water fixtures must be installed to reduce the volume of sewage to the system.
26. The project applicant shall install energy-efficient electrical appliances and equipment in accordance with the State of California's Energy Efficiency Standards (Title 24).
27. Prior to the issuance of any occupancy permits, three (3) sets of landscaping and irrigation plans shall be prepared by a landscape architect and submitted to the City for review and approval. All designated landscaping areas shall be fully planted prior to the issuance of building permit final inspection and maintained at all times.
28. Site development shall conform to the site plan reviewed by the Planning Commission when approval of the subject project was granted.
29. Violation of any of the conditions of this approval shall be cause for revocation and termination of all rights thereunder.
30. The Economic Development and Planning Director or her designee shall have the authority to initiate proceedings to suspend or revoke a Site Plan Review approval pursuant to provisions set forth in Sections 19.39.240 through 19.39.250, inclusive, of the Commerce Municipal Code, Chapter 19.39.
31. The applicant and the contractors involved in demolition and/or construction activities must comply with all pertinent South Coast Air Quality Management District (SCAQMD) regulations and requirements governing Particulate Matter (PM₁₀) generation (Rule 401, 403, etc.). PM₁₀ pollution consists of very small liquid and solid particles floating in the air. These particles are less than 10 microns in diameter – about 1/7th the thickness of the human – and are known as PM₁₀.
32. The applicant shall work with staff on the final design, layout, and treatment of the proposed warehouse building, and landscape plan to insure compliance with all provisions of the Commerce Municipal Code. The final design of the structure shall be subject to the review and approval of the City's Economic Development Subcommittee and Director of Economic Development and Planning or her designee.
33. The project shall comply with the Section 19.19.220 of the CMC (General Development Standards and Design Guidelines) as well as all other applicable sections of the CMC.

34. The applicant and future tenants will be required to obtain all pertinent operating permits from the SCAQMD for any equipment requiring such permits.
35. The proposed project shall conform to Fire, Building, and Public Works Code requirements. Notwithstanding this review, all required permits from the County Department of Building and Safety must be secured.
36. The Applicant or General Contractor shall keep the construction area sufficiently damped to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.
37. All materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage.
38. The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding grading, site preparation, and construction activities.
39. The Applicant shall ensure that the grading and building contractors must adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces. The contractors will be responsible for being familiar with, and implementing any pertinent best available control measures.
40. During construction, disposal of refuse and other materials should occur in a specified and controlled temporary area on-site physically separated from potential storm water runoff, with ultimate disposal in accordance with local, State and Federal requirements.
41. Sediment from areas disturbed by construction shall be retained on-site using structural controls to the maximum extent practicable.
42. The project shall comply with the City's Low Impact Development Standards and Green Street Policy.
43. All required permits by all permitting agencies shall be obtained for operation of said use and any construction associated with the subject request.
44. The CC &R (Covenants, Conditions & Restriction) shall state that all new owners of the homes shall be limited to two vehicles and shall be parked within their designated garage.

45. The Applicant is required to install artwork or pay an in-lieu fee subject to the City's Art in Public Places Ordinance. The cost of the artwork or in-lieu fee shall be equal to 1% of the projects valuation.
46. Violation of any of the conditions of the approval shall be cause for revocation and termination of all rights thereunder.
47. The Director of Economic Development and Planning or her designee is authorized to make minor modifications to the approved preliminary plans or any of the conditions if such modifications shall achieve substantially the same results as would strict compliance with said plans and conditions.
48. The Applicant shall sign, notarize, and return to the Economic Development and Planning Department an affidavit accepting all Conditions of Approval within 10 days from the date of the approval, unless appealed. The Applicant acknowledges and understands that all conditions set forth in this Resolution are conditions precedent to the grant of approval and failure to comply with any condition contained herein shall render this Condition Use Permit non-binding as against the City and shall confer Applicant no legal rights under the law.
49. The applicant shall defend, indemnify, and hold harmless the City, its elected and appointed officials, agents, officers, and employees from any claim, action, or proceeding brought against the city, its elected and appointed officials, agents, officers, or employees arising out of, or which are related to the applicant's project or application (collectively referred to as "proceedings"). The indemnification shall include, but not be limited to, damages, fees and/or costs, liabilities, and expenses incurred or awarded in connection with the proceedings whether incurred by the applicant, the city, and/or the parties initiating or bringing such proceedings. This indemnity provision shall include the applicant's obligation to indemnify the city for all the city's costs, fees, and damages that the city incurs in enforcing the indemnification provisions set forth herein. The city shall have the right to choose its own legal counsel to represent the city's interest in the proceedings.

DEPARTMENT OF BUILDING DIVISION CONDITIONS:

The following work items are to be designed, installed, and completed at the sole expense of the applicant/developer/property owner.

GENERAL REQUIREMENT FEES

1. Prior to issuance of grading, building or other permits as appropriate, the applicant shall pay all necessary and nominal fees to the City.
2. Sewer fee will be required in addition to the fees paid to the Sanitation Districts of Los Angeles County, and shall be paid prior to building permit issuance.
3. Water service connection fees will be required and paid to California Water Service (Cal Water).
4. Separate public encroachment permit and Public Works inspection fees payment are required for all work in the public rights-of-way in the City.

BUILDING DIVISION CONDITIONS AND CODE REQUIREMENTS

The following conditions or code requirements of the Building Division shall be provided:

1. The second sheet of building plans is to list all City of Commerce conditions of approval and to include a copy of the Planning Commission Decision letter. This information shall be incorporated into the plans prior to the first submittal for plan check. Conditions are required from the following departments: Planning, Building, Fire, Public Works and Utility Department.
2. School Developmental Fees shall be paid to the Commerce School District prior to the issuance of the building permit.
3. Fees shall be paid to the County of Los Angeles Sanitation District prior to issuance of the building permit.
4. An application to assign unit numbers shall be filed with Building Division prior to plan check submittal.
5. In accordance with paragraph 5538(b) of the California Business and Professions Code, plans are to be prepared and stamped by a licensed architect.

6. Structural calculations prepared under the direction of an architect, civil engineer or structural engineer shall be provided.
7. When a tract or parcel map is required to be recorded as part of the development, the building permit will not be issued until the property has been surveyed and the boundaries marked by a land surveyor licensed by the State of California.
8. City records indicate the proposed site involves a change of parcel boundary between ownerships. A lot line adjustment by document shall be processed prior to issuance of the building permit.
9. City records indicate the proposed site is a combination of lots under common ownership. A parcel merger by document shall be processed prior to issuance of the building permit.
10. Building permits shall not be issued until the final map has been prepared to the satisfaction of the Building Official.
11. Foundation inspection will not be made until setback on each side of each proposed building along the property line has been surveyed and the location of the footings has been determined to be in accordance with the approved plans by a land surveyor licensed by the State of California. THIS NOTE IS TO BE PLACED ON THE FOUNDATION PLAN IN A PROMINENT LOCATION.
12. A geotechnical and soils investigation report is required, the duties of the soils engineer of record, as indicated on the first sheet of the approved plans, shall include the following:
 - a) Observation of cleared areas and benches prepared to receive fill;
 - b) Observation of the removal of all unsuitable soils and other materials;
 - c) The approval of soils to be used as fill material;
 - d) Inspection of compaction and placement of fill;
 - e) The testing of compacted fills; and
 - f) The inspection of review of drainage devices.
13. The owner shall retain the soils engineer preparing the Preliminary Soils and/or Geotechnical Investigation accepted by the City for observation of all grading, site preparation, and compaction testing. Observation and testing shall not be performed by another soils and/or geotechnical engineer unless the subsequent soils and/or geotechnical engineer submits and has accepted by the Public Works Department, a new Preliminary Soils and/or Geotechnical Investigation.
14. Prior to permit issuance the pdf copy of the soils report shall be provided by the applicant

15. A grading and drainage plan shall be approved prior to issuance of the building permit. The grading and drainage plan shall indicate how all storm drainage including contributory drainage from adjacent lots is carried to the public way or drainage structure approved to receive storm water.
16. Grading security shall be posted with the City Building Division prior to issuance of the grading permit whenever the cut or fill yardage exceeds 1,000 cubic yards.
17. A Stormwater Pollution Prevention Program ("SWPPP") is required to be submitted. The SWPPP shall contain details of best management practices, including desilting basins or other temporary drainage or control measures, or both, as may be necessary to control construction-related pollutants which originate from the site as a result of construction related activities. No grading permit will be issued until the SWPPP has been submitted to and accepted by the building official.
18. For sites where the disturbed area is one acre or more, applicants must file a Notice of Intent (NOI) and a State SWPPP and obtain a Waste Discharge Identification number (WDID No.). Both the NOI and the WDID No. must be stated on the first sheet of the plans.
19. A (re)development project, where a proposed building in a separate parcel alone meets the definition of "Planning Priority Projects", is required to comply with the requirements in the Low Impact Development (LID) Standards. A maintenance covenant of the required LID features for each parcel shall be prepared and recorded at County Recorder's office.
20. A Multi-Phased Project, where multiple buildings are located within one parcel and to be developed over more than one phase, is subject to the requirements of the Low Impact Development (LID) Standards. If the stormwater mitigation system is designed such that LID standards and requirements are satisfied for multiple buildings, a maintenance covenant of the required LID features for all buildings in the subject parcel shall be prepared by the owner(s) and recorded at County Recorder's office.
21. When, as determined by the City, 100 percent onsite retention of the SWQDv is technically infeasible, partially or fully, the infeasibility shall be demonstrated in the submitted LID Plan. The technical infeasibility may result from conditions that may include, but are not limited to:
 - a. The infiltration rate of saturated in-situ soils is less than 0.3 inch per hour and it is not technically feasible to amend the in-situ soils to attain an infiltration rate necessary to achieve reliable performance of infiltration or bio retention BMPs in retaining the SWQDv onsite.
 - b. Locations where seasonal high groundwater is within five to ten feet of surface grade;

- c. Locations within 100 feet of a groundwater well used for drinking water;
 - d. Brownfield development sites or other locations where pollutant mobilization is a documented concern;
 - e. Locations with potential geotechnical hazards;
 - f. Smart growth and infill or redevelopment locations where the density and/or nature of the project would create significant difficulty for compliance with the onsite volume retention requirement.
- 22. If partial or complete onsite retention is technically infeasible, the project Site may bio filtrate 1.5 times the portion of the remaining SWQDv that is not reliably retained onsite. Bio filtration BMPs must adhere to the design specifications provided in the Municipal NPDES Permit.
- g. Additional alternative compliance options such as offsite infiltration may be available to the project site. The project site should contact the City to determine eligibility. Alternative compliance options are further specified in County of Los Angeles LID Standards Manual 2009 or as may later be amended.
- 23. The remaining SWQDv that cannot be retained or bio-filtered onsite must be treated onsite to reduce pollutant loading. BMPs must be selected and designed to meet pollutant-specific benchmarks as required per the Municipal NPDES Permit. Flow-through BMPs may be used to treat the remaining SWQDv and must be sized based on a rainfall intensity of:
 - h. 0.2 inches per hour, or
 - i. The one year, one-hour rainfall intensity as determined from the most recent Los Angeles County isohyetal map, whichever is greater.
- 24. City of Commerce Storm Water Program Planning Priority Project Checklist completed by Engineer of Record and approved by Environmental Division shall be copied on the first sheet of Building Plans and on the first sheet of Grading Plans.
- 25. Electrical plan check is required.
- 26. Mechanical plan check is required.
- 27. Plumbing plan check is required.
- 28. No form work or other construction materials will be permitted to encroach into adjacent property without written approval of the affected property owner.
- 29. South Coast Air Quality Management District must be contacted prior to any demolition or renovation. Call (909) 396-2000 for further information. Failure to comply with the provisions of Rule 1403 may result in a penalty of up to \$25,000 per day.

30. Demolition permit is required for any existing buildings, which are to be demolished.
31. The governing codes shall be determined individually for each building at the time of plan check submittal and shall apply throughout the duration of each phase until completion.
32. Separate plans, applications, and fees are required for each building or development phase prior to plan review of electrical, plumbing, mechanical, or grading plans.
33. Rules and regulations for expiring plan check and permit applications for each building shall be enforced separately by the governing codes as determined at the time of plan check submittal.
34. Prior to the issuance of building permit, a written consent shall be obtained from the current easement holder(s) for any proposed development encroaching into existing easement(s).
35. All fire sprinkler hangers must be designed, and their location approved by an engineer or an architect. Calculations must be provided indicating that the hangers are designed to carry the tributary weight of the water filled pipe plus a 250-pound point load. A plan indication this information must be stamped by the engineer or the architect and submitted for approval prior to issuance of the building permit.
36. Separate permit is required for Fire Sprinklers
37. Townhouse building construction shall comply with the governing Los Angeles County Residential Code.
38. Construction, projections, openings and penetrations of exterior walls of each townhouse building, a cluster consists of 2 or more dwelling units, equipped throughout with an automatic sprinkler system installed in accordance with Section R313 shall comply with Table R302.1(2).
39. Each townhouse shall be considered a separate building and shall be separated by fire-resistance rated wall assemblies meeting the requirements of Section R302.1 for exterior walls per Section R302.2.
40. The garage shall be separated from each dwelling unit as required by Table R302.6. Openings in garage walls shall comply with Section R302.5.
41. All State of California disability access regulations for accessibility and adaptability shall be complied with.

42. Dwelling units in a building consisting of three or more dwelling units or four or more condominium units shall meet the requirements of the California Building Code Chapter 11A. Covered Multifamily Dwellings include but are not limited to dwelling units listed in Section 1.8.2.1.2. Dwelling units within a single structure separated by firewalls do not constitute separate buildings.
43. At least 10 percent but not less than one of the multistory condominium dwellings in buildings, which contain Covered Multifamily Dwellings, with no elevator shall comply with the requirements listed in Section 1102A.3.1.
44. Private garages accessory to covered multifamily dwelling units, shall be accessible per Section 1109A.2.1.
45. When parking is provided for covered multifamily dwellings and is not assigned to a resident or a group of residents at least 5 percent of the parking spaces shall be accessible and provide access to grade-level entrances of covered multifamily dwellings and facilities (e.g., swimming pools, club houses, recreation areas, and laundry rooms) that serve covered multifamily dwellings per Section 1109A.5.
46. Each dwelling unit shall comply with the CalGreen Residential mandatory requirements.
47. Single-family residences located in subdivisions with ten or more single-family residences and where the application for a tentative subdivision map for the residences has been deemed complete by the City of Commerce shall comply with the solar ready buildings requirements per Section 110.10 (a) of the California Energy Code.
48. Separate drainage easement(s) shall be provided for any subject parcel whose finish surfaces are graded to drain through adjacent parcel(s) or whose underground drainage structures are connected to similar devices located at adjacent parcel(s) for the purpose of achieving Multi-Phased Project LID design. Drainage easements shall be for the full width of the property.
49. Fire-resistance rating requirements for exterior walls and maximum area of exterior wall openings and degree of open protection based on fire separation distance 0 feet to 3 feet, dwellings and accessory buildings with automatic residential fire sprinkler protection shall comply with Table R302.1(2).

PUBLIC WORKS CONDITIONS / REQUIREMENTS

Separate plans for improvements within the public right-of-way are required. The following are required for the off-site improvements:

1. Applicant shall construct sidewalk/curb bulb-outs on Jillson within the frontage

- of their development per City's direction. This was discussed as a potential off-site improvements measure with the developer's staff at the beginning of the project.
2. Since details of the Bike Master Plan for Harbor are not known at this time, the proposed curb bulb out on Harbor are no longer required. However, instead of the curb bulb out in front of the proposed development, an in lieu fee will be collected by the City . The applicant shall provide the City with an engineer's cost estimate including 25% for contingencies (design inspection, material testing, etc.) for our review. The proposed bulb out and/or any required improvements in the area will be implemented after completion and adoption of the Bike Master Plan, Traffic study, etc. in the future.
 3. The applicant shall work in good faith with the City to address all utilities, which may include but not be limited to relocation and undergrounding.
 4. Applicant shall pay in-lieu fee for the street rehabilitation of half of the street width within the frontage of their property along Jillson and Harbor. The in lieu fees shall be calculated during plan review.
 5. Applicant shall provide ADA compliant sidewalk and ramps as necessary along the sidewalks adjacent to the development within the frontage of their property along Jillson and Harbor.
 6. Applicant shall provide ADA compliant sidewalk and ramps as necessary along the sidewalks adjacent to the development within the frontage of their property along Jillson and Harbor.
 7. Applicant shall repair all damaged, broken, non-compliant, non-standard, curb, gutter, sidewalk and ramps as necessary along the sidewalks adjacent to the development within the frontage of their property along Jillson and Harbor.
 8. Applicant shall be required to execute and record a Landscape and Maintenance Agreement for Landscape and Irrigation proposed to be installed in the five foot (5'-0") public right-of-way adjacent to the subject development to be used a landscape puffer for the residential development. The applicant must complete this process prior to the issuance of a grading permit. The developer shall accept the maintenance in the public right- of-way in perpetuity, at their own expense.
 9. Sewer Study shall be reviewed and approved by the City Engineer or his/her designee, prior to the issuance of permits. If sewer is found to be inadequate, sewer improvement plans shall be submitted to the City for approval and required improvements shall be made at the sole cost to the property owner/developer.

10. Project shall be reviewed and approved by the City Traffic Engineer, prior to the issuance of permits. Any mitigation measures shown on the traffic study if any shall be made at the sole cost to the property owner/developer.

The following are general requirements for off-site improvements:

- A. Any existing improvements in the public right of way that is damaged, made off-grade during construction, including but not limited to the following: traffic signals, light standards, aprons, sidewalk, curb ramps, curb, and/or gutter, shall be removed and replaced with the appropriated SPPWC Standard or as directed by the Public Works & Development Services Department.
- B. All site drainage shall be collected and deposited in the adjacent gutter, alley, storm drain or similar structure or device, and if necessary, filtered per NPDES regulations. Site storm and/or nuisance water shall not flow across the city sidewalk.
- C. All new and existing, non-complying driveway aprons shall be constructed in accordance with SPPWC standards and shall provide a minimum 4 feet wide path of travel at no more than 2% cross-slope at the top of apron. Where limited parkway width occurs, the sidewalk shall be depressed at the back of apron to provide a disable access complying path of travel across the driveway apron. Top of driveway apron X shall be 5 feet minimum from any trees, power poles, traffic signal controllers, electric services, or similar improvements in the public right-of-way.
- D. All existing driveways aprons to be closed shall be removed and replaced with new curb, gutter, and sidewalk constructed in accordance with SPPWC standards.
- E. All damaged or off-grade curb, gutter, and sidewalk shall be removed and replaced in accordance with SPPWC standards.
- F. All necessary permits, including encroachment permits, utility connection permits, etc., shall be first secured from the City of Commerce, and any other responsible or underlying agency, before any work can commence within the public right of way.
- G. All work in the public right-of-way shall be done in accordance with established City standards or as directed by the Director of Public Works and/or the City Engineer.

TENTATIVE TRACT MAP REQUIREMENTS

Following information is provided for applicant's convenience. Project shall comply with all applicable requirements for Tract Maps.

1. A final tract map prepared by or under the direction of a registered civil engineer or licensed land surveyor shall be submitted to and approved by the City prior to being filed with the Los Angeles County Recorder.
2. A soils report is required.
3. A preliminary tract map guarantee shall be provided which indicates all trust deeds (to include the name of the trustee), all easement holders, all fee interest holders, and all interest holders whose interest could result in a fee. The account for this title report shall remain open until the final tract map is filed with the Los Angeles County Recorder.
4. Easements shall not be granted or recorded within any area proposed to be dedicated, offered for dedication, or granted for use as a public street, alley, highway, right of access, building restriction, or other easements until after the final tract map is approved by the City and filed with the Los Angeles County Recorder; unless such easement is subordinated to the proposed dedication or grant. If easements are granted after the date of tentative approval, subordination shall be executed by the easement holder prior to the filing of the final tract map.
5. Monumentation of tract map boundaries, street centerlines, and lot boundaries is required if the map is based on a field survey.
6. All conditions from City Departments and Divisions shall be incorporated into the tract map prior to submitting the tract map for review.
7. In accordance with California Government Code Sections 66442 and/or 66450, documentation shall be provided indicating the mathematical accuracy and survey analysis of the tract map and the correctness of all certificates. Proof of ownership and proof of original signatures shall also be provided.
8. Proof of Tax clearance shall be provided at the time of tract map review submittal.
9. Upon submittal of the parcel map for review by the City, a letter signed by both the subdivider and the engineer shall be provided which indicates that these individuals agree to submit one (1) blueprints and one sepia mylar and pdf copy on a CD of the recorded map to the City Public Works Department.

10. A reciprocal easement for ingress and egress, sanitary sewer, utility, drainage, water shall be provided for each property that does not front on or have direct access to the public way. Services to each property shall be underground and shall be located in a trench within this easement.
11. Existing structures shall be demolished prior the approval of the map.

COUNTY OF LOS ANGELES FIRE DEPARTMENT CODE REQUIREMENTS
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1. Additional requirements (may/will) be required pending information provided.
2. The applicant shall be responsible for meeting all Los Angeles County Fire Department requirements and conditions when available for the 133 single-family attached residential units on three parcels to be known as Rosewood Village.

ATTACHMENT D
MITIGATION MONITORING & REPORTING PROGRAM INITIAL STUDY
FOR PLOT PLAN NO. 995

ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures		Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance	
					Initials	Date
AESTHETICS						
MM AES-1	<p>Prior to building permit issuance, the developer shall submit a photometric plan to meet the following requirements. The plan shall be submitted to the City for approval and shall be designed in compliance with Section 19.19.130 of the City's Zoning Ordinance and shall include the following:</p> <p>➤ Outdoor lighting shall maintain a minimum of one-foot candle illumination for all parking and pedestrian areas. The plan must include details such as beam spreads and/or photometric calculations, location, and type of fixtures, and arrangement of exterior lighting that does not create glare or hazardous interference to adjacent streets or properties.</p>	Developer	Prior to Building Permit Issuance	Planning shall ensure that plan is reviewed and approved		
REMARKS:						
MM AES-2	<p>Prior to building permit issuance, the developer shall ensure that the design of the buildings shall reduce the number of reflective surfaces used in the construction to minimize new sources of glare. Exterior building materials shall use earth tone colors with a low-reflectance. Any bare</p>	Developer	Prior to Building Permit Issuance	Planning shall ensure that plan is reviewed and approved		

ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures		Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance	
					Initials	Date
	metallic surfaces found on infrastructures such as pipes and poles shall be painted to minimize reflectance and glare					
REMARKS:						
CULTURAL RESOURCES						
MM CR-1	During all demolition, grading, and ground-disturbing activities, a qualified archaeological monitor shall be present. If potentially significant archaeological materials are encountered during any future construction activities, all work must be halted in the vicinity of the discovery until a qualified archaeologist can visit the site of discovery and assess the significance and integrity of the find. If intact and significant archaeological remains are encountered, the impacts of the Project must be mitigated appropriately. Any such discoveries, and subsequent evaluation and treatment, should be documented in a cultural resource report, which should be submitted to the South Central Coastal Information Center (SCCIC) for archival purposes.	Developer	During Demolition, Grading and Ground-Disturbing Activities	Planning, Building, and Engineering shall ensure that the monitor is present when required		
REMARKS:						
MM CR-2	If the Project area is expanded to include areas not covered by this survey or other recent cultural resource	Developer	If Project is Expanded Beyond current	Planning, Building, and Engineering shall ensure that		

ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures		Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance	
					Initials	Date
	studies, additional cultural resource studies may be required,		Project Boundaries	the Project Does Not Expand Current Project Boundaries		
REMARKS:						
GEOLOGY & SOILS						
MM PALEO-1	Prior to demolition, grading, or ground-disturbing activities, a paleontological resource impact mitigation program (PRIMP) shall be prepared in accordance with industry-wide best practices (Murphey et al., 2019) and SVP (2010) guidelines. A qualified professional paleontologist (Project Paleontologist, Principal Investigator) shall prepare the PRIMP prior to issuance of City demolition and grading permits for the Project. The PRIMP will specify the steps to be taken to mitigate impacts to paleontological resources. For instance, Worker's Environmental Awareness Program (WEAP) training should be presented in-person to all field personnel prior to the start of Project-related earth-moving activities to describe the types of fossils that may be found and the procedures to follow if any are encountered. A PRIMP also will specify whether construction monitoring is required and, if so, the frequency of required monitoring (i.e.,	Developer	Prior To Demolition, Grading, or Ground-Disturbing Activities	Planning Shall Keep a Copy of PRIMP		

ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures		Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance	
					Initials	Date
	full-time, spot-checks, etc.). A PRIMP also provides details about fossil collection, analysis, and preparation for permanent curation at an approved repository. Lastly, the PRIMP describes the different reporting standards to be used—monitoring with negative findings versus monitoring resulting in fossil discoveries.					
REMARKS:						
HAZARDS & HAZARDOUS MATERIALS						
MM HAZ-1	Prior to the renovation, refurbishing, or demolition activities of any structures or parking areas all Asbestos Containing Materials (ACM) and Asbestos Containing Construction Materials (ACCM) shall be removed by a licensed abatement contractor in accordance with all applicable laws, including guidelines of the Occupational Safety and Health Administration ("OSHA"). If the entire area of asbestos-containing material is not affected by the renovation, refurbishing, or demolition activities, spot abatement of the material could be completed, provided it complies with applicable laws and regulations. These requirements entail only abating the affected areas. If the identified ACM is going to be managed in-place, then written notification to employees,	Developer	Prior to Renovation, Refurbishing, or Demolition Activities	Building Shall Not Issue Demo Permit Without Proof of Required Work		

ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures		Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance	
					Initials	Date
	tenants, contractors, or purchasers of the Property in regard to the presence and location of ACMs and ACCMs is required pursuant to the California Health and Safety Code 25915. Historically, certain concealed materials may be present within wall cavities (e.g., electrical wire wrapping, insulation materials, vapor barrier paper, gypsum board, joint compound, etc.) that contain asbestos, and some underground utility piping has been known to contain asbestos (e.g., Transite pipe). If demolition of the Property includes removal of on-site portions of underground utilities (storm drains, sewer, domestic water laterals, etc.), evaluation of the asbestos content of these components must be performed prior to the removal process. Suspect materials identified in these locations are assumed positive for asbestos until sampling and analysis indicate otherwise. If, during the course of a renovation/demolition project, suspect ACMs are discovered that are not included within any Pre-Demolition Asbestos and Lead-Based Paint Survey, those materials are to be assumed positive for asbestos unless					

ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures	Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance		
				Initials	Date	
additional sampling, analysis and/or assessment indicates otherwise.						
REMARKS:						
MM HAZ-2	Prior to renovation, refurbishing, or demolition activities, any lead-containing paint shall be stabilized. The paint stabilization work should be performed by a State of California, Licensed Contractor, who maintains the California Department of Public Health (CDPH) trained and certified lead workers. Additionally, the work shall be performed in accordance with the Occupational Safety and Health Administration (OSHA) requirements OSHA 29 CFR 1926.62 (Lead – Safety and Health Regulations for Construction) and the Division of Occupational Safety and Health (DOSH) requirements DOSH 8 CCR Section 1532.1 (Lead in Construction Standard).	Developer	Prior to Renovation, Refurbishing, or Demolition Activities	Building Shall Not Issue Demo Permit Without Proof of Required Work		
REMARKS:						
MM HAZ-3	Prior to and in conjunction with the demolition permit issuance, City Ventures will complete the investigation, remediation, and/or evaluation of all releases on the site in accordance with the Standard Voluntary Agreement with the DTSC and approved Scope of Work.	Developer	Prior to Renovation, Refurbishing, or Demolition Activities	Building Shall Not Issue Demo Permit Without Proof of Required Work		

ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures		Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance	
					Initials	Date
REMARKS:						
MM HAZ-4	Prior to and in conjunction with the demolition permit issuance, City Ventures will implement CLRRRA for assessment and remediation of the site in accordance with the California Land Reuse and Revitalization Act Program Agreement with the DTSC and approved Scope of Work	Developer	Prior to Renovation, Refurbishing, or Demolition Activities	Building Shall Not Issue Demo Permit Without Proof of Required Work		
REMARKS:						
NOISE						
MM NOI-1	The Project will require a minimum of windows with an STC rating of 28 or higher to meet the City's 45 dBA CNEL requirement.	Developer	Prior to Building Permit Issuance	Planning shall verify on Plan Check set of plans		
REMARKS:						
MM NOI-2	Construction shall occur during the hours of 7:00 AM to 7:00 PM.	Developer	Monitor During All Earthmoving and Construction Activity	City Engineer and Building Inspectors shall monitor during inspections. As well, any noise complaints shall be processed.		
REMARKS:						
MM NOI-3	Stationary construction noise sources such as generators or pumps should be located as far as feasibly possible from any existing adjacent residential or sensitive units, as feasible.	Developer	Monitor During All Earthmoving and Construction Activity	City Engineer and Building Inspectors shall monitor during inspections. As well, any noise		

ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures	Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance		
				Initials	Date	
			complaints shall be processed.			
REMARKS:						
MM NOI-4	Construction staging areas should be located as far as feasibly possible from any adjacent sensitive land uses, as feasible.	Developer	Monitor During All Earthmoving and Construction Activity	City Engineer and Building Inspectors shall monitor during inspections. As well, any noise complaints shall be processed.		
REMARKS:						
MM NOI-5	During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices and mufflers, which reduce the operational noise 15 dB.	Developer	Monitor During All Earthmoving and Construction Activity	City Engineer and Building Inspectors shall monitor during inspections. As well, any noise complaints shall be processed.		
REMARKS:						
MM NOI-6	Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.	Developer	Monitor During All Earthmoving and Construction Activity	City Engineer and Building Inspectors shall monitor during inspections. As well, any noise complaints shall be processed.		
REMARKS:						
PUBLIC SERVICES						

ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures	Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance		
				Initials	Date	
MM PS-1	Prior to building permit issuance, the final site plan, elevations, building floor plans, and site circulation shall be reviewed by the Los Angeles County Sheriff's Department to ensure it conforms to their operational requirements.	Developer	Prior to Building Permit Issuance	Los Angeles County Sheriff's Department Shall Review and Approve the Final Plans		
MM PS-2	Prior to occupancy, the developer will be required to prepare a security plan for approval by the Los Angeles County Sheriff's Department.	Developer	Prior to Occupancy	Los Angeles County Sheriff's Department Shall Approve the Security Plan		
TRANSPORTATION						
MM TRAF-1	Prior to occupancy of the first building, the developer and City shall enter into a shared parking agreement that covers all three Project sites and the four parking zones notes.	Developer	Prior to First Building Permit	Planning Shall Review and Approve the Shared Parking Agreement		
REMARKS:						
MM TRAF-2	Prior to any lane closure or detour, the developer shall submit a Construction Traffic Management Plan per the California MUTCD, for review and approval by the City Engineer. The plan shall include, but not be limited to, signing, truck routes per the City of Commerce Approved Truck Route Map, and construction hours per Section 19.19.160 – Noise of the Municipal Code.	Developer	Prior to Lane Closures or Detours	Engineering and Planning will review and approve the Haul Route Plan		

ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures		Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance	
					Initials	Date
REMARKS:						
MM TRAF-3	Prior to Occupancy of Site 1B – Jillson 1 (5625 Jillson Street) and Site 2 – Transportation Center (5555 Jillson Street) approximately 376 feet of red-curb shall be painted along Jillson Street as the access point to the Project, and Section 3B.19 of the Section 405.1 of the Highway Design Manual standards shall be applied.	Developer	Prior to Occupancy	Engineering Shall Ensure the Curb is Painted Before an Occupancy Permit is Released		
REMARKS:						
TRIBAL CULTURAL RESOURCES						
SEE MM CR-1 AND MM CR-2						
REMARKS:						
WILDFIRE						
See MM TRAF-2						
REMARKS:						



Project Summary

Total Site Area: + 1.98 Acres

Net Site Area: ± 1.84 Acres(+ 80,103 SF; adjusted PL eliminating "tail")

Total Units: 37 Homes

- (19) Plan 1: + 1,394 SF, 3 bedroom, 3 bath
- (18) Plan 2: ± 1,670 SF, 3 bedroom, 3 bath, flex

Net Density: 20.1 Homes per Acre

Parking:

Provided: 89 Spaces (2.4 spaces per home)

- Garage: 74 Spaces
- Head In: 15 Spaces (9' x 18')

Open Space:

Provided: 25,994 SF Total(± 702 SF per home)

- Common: 20,952 SF (10' Min. Dimension)
- Private: 5,042 SF (5' Min. Dimension)
- Ground: 2,004 SF
- Deck: 3,083 SF

Lot Coverage: 28,491 SF (35.5% of site)

Notes:

1. Site plan is for conceptual purposes only.
2. Site plan must be reviewed by planning, building, and fire departments for code compliance.
3. Base information per civil engineer.
4. Civil engineer to verify all setbacks and grading information.
5. Building Footprints might change due to the final design elevation style.
6. Open space area is subject to change due to the balcony design of the elevation.
7. Building setbacks are measured from property line to building foundation lines.

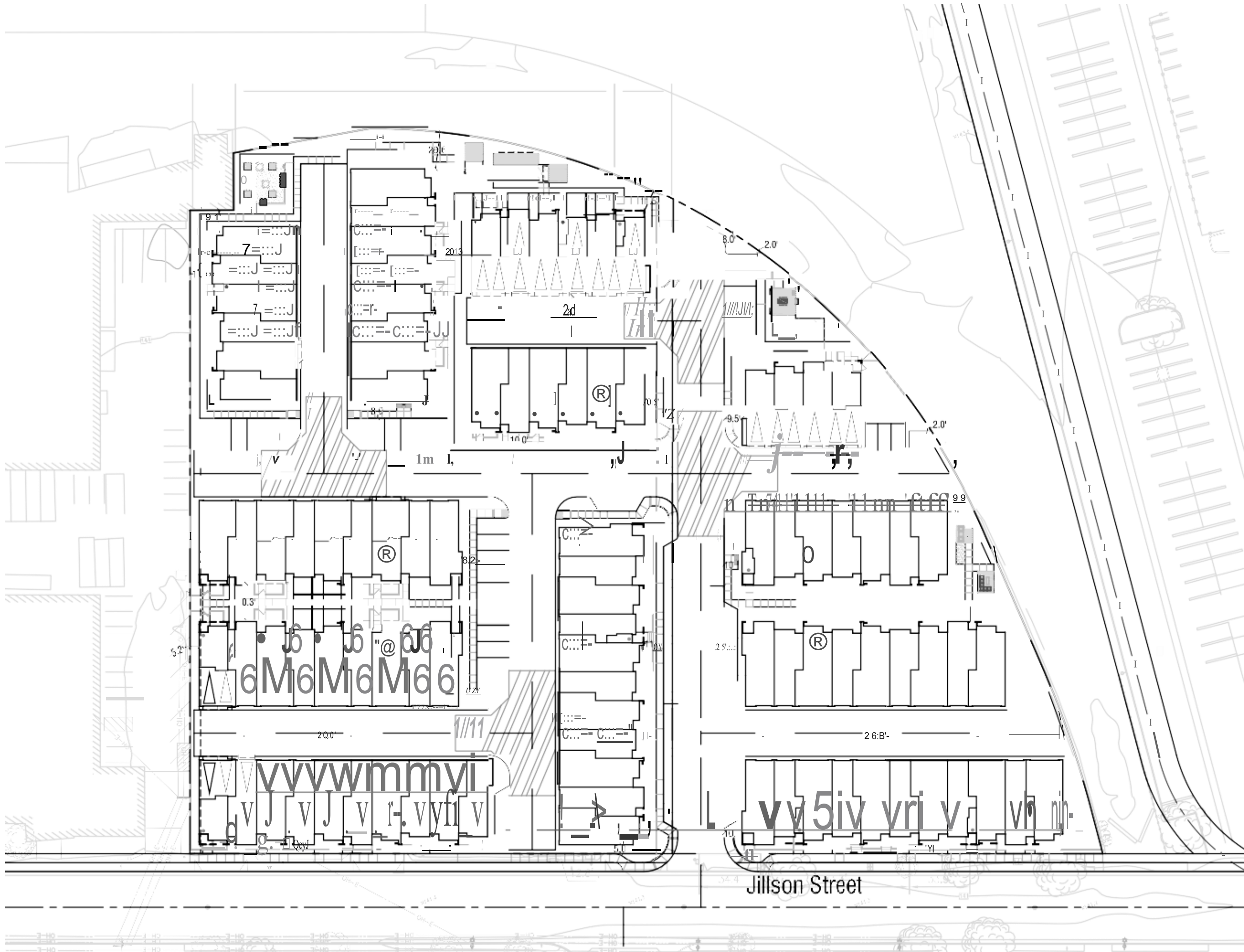


CONCEPTUAL SITE PLAN ROSEWOOD VILLAGE - HARBOR SITE

COMMERCE, CA

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CITY SUBMITTAL

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Project Summary

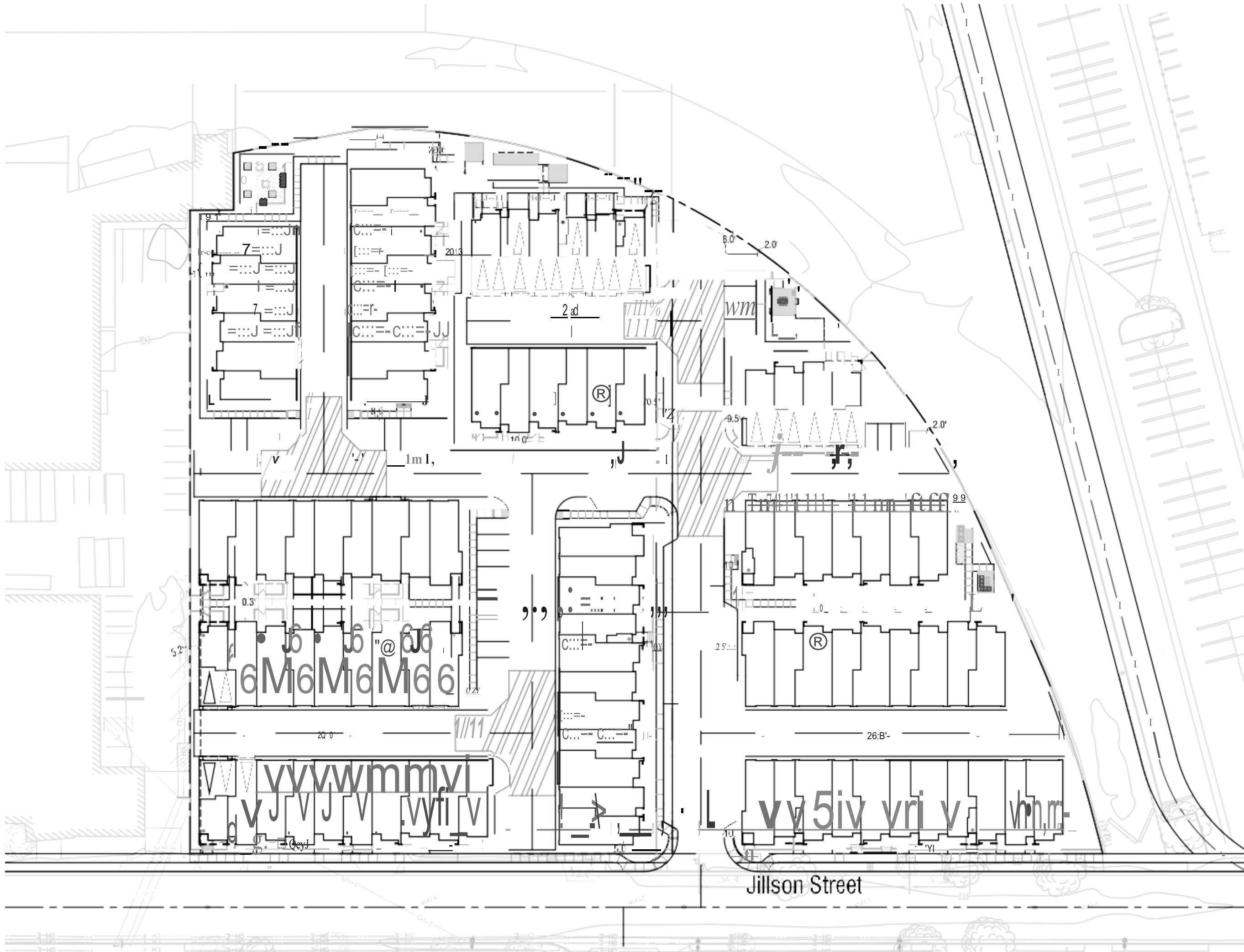
- Total Site Area:** ± 1.33 Acres (± 57,761 SF)
- Total Units:** 31 Homes
- (17) Plan 1: + 1,417 SF, 3 bedroom, 3 bath
 - (14) Plan 2: + 1,670 SF, 3 bedroom, 3 bath, flex
- Density:** 23.3 Homes per Acre
- Parking:**
- Provided: 73 Spaces (2.35 spaces per home)
- Garage: 62 Spaces
 - Head In: 5 Spaces (9' x 18')
 - Compact: 3 Spaces (7.5' x 15')
 - Parallel Compact: 3 Spaces (7.5' x 20')
- Open Space:**
- Provided: 11,115 SF Total (± 358 SF per home)
- Common: 6,722 SF (10' Min. Dimension)
 - Private: 4,393 SF (5' Min. Dimension)
 - Ground: 2,136 SF
 - Deck: 2,257 SF
- Lot Coverage:** 23,846 SF (41.3% of site)

- Notes:**
1. Site plan is for conceptual purposes only.
 2. Site plan must be reviewed by planning, building, and fire departments for code compliance.
 3. Base information per civil engineer.
 4. Civil engineer to verify all setbacks and grading information.
 5. Building Footprints might change due to the final design elevation style.
 6. Open space area is subject to change due to the balcony design of the elevation.
 7. Building setbacks are measured from property lines to building foundation lines.



CONCEPTUAL SITE PLAN
ROSEWOOD VILLAGE - JILLSON 1 SITE
COMMERCE, CA





Project Summary

Total Site Area:	± 2.43 Acres (± 105,851 SF)
Total Units:	65 Homes <ul style="list-style-type: none">(34) Plan 1: + 1,417 SF, 3 bedroom, 3 bath(31) Plan 2: + 1,670 SF, 3 bedroom, 3 bath, flex
Density:	26.75 Homes per Acre
Parking:	Provided: 158 Spaces (2.43 spaces per home) <ul style="list-style-type: none">Garage: 130 SpacesHead In: 18 Spaces (9' x 18')Parallel: 10 Spaces (8' x 22')
Open Space:	Provided: 23,832 SF Total (+ 366 SF per home) <ul style="list-style-type: none">Common: 16,986 SF (10' Min. Dimension)Private: 6,846 SF (5' Min. Dimension)<ul style="list-style-type: none">Ground: 2,283 SFDeck: 4,563 SF
Lot Coverage:	49,995 SF (47.2% of site)

- Notes:**
1. Site plan is for conceptual purposes only.
 2. Site plan must be reviewed by planning, building, and fire departments for code compliance.
 3. Base information per civil engineer.
 4. Civil engineer to verify all setbacks and grading information.
 5. Building footprint might change due to the final design elevation style.
 6. Open space area is subject to change due to the balcony design of the elevation.
 7. Building setbacks are measured from property line to building foundation lines.



CONCEPTUAL SITE PLAN ROSEWOOD VILLAGE - JILLSON 2 SITE COMMERCE, CA

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TJW ENGINEERING, INC.
TRAFFIC ENGINEERING &
TRANSPORTATION PLANNING
CONSULTANTS

January 15, 2020

Ms. Kim Prijatel
CITY VENTURES
3121 Michelson Drive, Suite 150
Irvine, CA 92612

Subject: Harbor and Jillson Site Focused Traffic Study - City of Commerce

Dear Mr. Herman:

TJW ENGINEERING, INC. (TJW) is pleased to present you with this focused traffic study for the proposed projects located at 5550 Harbor Street, 5625 Jillson Street, and 5555 Jillson Street in the City of Commerce. The project will be built in phases with an initial opening year in 2020 and completion in 2022. The project consists of three (3) multi-family townhome sites consisting of 145 total dwelling units:

- [Harbor Site] 5550 Harbor Street - 37 dwelling units (2-3 phases)
- [Jillson 1 Site] 5625 Jillson Street - 36 dwelling units (2 phases)
- [Jillson 2 Site] 5555 Jillson Street - 72 dwelling units (3-4 phases)

This focused traffic study has been prepared to address concerns related to on-site and off-site parking, driveway access, and on-site circulation. This report is being submitted to you for review and forwarding to the City of Commerce. Please contact us at (949) 878-3509 if you have any questions regarding this study.

Sincerely,

Thomas Wheat, PE, TE
President
Registered Civil Engineer #69467
Registered Traffic Engineer #2565



David Chew, PTP
Transportation Planner

Jeffrey Chinchilla, PE
Project Engineer

**Harbor and Jillson Site
Focused Traffic Study
City of Commerce, California**

Prepared for:

Ms. Kim Prijatel
CITY VENTURES
3121 Michelson Drive, Suite 150
Irvine, CA 92612

Prepared by:



TJW ENGINEERING, INC.

TRAFFIC ENGINEERING &
TRANSPORTATION PLANNING
CONSULTANTS

6 Venture, Suite 225
Irvine, CA 92618

Thomas Wheat, PE, TE
David Chew, PTP
Jeffrey Chinchilla, PE

January 15, 2019
JN: CVR-19-003

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1.0 TRIP GENERATION AND DISTRIBUTION

The proposed projects located at 5550 Harbor Street, 5625 Jillson Street, and 5555 Jillson Street in the City of Commerce. The project will be built in phases with an initial opening year in 2020 and completion in 2022. The project consists of three (3) multi-family townhome sites consisting of 145 total dwelling units:

- [Harbor Site] 5550 Harbor Street - 37 dwelling units (2-3 phases)
- [Jillson 1 Site] 5625 Jillson Street - 36 dwelling units (2 phases)
- [Jillson 2 Site] 5555 Jillson Street - 72 dwelling units (3-4 phases)

Exhibit 1A and 1B show the proposed project site plans at the Harbor site and Jillson site respectively. Exhibit 2 shows the location of the project sites.

1.1 PROJECT TRIP GENERATION

Projected trip generation for the proposed project was based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition). Based on the proposed project's intended use the projected trip generation was determined using the Multifamily Housing (Mid-Rise) Land Use Code 221.

Table 1: Projected Trip Generation

Proposed Land Use	Qty	Unit	Daily Trips (ADTs)		AM Peak Hour					PM Peak Hour				
			Rate	Volume	Rate	In:Out Split	Volume			Rate	In:Out Split	Volume		
							In	Out	Total			In	Out	Total
Multi-Family Housing (221)	37.0	DU	5.44	201	0.36	26:74	4	10	14	0.44	61:39	10	7	17
Multi-Family Housing (221)	36.0	DU	5.44	196	0.36	26:74	3	10	13	0.44	61:39	10	6	16
Multi-Family Housing (221)	72.0	DU	5.44	392	0.36	26:74	7	19	26	0.44	61:39	20	12	32
Total				789			14	39	53			40	25	65

Notes: Rates from ITE Trip Generation (10th Edition, 2017); DU – Dwelling Unit

As shown in **Table 1**, the proposed project is projected to generate a total of 53 AM peak hour trips, 65 PM peak hour trips, and 789 daily trips.

1.2 PROJECT TRIP DISTRIBUTION

Project trip distribution involves the process of identifying probable destinations and traffic routes that would be utilized by the proposed project's traffic. The potential interaction between the proposed land use and surrounding regional access routes are considered to identify the probable routes onto which project traffic would distribute. The projected trip distribution for the proposed project is based on anticipated travel patterns to and from the project site. Exhibit 3A and Exhibit 3B show the general projected trip distribution of proposed project trips for the Harbor site and Jillson site respectively.



Project Summary

Total Site Area: ± 1.98 Acres
Net Site Area: ± 1.84 Acres (adjusted PL eliminating "tail")
Total Units: 37 Homes
 • (19) Plan 1: ± 1,330 SF, 3 bedroom, 3 bath (tandem)
 • (18) Plan 2: ± 1,633 SF, 3 bedroom, 3 bath, den (side-by-side)
Net Density: 20.1 Homes per Acre
Parking:
 Provided: 85 Spaces (2.3 spaces per home)
 • Garage: 74 Spaces
 • Head In: 11 Spaces (9' x 18')

Notes:

1. Site plan is for conceptual purposes only.
2. Site plan must be reviewed by planning, building, and fire departments for code compliance.
3. Basic information per civil engineer.
4. Civil engineer to verify all setbacks and grading information.
5. Building footprints might change due to the final design elevation style.
6. Open space area is subject to change due to the balcony design of the elevation.
7. Building setbacks are measured from property lines to building foundation lines.



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CONCEPTUAL SITE PLAN ROSEWOOD VILLAGE - HARBOR SITE

COMMERCE, CA

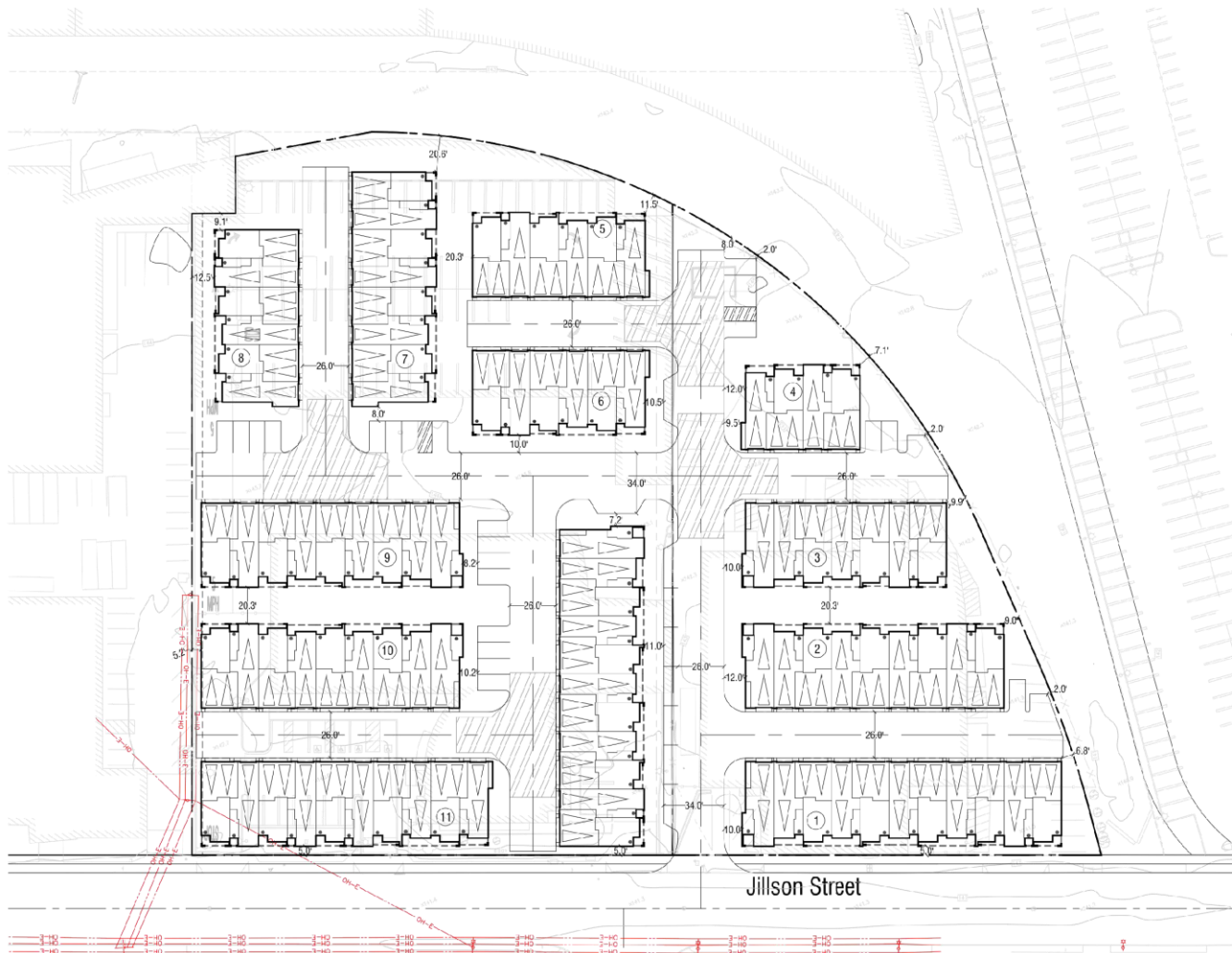
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Exhibit 1A: Proposed Project Site Plan (Harbor Site)

CVR-19-003: Harbor and Jillson Site Focused Traffic Study



Not to Scale



Project Summary (Overall)

Total Site Area: ± 3.78 Acres

Total Units: 96 Homes
 • (51) Plan 1: ± 1,330 SF, 3 bedroom, 3 bath (tandem)
 • (45) Plan 2: ± 1,633 SF, 3 bedroom, 3 bath, den (side-by-side)

Gross Density: 25.4 Homes per Acre

Parking:
Provided: 224 Spaces (2.33 spaces per home)
 • Garage: 192 Spaces
 • Head In: 23 Spaces (9' x 18')
 • Parallel: 9 Spaces (8' x 22')

Project Summary (Jillson 1)

Total Site Area: ± 1.4 Acres

Net Site Area: ± 1.32 Acres (less adjacent parcel building area)

Total Units: 31 Homes
 • (17) Plan 1: ± 1,330 SF, 3 bedroom, 3 bath (tandem)
 • (14) Plan 2: ± 1,633 SF, 3 bedroom, 3 bath, den (side-by-side)

Gross Density: 22.14 Homes per Acre

Net Density: 23.46 Homes per Net Acre

Parking:
Provided: 69 Spaces (2.23 spaces per home)
 • Garage: 62 Spaces
 • Head In: 7 Spaces (9' x 18')

Project Summary (Jillson 2)

Total Site Area: ± 2.38 Acres

Total Units: 65 Homes
 • (34) Plan 1: ± 1,330 SF, 3 bedroom, 3 bath (tandem)
 • (31) Plan 2: ± 1,633 SF, 3 bedroom, 3 bath, den (side-by-side)

Gross Density: 27.31 Homes per Acre

Parking:
Provided: 155 Spaces (2.38 spaces per home)
 • Garage: 130 Spaces
 • Head In: 16 Spaces (9' x 18')
 • Parallel: 9 Spaces (8' x 22')

Notes:

1. Site plan is for conceptual purposes only.
2. Site plan must be reviewed by planning, building, and fire departments for code compliance.
3. Base information per civil engineer.
4. Civil engineer to verify all setbacks and grading information.
5. Building Footprints might change due to the Final Design elevation study.
6. Open space area is subject to change due to the balcony design of the elevation.
7. Building setbacks are measured from property lines to building foundation lines.



CONCEPTUAL SITE PLAN ROSEWOOD VILLAGE - JILLSON SITE

COMMERCE, CA

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| 2019021 | 10-18-19



Exhibit 1B: Proposed Project Site Plan (Jillson Street)

CVR-19-003: Harbor and Jillson Site Focused Traffic Study

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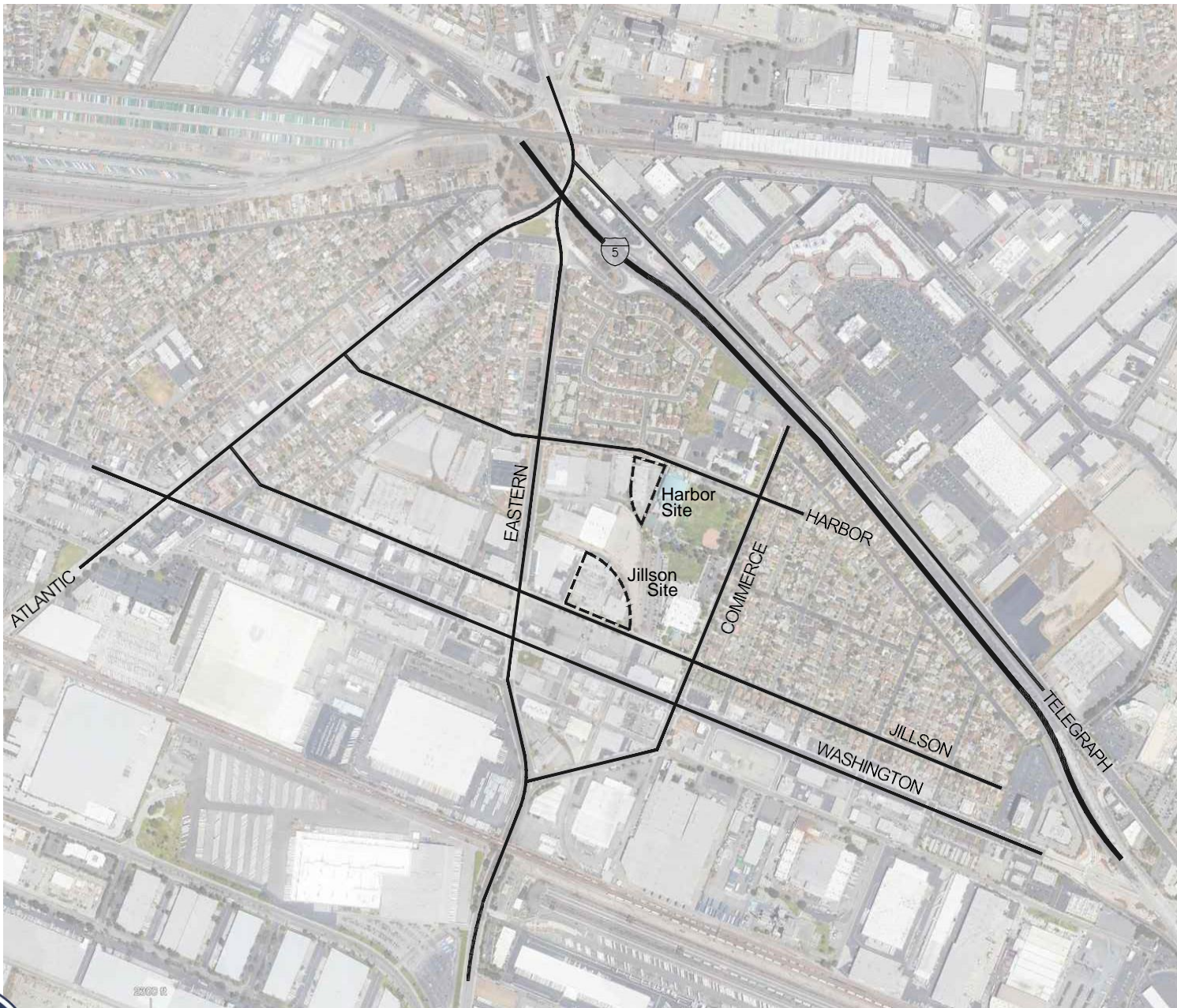


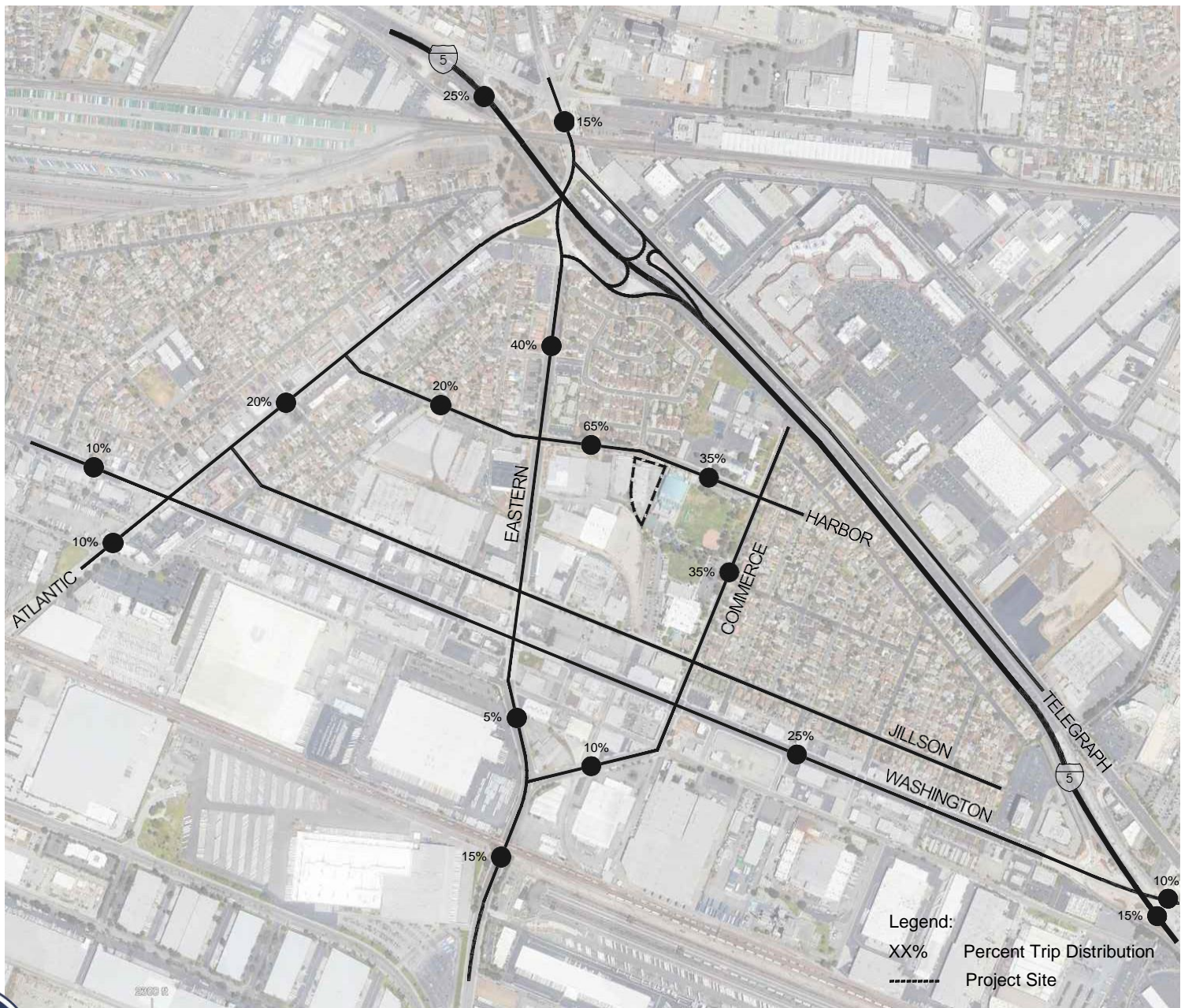
Exhibit 2: Project Location

CVR-19-003: Harbor and Jillson Site Focused Traffic Study

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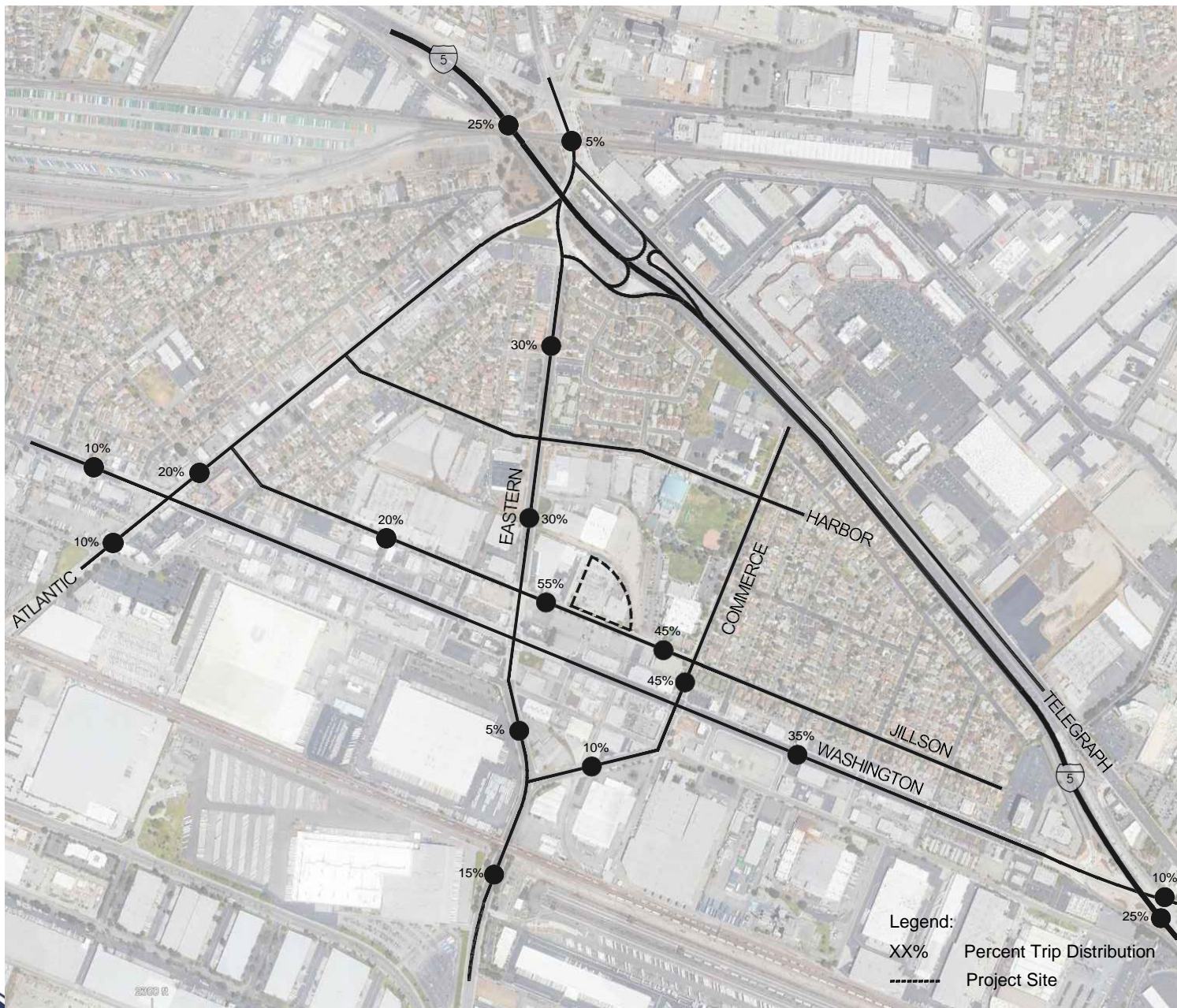
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Exhibit 3A: Trip Distribution of Proposed Project Trips (Harbor Site)

CVR-19-003: Harbor and Jillson Site Focused Traffic Study



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Exhibit 3A: Trip Distribution of Proposed Project Trips (Jillson Site)

CVR-19-003: Harbor and Jillson Site Focused Traffic Study



Not to Scale

2.0 ON-SITE AND OFF-SITE PARKING

2.1 EXISTING OFF-SITE PARKING SURVEY

A parking survey was conducted in the area neighboring the two project sites from 7:00 AM to 7:00 PM on Saturday, November 16th, 2019 and on Tuesday November 19th, 2019. For analysis purposes, the neighboring parking areas were separated into distinct parking zones that are identified in **Exhibit 4**. The zones consist of the four parking lots that serve Rosewood Park, Commerce Civic Center Area, and the Brenda Villa Aquatic Center as well as street parking found along Harbor Street and Jillson Street. In total, all neighboring parking areas provide a total of 524 parking spaces.

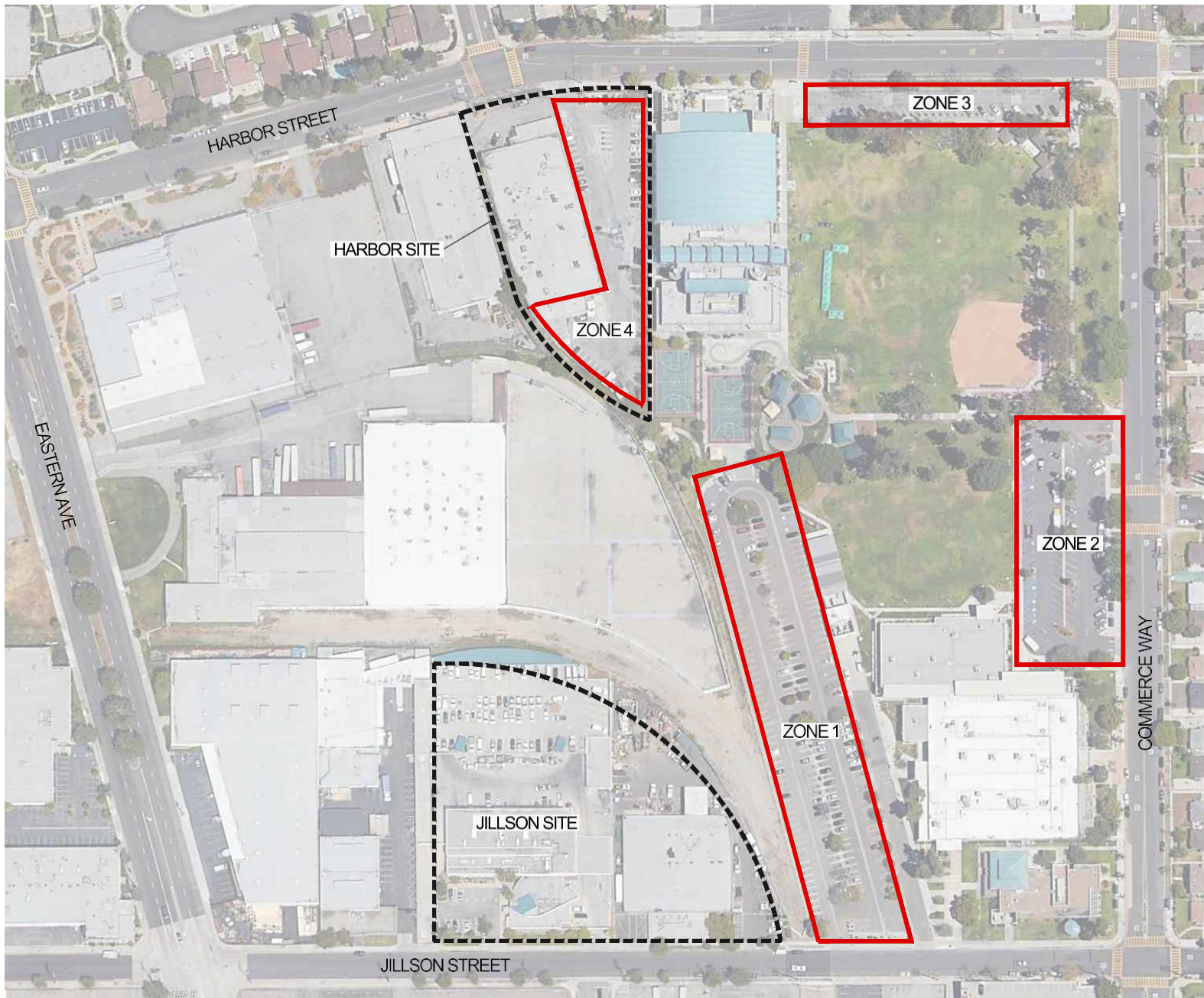
In order to identify peak parking demand, the survey was conducted in one-hour intervals and the results are tabulated and shown in **Table 2** and **Table 3**. Detailed parking survey information can be found in the **Appendix**.

Table 2: Weekday Parking Survey

Zone	1	2	3	4	Harbor	Jillson	Total
7:00 AM	17	14	10	35	23	20	119
8:00 AM	26	24	5	35	27	25	142
9:00 AM	93	32	6	20	16	37	204
10:00 AM	102	31	8	22	18	36	217
11:00 AM	110	35	8	29	18	36	236
12:00 PM	106	35	14	37	22	33	247
1:00 PM	102	35	17	50	25	30	259
2:00 PM	111	36	12	31	13	18	221
3:00 PM	93	31	10	28	15	21	198
4:00 PM	84	28	9	40	14	14	189
5:00 PM	87	25	14	52	20	11	209
6:00 PM	114	38	29	55	21	9	266
7:00 PM	97	18	20	49	9	2	195
Inventory	231	65	46	60	63	59	524
% Max Occupied	49%	58%	63%	92%	43%	63%	51%

As shown in **Table 2**, the weekday peak parking demand in the study area occurred at 6:00 PM when a total of 266 spaces were occupied (51% occupancy). The highest occupancy among the different parking zones occurred at 6:00 PM when a total of 55 spaces were occupied (92% occupancy) within Parking Zone 4.

The Harbor Site Project will replace Parking Zone 4 resulting in a loss of 60 parking spaces. However, the remaining parking zones are projected to accommodate the loss of 60 spaces as a total of 258 spaces remained unoccupied during the peak weekday parking demand. All parking zones and parking lots provide easy pedestrian accessibility to Rosewood Park, Commerce Civic Center Area, and the Brenda Villa Aquatic Center.



TJW ENGINEERING, INC.

Exhibit 4: Parking Zones

CVR-19-003: Harbor and Jillson Site Focused Traffic Study



Not to Scale

Table 3: Weekend Parking Survey

Zone	1	2	3	4	Harbor	Jillson	Total
7:00 AM	0	9	0	1	21	8	39
8:00 AM	1	9	1	1	19	15	46
9:00 AM	14	11	2	4	19	17	67
10:00 AM	21	11	4	17	18	16	87
11:00 AM	25	15	7	24	17	17	105
12:00 PM	33	15	8	28	14	15	113
1:00 PM	35	14	30	31	15	15	140
2:00 PM	34	14	34	43	15	15	155
3:00 PM	32	12	35	38	12	12	141
4:00 PM	11	13	33	18	13	7	95
5:00 PM	8	11	29	7	11	2	68
6:00 PM	4	16	15	0	12	2	49
7:00 PM	2	13	9	0	12	2	38
Inventory	231	65	46	60	63	59	524
% Max Occupied	15%	25%	76%	72%	33%	29%	30%

As shown in **Table 3**, the weekend peak parking demand in the study area occurred at 2:00 PM when a total of 155 spaces were occupied (30% occupancy). The highest occupancy among the different parking zones occurred at 3:00 PM when a total of 35 spaces were occupied (76% occupancy) within Parking Zone 3.

As mentioned earlier, the Harbor Site Project will replace Parking Zone 4 resulting in a loss of 60 parking spaces. However, the remaining parking zones are projected to accommodate the loss of 60 spaces as a total of 369 spaces remained unoccupied during the peak weekend parking demand. All parking zones and parking lots provide easy pedestrian accessibility to Rosewood Park, Commerce Civic Center Area, and the Brenda Villa Aquatic Center.

2.2 ON-SITE PARKING

Section 19.21.040 of the *City of Commerce Municipal Code* outlines the City of Commerce's minimum parking requirements for various land use classifications. **Table 4** summarizes the minimum on-site parking requirements for the proposed project.

As shown in **Table 4** the total required spaces for the Harbor Site Project are 74 garage spaces and 18.5 guest spaces. The total required spaces for the Jillson Site are 192 garage spaces and 48 guest spaces. Guest parking can be accommodated off-site as the existing parking survey showed Harbor Street and Jillson Street to have max occupancy rates of 43% and 63%, respectively. This amounts to a total of 36 unoccupied spaces on Harbor Street and 22 unoccupied spaces on Jillson Street. Guest parking could also be accommodated in the surrounding parking lots; it should be noted, a shared parking agreement will be developed for these surrounding parking lots.

Table 4: Municipal Code On-Site Parking Requirements

Project Site	Type of Parking	Land Use	Units	Required Parking Spaces/Unit	Total Spaces Required	Total Spaces Provided
Harbor Site	Garage	Multifamily	37	2.0	74	74
	Guest			0.5	18.5	11
Jillson Site 1	Garage	Multifamily	31	2.0	62	62
	Guest			0.5	15.5	7
Jillson Site 2	Garage	Multifamily	65	2.0	130	130
	Guest			0.5	32.5	25
Jillson Site (Overall)	Garage	Multifamily	96	2.0	192	192
	Guest			0.5	48	23

Source: City of Commerce Municipal Code Table 19.21.040A

3.0 SIGHT DISTANCE AND PROJECT ACCESS

3.1 SIGHT DISTANCE

A sight distance analysis for the proposed project driveway has been prepared based on “corner sight distance” requirements determined by Index 405.1 of the *Caltrans Highway Design Manual* (HDM), latest edition. As a conservative approach, minimum corner sight distance requirements for rural driveways were used for this analysis. For rural driveways, the minimum corner sight distance should be equal to the stopping sight distance shown in **Table 5**. The minimum stopping sight distances are based on the design speed, as displayed in Table 201.1 of the HDM.

Table 5: Stopping Sight Distance

Design Speed (mph)	Stopping Sight Distance (ft)
25	150
30	200
35	250
40	300
45	360
50	430

Source: Table 201.1, Highway Design Manual (July 2, 2018)

Note: mph = miles per hour; ft = feet

In this analysis, the movements being analyzed at the project driveway intersections are movements from exiting vehicles onto Harbor Street and Jillson Street. Posted speed limits on Harbor Street and Jillson Street are 30 miles per hour and 25 miles per hour, respectively.

Exhibit 5 displays the sight distance conditions at the project driveway in relation to the existing sidewalk, striping, and parking on Harbor Street and Jillson Street. The exhibit shows the required 15-foot setback from the edge of travel way accounting for curb side parking. As shown in **Table 5**, a stopping sight distance of 200-feet is required at the Harbor Street driveway and a stopping sight distance of 150-feet at the Jillson Street.

As shown in **Exhibit 5**, the stopping sight distance requirements would be impaired by street parking along Harbor Street and Jillson Street. To meet sight distance standards along Harbor Street, existing red curb east and west of the proposed driveway should remain. In the case of the proposed driveway at Jillson Street, approximately 37 feet of red-curb should be painted along Jillson Street.

However, as noted in Index 405.1 of the Highway Design Manual, for urban driveways corner sight distance requirements as described previously do not apply. Parking should be prohibited per California Manual on Uniform Traffic Control Devices (CA MUTCD) Section 3B.19. Section 3B.19 recommends a clearance of 6-feet measured from the curb return should be provided at both sides of a driveway. It is recommended that, at a minimum, CA MUTCD guidance be followed.

3.2 PROJECT ACCESS

Site access points should be constructed per City standards or as directed by the City Engineer. Project access for the Harbor Site is planned via one full access driveway along Harbor Street. The driveway will not be gated and will provide pedestrian access via sidewalks located next to the driveway that will connect directly to Harbor Street.

Project access for the Jillson site is planned via one full access driveway along Jillson Street. The driveway will not be gated and will provide pedestrian access via sidewalks located next to the driveway that will connect directly to Jillson Street.

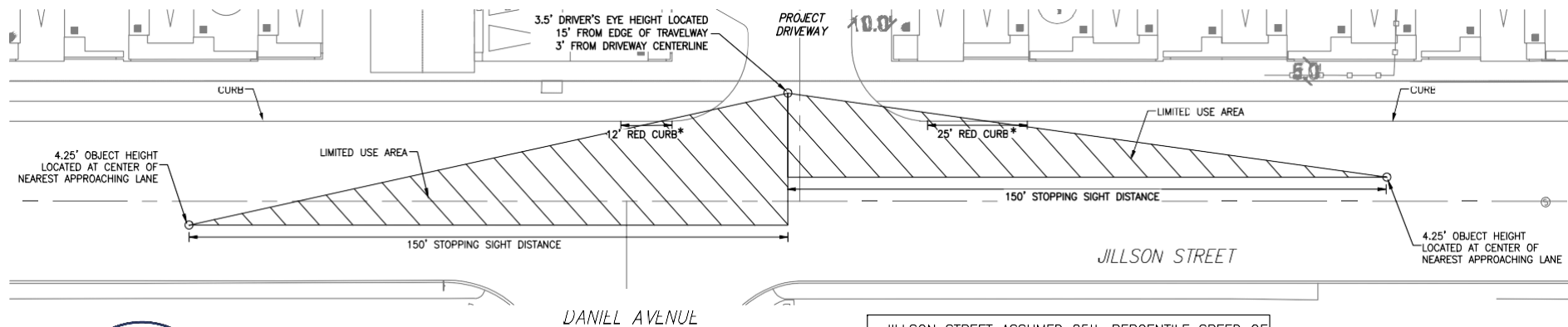
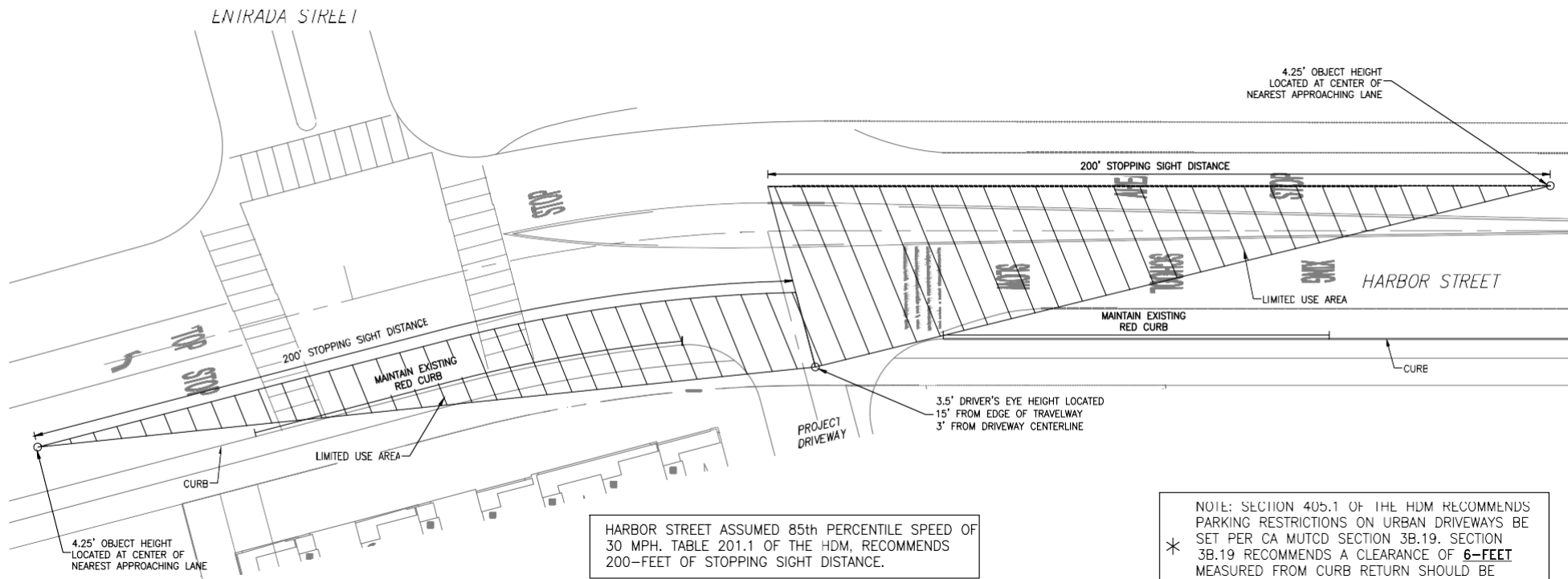


Exhibit 5: Sight Distance Analysis

CVR-19-003: Harbor and Jillson Site Focused Traffic Study

TJW ENGINEERING, INC.



Not to Scale

Appendices

City of Commerce
Civic Center Area
2535 Commerce Way

Tuesday, November 19th, 2019

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Zone 1	Regular	198	14	22	74	90	94	94	92	101	86	78	78	103	88
	Handicap	12	0	0	5	4	3	2	1	1	1	0	2	8	8
	Senior	10	2	1	11	5	9	8	8	9	6	5	6	3	1
	Electric Vehicles	8	1	2	2	3	4	2	1	0	0	1	1	0	0
	City Vehicles	3	0	1	1	0	0	0	0	0	0	0	0	0	0
	Subtotal	231	17	26	93	102	110	106	102	111	93	84	87	114	97

Total Occupancy	231	17	26	93	102	110	106	102	111	93	84	87	114	97
Total Percent		7%	11%	40%	44%	48%	46%	44%	48%	40%	36%	38%	49%	42%

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Zone 2	Regular	40	13	20	24	24	28	28	28	32	27	24	22	36	18
	Handicap	5	0	1	2	1	2	2	2	1	1	1	1	1	0
	Department Head	6	1	1	1	1	1	1	1	1	1	1	1	1	0
	Veterans	3	0	1	1	1	1	1	1	0	0	0	0	0	0
	Council	6	0	0	0	0	0	0	0	0	0	0	0	0	0
	20 Mins	5	0	1	4	4	3	3	3	2	2	2	1	0	0
	Subtotal	65	14	24	32	31	35	35	35	36	31	28	25	38	18

Total Occupancy	65	14	24	32	31	35	35	35	36	31	28	25	38	18
Total Percent		22%	37%	49%	48%	54%	54%	54%	55%	48%	43%	38%	58%	28%

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Zone 3	Regular	45	10	5	6	8	8	14	17	11	10	9	14	29	20
	Handicap	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	Subtotal	46	10	5	6	8	8	14	17	12	10	9	14	29	20

Total Occupancy	46	10	5	6	8	8	14	17	12	10	9	14	29	20
Total Percent		22%	11%	13%	17%	17%	30%	37%	26%	22%	20%	30%	63%	43%

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Zone 4	Regular	54	30	30	18	21	26	34	47	30	27	38	50	54	48
	Handicap	5	5	4	1	0	2	2	2	0	0	1	2	1	1
	Reserved	1	0	1	1	1	1	1	1	1	1	1	0	0	0
	Subtotal	60	35	35	20	22	29	37	50	31	28	40	52	55	49

Total Occupancy	60	35	35	20	22	29	37	50	31	28	40	52	55	49
Total Percent		58%	58%	33%	37%	48%	62%	83%	52%	47%	67%	87%	92%	82%

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
On Street	North Side Harbor St 1	16	9	10	5	5	5	5	5	5	5	5	5	5	3
	South Side Harbor St 1	13	7	5	5	6	7	8	8	7	6	6	6	6	3
	North Side Harbor St 2	20	3	10	3	4	3	6	8	1	2	0	2	1	0
	South Side Harbor St 2	14	4	2	3	3	3	3	4	0	2	3	7	9	3
	North Side Jillson St	26	7	9	16	13	13	13	13	5	8	3	3	3	0
	South Side Jillson St	33	13	16	21	23	23	20	17	13	13	11	8	6	2
	Subtotal	122	43	52	53	54	54	55	55	31	36	28	31	30	11

Total Occupancy	122	43	52	53	54	54	55	55	31	36	28	31	30	11
Total Percent		35%	43%	43%	44%	44%	45%	45%	25%	30%	23%	25%	25%	9%

City of Commerce
Civic Center Area
2535 Commerce Way

Saturday, November 16th, 2019

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Zone 1	Regular	198	0	1	14	21	25	33	34	33	31	11	8	4	2
	Handicap	12	0	0	0	0	0	0	1	1	0	0	0	0	0
	Senior	10	0	0	0	0	0	0	0	0	1	0	0	0	0
	Electric Vehicles	8	0	0	0	0	0	0	0	0	0	0	0	0	0
	City Vehicles	3	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	231	0	1	14	21	25	33	35	34	32	11	8	4	2

Total Occupancy	231	0	1	14	21	25	33	35	34	32	11	8	4	2
Total Percent		0%	0%	6%	9%	11%	14%	15%	15%	14%	5%	3%	2%	1%

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Zone 2	Regular	40	9	9	11	11	15	15	14	14	12	13	11	16	13
	Handicap	5	0	0	0	0	0	0	0	0	0	0	0	0	0
	Department Head	6	0	0	0	0	0	0	0	0	0	0	0	0	0
	Veterans	3	0	0	0	0	0	0	0	0	0	0	0	0	0
	Council	6	0	0	0	0	0	0	0	0	0	0	0	0	0
	20 Mins	5	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	65	9	9	11	11	15	15	14	14	12	13	11	16	13

Total Occupancy	65	9	9	11	11	15	15	14	14	12	13	11	16	13
Total Percent		14%	14%	17%	17%	23%	23%	22%	22%	18%	20%	17%	25%	20%

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Zone 3	Regular	45	0	1	2	4	7	8	30	34	35	32	28	15	9
	Handicap	1	0	0	0	0	0	0	0	0	0	1	0	0	0
	Subtotal	46	0	1	2	4	7	8	30	34	35	33	29	15	9

Total Occupancy	46	0	1	2	4	7	8	30	34	35	33	29	15	9
Total Percent		0%	2%	4%	9%	15%	17%	65%	74%	76%	72%	63%	33%	20%

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Zone 4	Regular	54	1	1	4	17	23	27	31	40	37	18	7	0	0
	Handicap	5	0	0	0	0	1	1	0	3	1	0	0	0	0
	Reserved	1	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	60	1	1	4	17	24	28	31	43	38	18	7	0	0

Total Occupancy	60	1	1	4	17	24	28	31	43	38	18	7	0	0
Total Percent		2%	2%	7%	28%	40%	47%	52%	72%	63%	30%	12%	0%	0%

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
On Street	North Side Harbor St 1	16	8	8	8	8	8	7	7	7	6	6	5	5	5
	South Side Harbor St 1	13	8	7	6	6	6	6	5	5	5	5	5	7	7
	North Side Harbor St 2	20	5	4	4	4	3	1	1	1	1	1	1	0	0
	South Side Harbor St 2	14	0	0	1	0	0	0	2	2	0	1	0	0	0
	North Side Jillson St	26	0	5	6	5	6	5	5	5	6	2	0	0	0
	South Side Jillson St	33	8	10	11	11	11	10	10	10	6	5	2	2	2
	Subtotal	122	29	34	36	34	34	29	30	30	24	20	13	14	14

Total Occupancy	122	29	34	36	34	34	29	30	30	24	20	13	14	14
Total Percent		24%	28%	30%	28%	28%	24%	25%	25%	20%	16%	11%	11%	11%



STAFF REPORT PLOT PLAN REVIEW NO. 995, TENTATIVE TRACT MAP NO. 82890, 82891, 82892, AND DEVELOPMENT AGREEMENT

TO: Planning Commission

FROM: Economic Development and Planning Department

DATE: September 28, 2020 (Continued from August 31, 2020
and July 20, 2020 meetings)

CASE NO: Plot Plan No. 995

APPLICATION REQUEST: The applicant, Kim Prijatel, representing City Ventures, is proposing to construct 133 single-family attached residential units on three parcels to be known as Rosewood Village. The Project will be built in three phases. The Project includes the following discretionary approvals as follows: 1) Plot Plan Review for a new Multi-Family Housing project, 2) Tentative Tract Map 82890 – creating one (1) lot for 37 residential units; 3) Tentative Tract Map 82891 – creating one (1) lot for 31 residential units; 4) Tentative Tract Map 82892 – creating one (1) lot for 65 residential units; 5) Demolition – demolition of all existing structures on the three sites, and 6) to acknowledge and recommend to the City Council for the approval of the Development Agreement – covering the details of the City's sell of the land known as Assessor's Parcel Numbers (APN) 6335-025-902, 903, 905, and 906, to City Ventures for the development of 133 single-family attached dwelling units.

Pursuant to Chapter 19.39 Division 10 (Site Plan Review) of the Commerce Municipal Code (CMC), a Plot Plan Review is required for any new building or structure in excess of 25,000 square feet in area.

PROPERTY LOCATION: The Project consists of three parcels (or sites) located at 5550 Harbor Street, 5625 Jillson Street, and 5555 Jillson Street, Commerce, CA 90040

APPLICANT: Kim Prijatel
Senior Vice President of Development
City Ventures
3121 Michelson Drive, Suite 150
Irvine, CA 92612

UPDATES FOLLOWING JULY PUBLIC HEARING

On July 20, 2020, Planning staff presented this item to the Planning Commission. Following a public hearing, supported by public testimony, direction was provided to staff to conduct additional analysis, primarily regarding guest parking as well as to host a community meeting with the public to discuss the project. During the August 31, 2020 meeting with the Commission, staff provided an update regarding July's community meeting, and changes made to address the guest parking concern. Following staff's presentation and public testimony of August 31st, additional direction was given to staff to study an affordable component. Tonight a summary of that discussion will be provided.

STAFF RECOMMENDATION: Following a staff presentation and Public Hearing, staff requests that the Planning Commission approve Plot Plan No. 995 for a new Multi-Family Housing project; and approve Tentative Tract Map 82890 – creating one (1) lot for 37 residential units; Tentative Tract Map 82891 – creating one (1) lot for 31 residential units; and Tentative Tract Map 82892 – creating one (1) lot for 65 residential units with the Specific Findings, Conditions of Approval, and adopt an Mitigated Negative Declaration and Mitigation Monitoring & Reporting Program pursuant to Section 15072 of the California Environmental Quality Act (CEQA) and to acknowledge and recommend to the City Council for the approval of the Development Agreement that will cover the details of the City's sell of the land known as Assessor's Parcel Numbers (APN) 6335-025-902, 903, 905, and 906, to City Ventures for the development of 133 single-family attached dwelling units.

PUBLIC HEARING NOTICE: Notice was published in the Los Cerritos Community News on September 18, 2020 mailed out to property owners within 500 feet of the subject property, and to public agencies and interested organizations.

ATTACHMENTS:

- A) Initial Study
- B) Mitigated Negative Declaration and Mitigation Monitoring & Reporting Program
- C) Specific Findings for Plot Plan;
- D) Conditions of Approval;
- E) Plans
- F) Focused Traffic Study / Harbor and Jillson Site
- G) County of Los Angeles Fire Department - Conditions of Approval, dated September 4, 2020

LAND USE, ZONING AND APPLICABLE REGULATIONS:

Project Site – 5550 Harbor Street, 5625 and 5555 Jillson Street	
General Plan Designation:	Housing Opportunity Overlay (HOO)
Zoning:	HOO / M-2 (Heavy Industrial)
Applicable Zoning Regulations:	Commerce Municipal Code Chapter 19.47 Housing Opportunity Overlay Zone; CMC Chapter 19.47.040, Development Standards; CMC Chapter 19.21, Off-Street Parking; CMC Chapter 19.23, Landscaping; CMC Chapter 19.39 Division 10, Site Plan Review; CMC Section 19.39.680 Basis for Approval.

SURROUNDING ZONING AND LAND USES:

Site 1A - 5550 Harbor Street		
Direction	Zoning	Land Use
North	R-1	Low Density Residential
South	HOO / M-2	Housing Opportunity / Industrial
East	PF	Public Facilities
West	HOO / M-2	Housing Opportunity / Industrial

Site 1B - 5625 Jillson Street and Site 2 - 5555 Jillson Street (Transportation Center)		
Direction	Zoning	Land Use
North	HOO / M-2	Housing Opportunity / Industrial
South	C/M-1	Commercial Manufacturing
East	PF	Public Facilities
West	HOO / M-2	Housing Opportunity / Industrial

ENVIRONMENTAL ASSESSMENT:

An Environmental Initial Study in compliance with the California Environmental Quality Act (CEQA) was prepared for the project, which determined that there could be anticipated potential significant environmental impacts, unless mitigated. Therefore, a Mitigated Negative Declaration has been prepared pursuant to the California Environmental Quality Act (CEQA).

The environmental assessment identifies adverse environmental impacts (Aesthetics, Cultural Resources, Geology & Soils, Hazards & Hazardous Materials,

Noise, Public Services, Transportation, Tribal Cultural Resources, and Wildfire), mitigation measures have been provided. The mitigation measures were designed to reduce the severity of the environmental impacts to levels less than significant, as defined by CEQA.

The mitigation measures are part of the Mitigation Monitoring Program and have been made part of the approval of this project. The applicant confirmed that the project description was accurate and agreed to all mitigation measures. A Notice of Intent to Adopt was submitted and filed. No State responsible agencies were identified and as a result, no Clearinghouse posting was required. Noticing was posted and published as required under the City's Municipal Code.

DESCRIPTION OF PROPERTY / BACKGROUND:

Environmental Setting

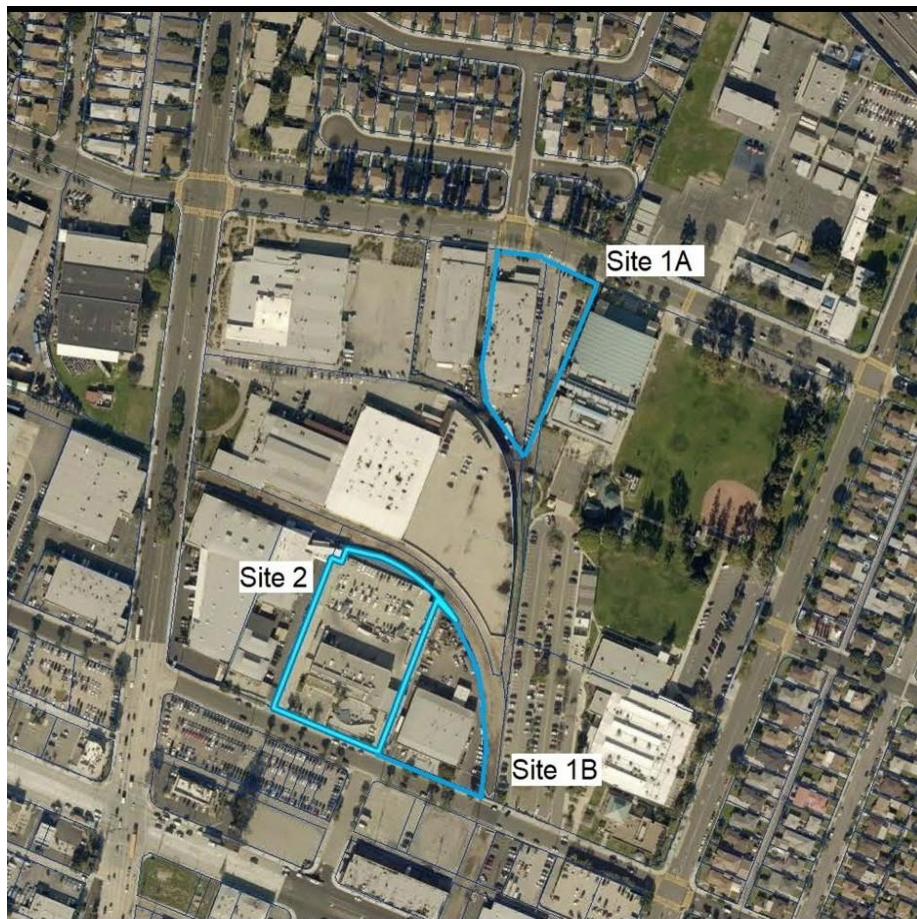
The Project site consists of three (3) developed sites described below:

Site 1A – Harbor (5550 Harbor Street) is irregular-shaped and approximately 1.98-acres (including the parking area of the Brenda Villa Aquatic Center). The site is flat and currently developed with one and one-half story, 27,376-square-foot, light industrial, warehouse, and attached office building built in 1956 and an asphalt parking lot associated with the Aquatic Center. Prior to the mid-1940s, the project area was used for agricultural orchards. A former railroad spur was located adjacent to the southerly property line and is now an alley. The site is bounded to the north by Harbor Street, to the west by a commercial warehouse structure, to the east by the Brenda Villa Aquatic Center, and to the south by an alley. There are power poles on the northern and western boundaries.

Site 1B – Jillson 1 (5625 Jillson Street) is irregular-shaped and approximately 1.33- acres. The site is flat and currently developed with a one and one-half story, 19,629-square-foot, light industrial, warehouse and attached office building constructed in 1949 and associated asphalt parking area, which is also used as a transitional storage area for miscellaneous household debris. A review of aerial photos indicates that the property was vacant with a railroad right-of-way associated with the Atchison Topeka Railroad heading onto the southern portion of the property from Jillson Street. The railroad right-of away was built around 1936. Then in 1949, the current building was built. The site is bounded to the north and east by railroad tracks, to the west by Site 2 – Transportation Center, and to the south by Jillson Street.

Site 2 – Transportation Center (5555 Jillson Street) is rectangular-shaped and approximately 2.43-acres. The site is developed with the City of Commerce Transportation Center office building and a two-story parking structure with a ramp built in 1997. The first floor of the parking structure is used for bus parking and

maintenance, which includes a dump station for sewage in the northeastern corner, and a bus wash in the southeastern corner. The northern portion of the on-site building is used for automobile service. It includes two in-ground hydraulic lifts, an alignment pit, four-post aboveground lifts, two aboveground scissor lifts, and an in-ground wash clarifier in the western portion of the building, which is connected to a smaller in-ground clarifier located in the eastern portion of the building. A three-stage clarifier is situated in the southeastern driveway, which is connected to the bus wash located in the northeastern portion of the Property. A review of aerial photos indicates that the property was vacant until around 1936 when a railroad right-of-way associated with the Atchison Topeka Railroad was built heading onto the northern portion of the property from Jillson Street. Then in 1952/1953, a structure and parking area were built. Lastly, by 2003 the 1952 structure was demolished, and the existing building and parking structure were added. The site is bounded to the north by railroad tracks, to the east by proper Site 1B – Jillson 1, to the west by commercial warehouse structure, and to the south by Jillson Street. An image of the project sites is shown below, outlined in blue:



STAFF ANALYSIS AND REVIEW:

Project Description

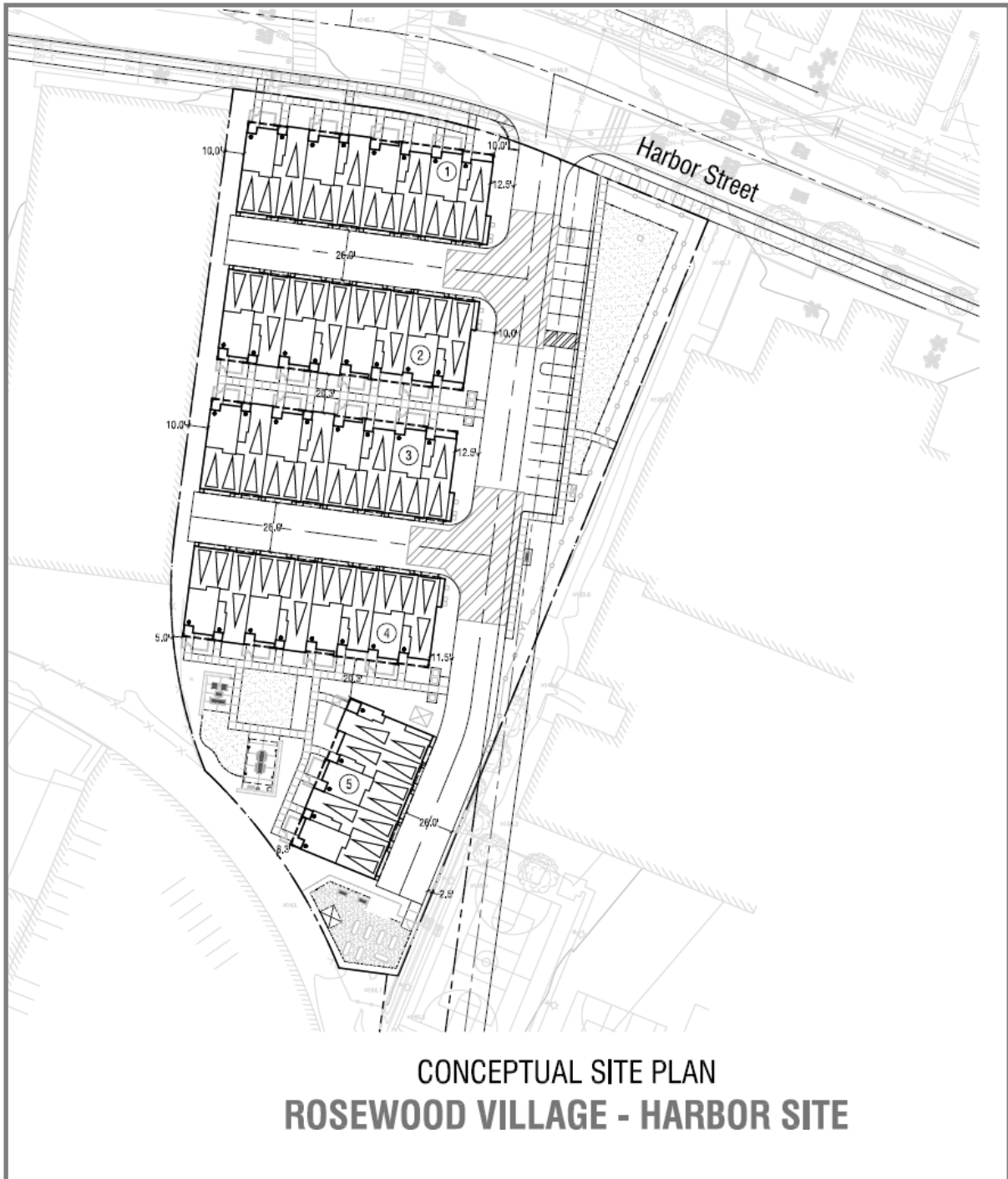
The Project consists of the development of 133 single-family attached residential units on three parcels to be known as Rosewood Village. As proposed, the project will be developed in three phases, as described as follows. Phase 1 of the Project will be Site 1A – Harbor (5550 Harbor Street) location. Phase 2 will be the Site 1B – Jillson 1 (5625 Jillson Street) location, and the Site 2 – Transportation Center (5555 Jillson Street) location will be Phase 3.

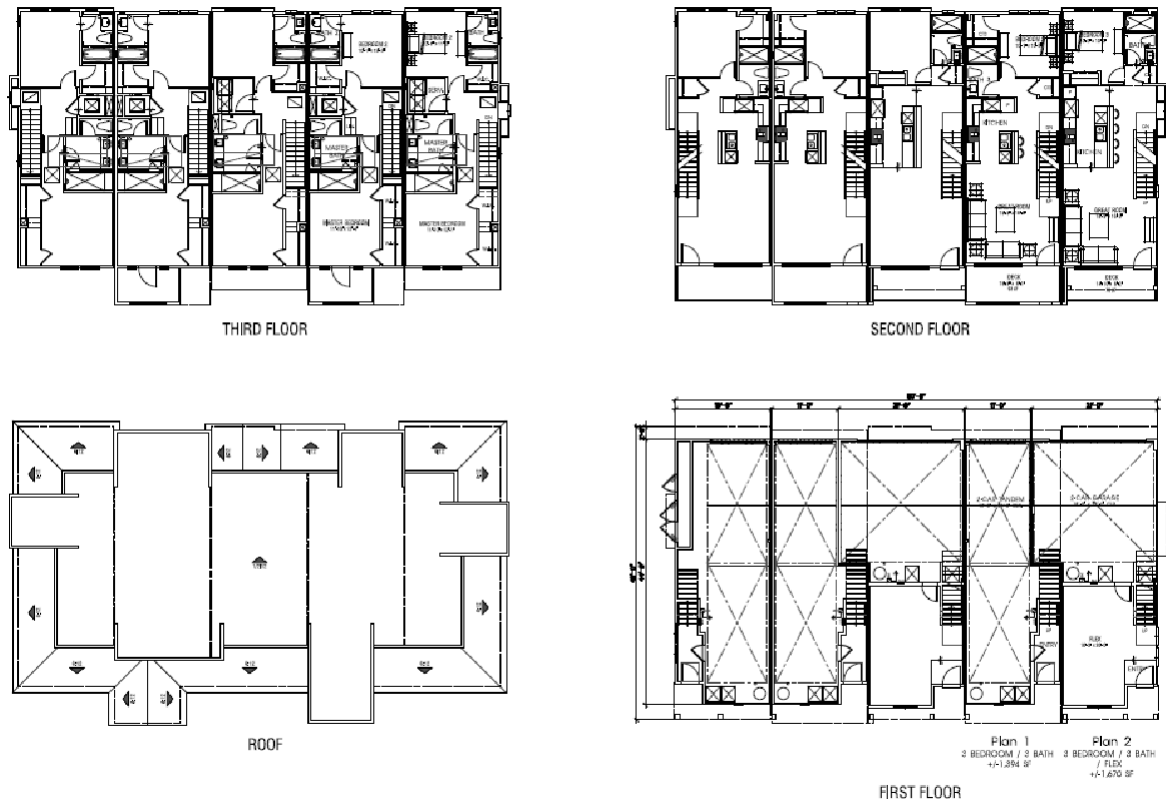
Site 1A – Harbor (5550 Harbor Street) The development proposes the construction of 37 single-family attached residences with private garages for two vehicles, private drive aisles, sidewalks, guest parking areas, and common landscaped areas. The buildings are proposed to be designed. The Project site will be accessible with an entrance/exit along Harbor Street.

The housing product includes five (5) three-story buildings, comprised of four (4) eight-plex buildings and one (1) five-plex building. Recommended are two-floor plans, ranging in size from 1,394-square-feet to 1,670-square feet. Each home will have a two-car garage, in one of two configurations; a one with tandem parking, and the other with side by side parking. The living space on the second level will benefit from an outdoor space provided by a private balcony.

The architectural style of the building is proposed as Agrarian with Composition Shingle roofs and stucco walls. Accent features include siding and board and batten at select locations, horizontal wood-like railing, vertical metal railing, wood post, trellis, and coach lights. The following is the breakdown of the product information, site plan, floor plan, elevations, and landscaping plan:

Product Information for Site 1A – 5550 Harbor Street			
Building Type	Building Size	Unit Area	Unit Design
8-plex	18,988 sq. ft.		
Plan 1		1,394 sq. ft.	3 bedrooms 3 baths
Plan 2		1,670 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space
5-plex	11,858 sq. ft.		
Plan 1		1,394 sq. ft.	3 bedrooms 3 baths
Plan 2		1,670 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space





CONCEPT FLOOR PLAN



CONCEPT ELEVATIONS - 5550 HARBOR STREET



CONCEPT LANDSCAPING PLAN - 5550 HARBOR

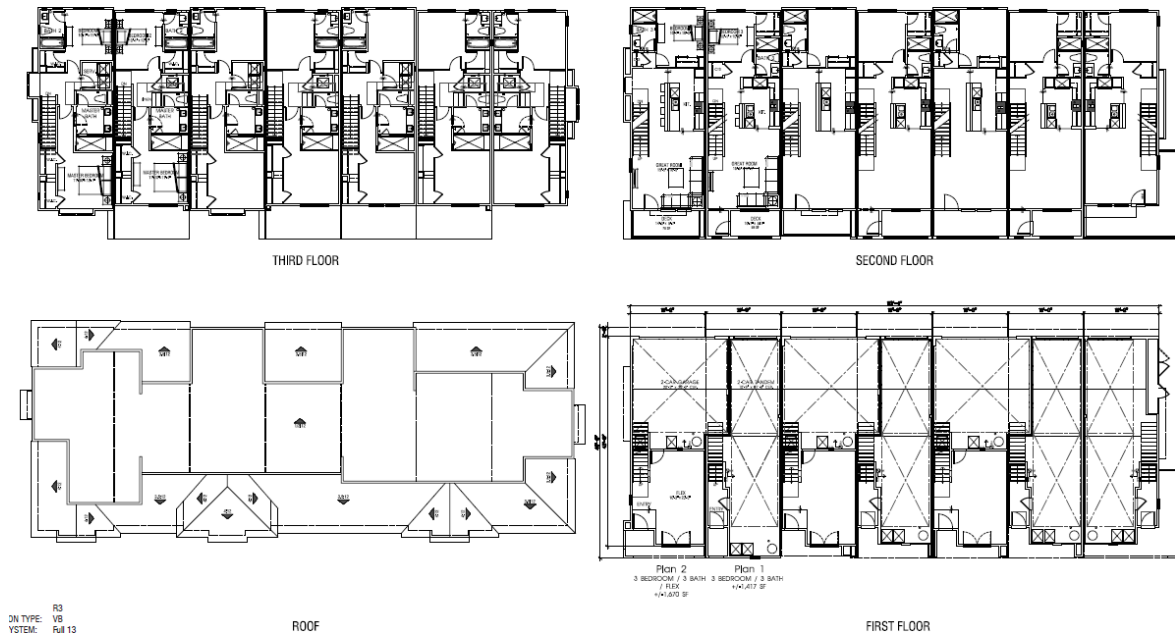
Site 1B – Jillson 1 (5625 Jillson Street). The development proposes the construction of 31 single-family attached residences with private garages, private drive aisles, sidewalks, guest parking areas, and common landscaped areas. The Project site will be accessible with an entrance/exit along Jillson Street. An extension of drive aisles, guest parking areas, and sidewalk are proposed on a separate Tract Map 82892 that connects to the private drive aisle of the westerly boundary that sheet flows toward the proposed Project site. The acreage of this extension will be included in the calculation of sizing the catch basin and detention system.

The housing product includes four (4) three-story buildings, comprised of one (1) four-plex building, one (1) seven-plex building, one (1) nine-plex building, and one (1) eleven-plex building. There are two-floor plans, ranging in size from 1,417-square-feet to 1,670-square feet. Each home will have a two-car garage, one with tandem parking, and the other with side by side parking. The living space on the second level will benefit from an outdoor space provided by a private balcony.

The architectural style of the building is proposed as Progressive Spanish with S-Tile roofs and stucco walls. Accent features will include bay windows at select locations, shaped stucco soffits, decorative corbels, vertical metal railing, and coach lights. The following is the breakdown of the product information, site plan, floor plan, elevations, and landscaping plan:

Product Information for Site 1B – 5625 Jillson Street			
Building Type	Building Size	Unit Area	Unit Design
4-plex	9,578 sq. ft.		
Plan 1		1,417 sq. ft.	3 bedrooms 3 baths
Plan 2		1,670 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space
7-plex	16,829 sq. ft.		
Plan 1		1,417 sq. ft.	3 bedrooms 3 baths
Plan 2		1,670 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space
9-plex	21,632 sq. ft.		
Plan 1		1,417 sq. ft.	3 bedrooms 3 baths
Plan 2		1,670 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space
11-plex	18,791 sq. ft.		
Plan 1		1,417 sq. ft.	3 bedrooms 3 baths
Plan 2		1,654 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space





CONCEPT FLOOR PLAN



CONCEPT ELEVATIONS



CONCEPTUAL LANDSCAPING PLAN - 5625 JILLSON STREET

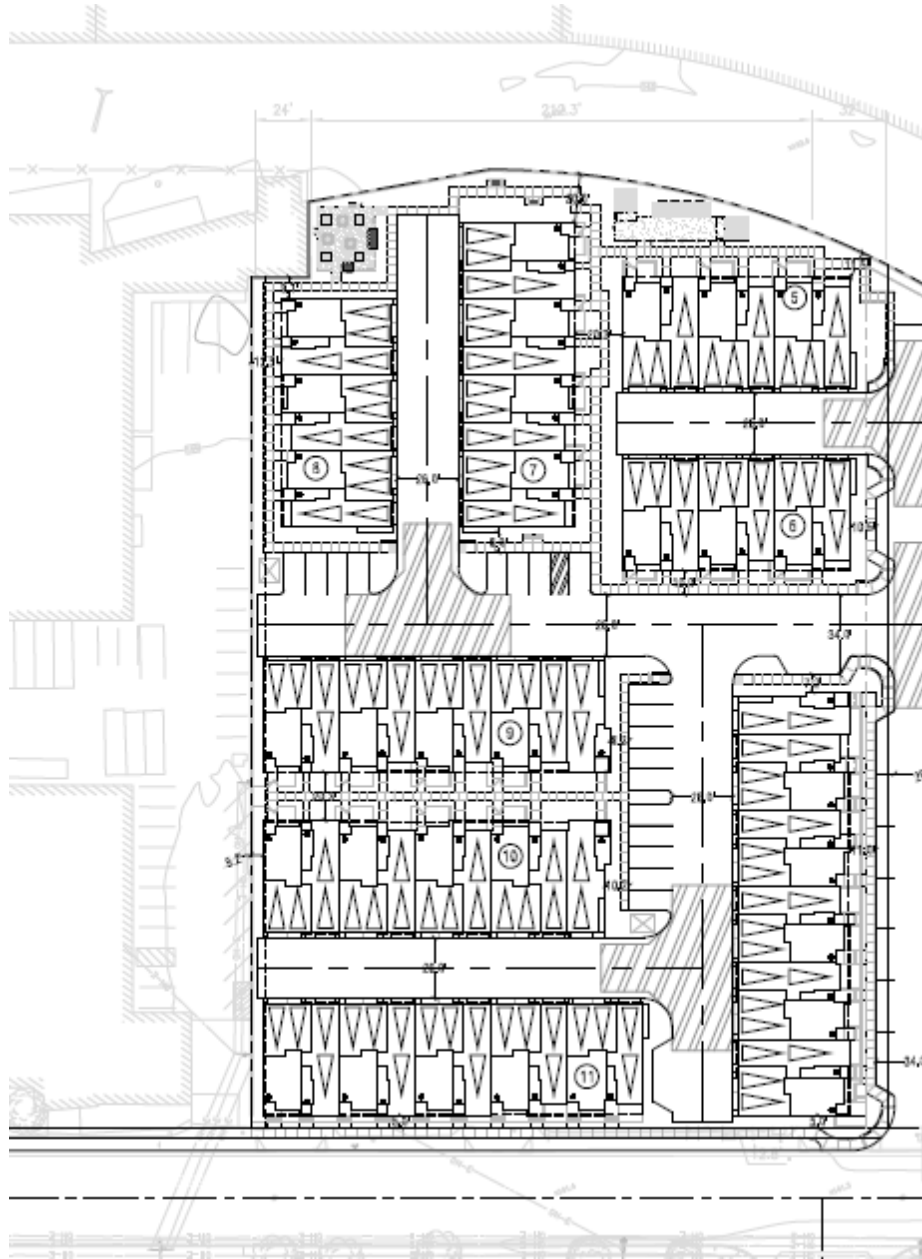
Site 2 – Transportation Center (5555 Jillson Street) The development proposes the construction of 65 single-family attached residences with private two-car garages, private drive aisles, sidewalks, guest-parking areas, and common and private landscaped areas. The Project site is an extension of the improvement of proposed Tract Map 82891, which will be accessible with an entrance/exit along Jillson Street. A portion of the drive aisles, guest parking areas, and sidewalks of the proposed Project site sheet flows on to Tract Map 82891 site that connects the private drive aisle of the easterly boundary. The acreage of this extension will be excluded in the calculation of sizing the catch basin and detention system.

The housing product includes eight (8) three-story buildings, comprised of three (3) six-plex buildings, one (1) eight-plex building, two (2) nine-plex buildings, one (1) ten-plex building, and one (1) eleven-plex building. There are two-floor plans, ranging in size from 1,417-square-feet to 1,670-square feet. Each home will have a two-car garage, one with tandem parking, and the other with side by side parking. The living space on the second level will benefit from an outdoor space provided by a private balcony.

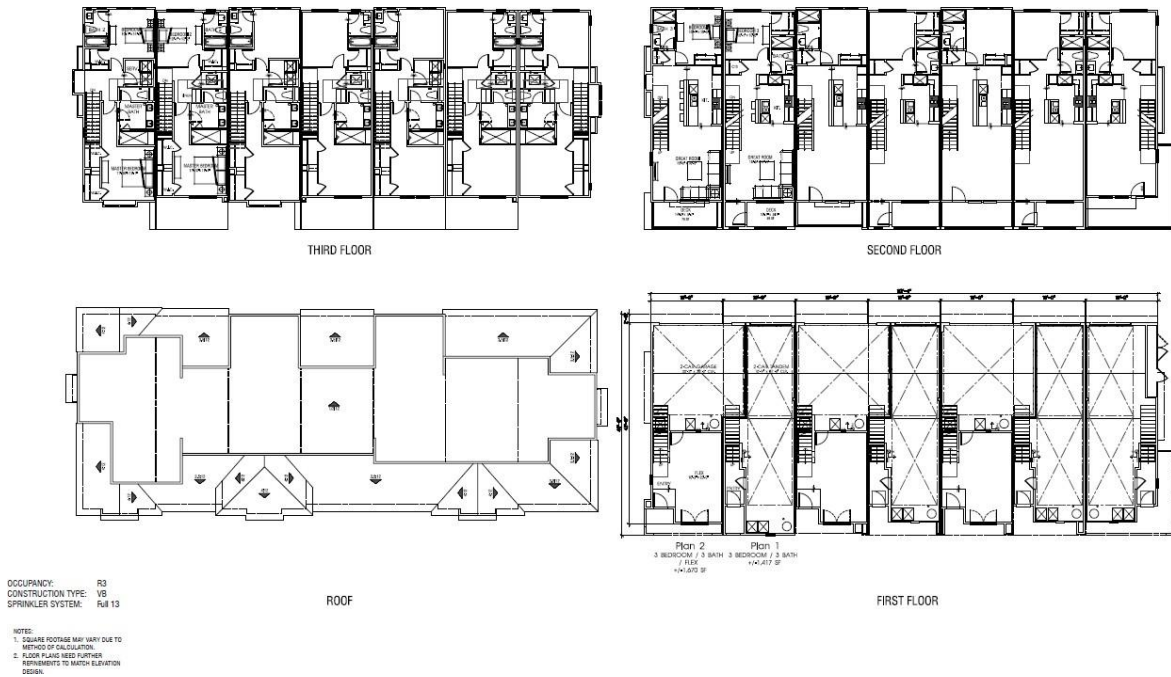
The architectural style of the building is proposed as Progressive Spanish with S-Tile roofs and stucco walls. Accent features will include bay windows at select locations, shaped stucco soffits, decorative corbels, vertical metal railing, and coach lights.

The following is the breakdown of the product information, site plan, floor plan, elevations, and landscaping plan:

Product Information – Site 2 Transportation Center at 5555 Jillson Street			
Building Type	Building Size	Unit Area	Unit Design
6-plex	14,776 sq. ft.		
Plan 1		1,417 sq. ft.	3 bedrooms 3 baths
Plan 2		1,670 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space
8-plex	19,355 sq. ft.		
Plan 1		1,417 sq. ft.	3 bedrooms 3 baths
Plan 2		1,670 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space
9-plex	21,632 sq. ft.		
Plan 1		1,417 sq. ft.	3 bedrooms 3 baths
Plan 2		1,670 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space
10-plex	23,983 sq. ft.		
Plan 1		1,417 sq. ft.	3 bedrooms 3 baths
Plan 2		1,670 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space
11-plex	26,141 sq. ft.		
Plan 1		1,417 sq. ft.	3 bedrooms 3 baths
Plan 2		1,654 sq. ft.	3 bedrooms 3 baths 20 sq. ft. flex space



CONCEPTUAL SITE PLAN - 5625 JILLSON STREET
(TRANSPORTATION CENTER)



CONCEPT FLOOR PLAN



Refer to Landscape Drawings for wall, tree, shrubs and patio wall locations

Note: Artist's conception, colors, materials and application may vary.



Refer to Landscape Drawings for wall, tree, shrubs and patio wall locations

Note: Artist's conception, colors, materials and application may vary.

CONCEPT ELEVATIONS

TREES

BOTANICAL NAME	COMMON NAME
 <i>Quercus virginiana</i>	Southern Live Oak
 <i>Ulmus parvifolia</i>	Chinese Elm
 <i>Quercus suber</i>	Cork Oak
 <i>Quercus virginiana</i>	Southern Live Oak
 <i>Jacaranda mimosifolia</i>	Jacaranda Tree
 <i>Koelreuteria bipinnata</i>	Chinese Flame Tree
 <i>Pistacia chinensis</i>	Chinese Pistache
 <i>Platanus acerifolia</i> 'Columbia'	London Plane Tree
 <i>Lagerstroemia 'Natchez'</i>	Crape Myrtle
 <i>Magnolia grandiflora</i> 'Little Gem'	Little Gem Magnolia
 <i>Archontophoenix cunninghamiana</i>	King Palm
 <i>Lophostemon confertus</i>	Brisbane Box
 <i>Archontophoenix cunninghamiana</i>	King Palm
 <i>Phoenix dactylifera</i>	Date Palm

SHRUBS AND GROUNDCOVER

BOTANICAL NAME	COMMON NAME
<i>Heteromyles arbutifolia</i>	Toyon
<i>Ilex vomitoria</i> 'Stokes'	Stokes Dwarf Yaupon Holly
<i>Ligustrum</i> j. 'Texanum'	Texas Privet
<i>Lonicera japonica</i> 'Halliana'	Hall's Japanese Honeysuckle
<i>Podocarpus macrophyllus</i>	Yew Pine
<i>Rhaphiolepis</i> l. 'Majestic Beauty'	Majestic Beauty Hawthorn
<i>Rhaphiolepis</i> l. 'Clara'	Indian Hawthorn
<i>Rosa floribunda</i> 'Iceberg'	Iceberg Rose
<i>Salvia leucantha</i>	Mexican Sage
<i>Sansevieria trifasciata</i>	Mother-in-Law's Tongue
<i>Trachelospermum jasminoides</i>	Star Jasmine



CONCEPTUAL LANDSCAPING PLAN **5625 & 5555 JILLSON STREET**

The following aerial map shows the overall site plan for entire project:



Construction Characteristics

Because of COVID-19, and efforts to address community concerns, the construction schedule is to be determined. If approved, completion of all three sites shall conclude in December 2023. Construction activities within the Project area will consist of demolition, site preparation, grading, building, paving, and architectural coating.

Design and Compatibility

Chapter 19.47 and 19.19 of the CMC includes the development standards and design guidelines. The purpose of these standards is to protect and improve the environment and the appearance of the community, and to deter blighting and nuisance conditions. In particular, these guidelines address items such as, but not limited to, contextual design, landscaping, architectural treatments, and circulation.

The proposed residential units are compatible with existing developments surrounding the site and meets the City's site planning criteria and design guidelines set forth in the CMC. The building's architectural design will enhance the appearance of the area and will include a number of different measures to ensure compatibility. The proposed architectural style for the Site 1A – Harbor building is proposed as Agrarian with Composition Shingle roofs and stucco walls. Accent features include siding and board and batten at select locations, horizontal wood-like railing, vertical metal railing, wood post, trellis, and coach lights.

For the Site 1B & Site 2 – Jillson, the architectural style of the buildings is proposed as Progressive Spanish with S-Tile roofs and stucco walls. Accent features will include bay windows at select locations, shaped stucco soffits, decorative corbels, vertical metal railing, and coach lights.

The Site 1A – Harbor site is bounded by the Brenda Villa Aquatic Center to the East, Warehouse to the West, and Single Family Residential to the North. The Site 1B – Jillson 1 and 2 sites are bounded by the City of Commerce City Hall and amenities to the East, a parking lot across Jillson Street to the South, warehouse to the North.

Several General Plan policies address the visual and aesthetic impacts of future development. In particular, Housing Policies 4.3 and 4.5.

Housing Policy 4.3 The City of Commerce will encourage quality construction in new residential development and require all properties to be maintained to the greatest extent possible.

Housing Policy 4.5 The City of Commerce will ensure that all new housing will have the same standards for design, construction, and maintenance found in housing that is more expensive.

PROJECT TRIP GENERATION

Harbor and Jillson Site Focused Traffic Study – prepared by TJW Engineering, Inc., January 15, 2020.

Projected trip generation for the proposed Project was based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition). Based on the proposed Project's intended use, the projected trip generation was determined using the Multifamily Housing (Mid-Rise) Land Use Code 221.

The Trip Generation Study showed that when all three Project site developments were combined, they would generate only 789 total vehicle trips per day. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection that has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. The volume of traffic for all three Project sites would be well below 100,000 vehicles and below the necessary volume to even get close to causing a violation of the CO standard. Therefore, no CO "hot spot" modeling was performed, and **no significant long-term air quality impact** is anticipated to local air quality with the on-going use of the proposed Project. The following table shows the projects trip generation:

PROJECTED TRIP GENERATION

Proposed Land Use	Qty	Unit	Daily Trips (ADTs)		AM Peak Hour					PM Peak Hour				
			Rate	Volume	Rate	In:Out Split	Volume			Rate	In:Out Split	Volume		
							In	Out	Total			In	Out	Total
Multi-Family Housing (221)	37.0	DU	5.44	201	0.36	26:74	4	10	14	0.44	61:39	10	7	17
Multi-Family Housing (221)	36.0	DU	5.44	196	0.36	26:74	3	10	13	0.44	61:39	10	6	16
Multi-Family Housing (221)	72.0	DU	5.44	392	0.36	26:74	7	19	26	0.44	61:39	20	12	32
Total				789			14	39	53			40	25	65

Notes: Rates from ITE Trip Generation (10th Edition, 2017); DU – Dwelling Unit

As shown in the table above, the proposed project is projected to generate a total of 53 AM peak hour trips, 65 PM peak hour trips, and 789 daily trips.

On-Site Parking

Section 19.21.040 – Number of Parking Space Required of the Commerce Municipal Code outlines the City's minimum parking requirements for various land use classifications. In this case, two parking spaces is required for each residential unit within a garage. The table below summarizes the minimum on-site parking requirements for the proposed project:

MUNICIPAL CODE ON-SITE PARKING REQUIREMENTS

Project Site	Total Units	Total Spaces Required	Total Spaces Provided
Site 1A – Harbor (5550 Harbor Street)	37	74	74
Site 1B – Jillson 1 (5625 Jillson Street)	31	62	62
Site 2 – Transportation Center (5555 Jillson Street)	65	130	130
TOTAL	133	266	266

As demonstrated above, the Project requires 266 parking spaces (two spaces per unit) and will provide 266 parking spaces (two parking spaces per unit within a garage). As such, the proposed number of parking spaces per unit will be met as proposed per the City's requirements as provided in Table 19.21.040A (Off Street Parking Requirements) of the CMC.

Besides the required off-street parking requirements per unit, the applicant proposed additional guest parking intermittently throughout the site. During the July public hearing, staff presented a guest-parking layout based on one open guest parking space for each, two residential units. At that time, the determination was based on a project that is considered a traditional multi-family housing project. After conferring with the developer, it was clarified, that the proposal as designed is considered a Dwelling, Single-Family ("SFR") Attached, similar to a townhome. Per Code, projects considered under the development standards of 19.47.030A (HOO), an Attached Single Family Dwellings could include attached townhomes, townhouses, courtyard, and/or cluster housing.

When reviewing the Zoning Code to determine guest parking, under both Chapters 19.21.040A and 19.47.030A, there appears to be an inconsistency between these two sections of the Code. Specifically, the HOO defines an SFR, as possibly being attached, but the parking requirement is silent on Attached SFR's. As such, it was

decided to apply the higher guest-parking requirement (66 spaces), that is typical of a multi-family housing project such as the one located at the Northeast corner of South Eastern and Harbor Street.

Although, an inconsistency within the Zoning may exist, both the applicant and staff believe the concern regarding guest parking has to be addressed with this proposal. Most recently and following the community meeting held on August 20, 2020, the plans were revised to increase the number of guest parking up to 54, where a total of 49 were previously proposed. In addition, the applicant will continue to work towards safeguards to ensure there are no negative impacts associated with guest parking. These measures will include CCR conditions, which among other things will include conditions that will limit property owners to the use and ownership of two personal vehicles per unit. This will ensure guest parking remains as such, and is not relegated to being used as overflow parking.

Along with the recommended changes, the applicant will explore other alternatives to ensure guest parking is provided at all times.

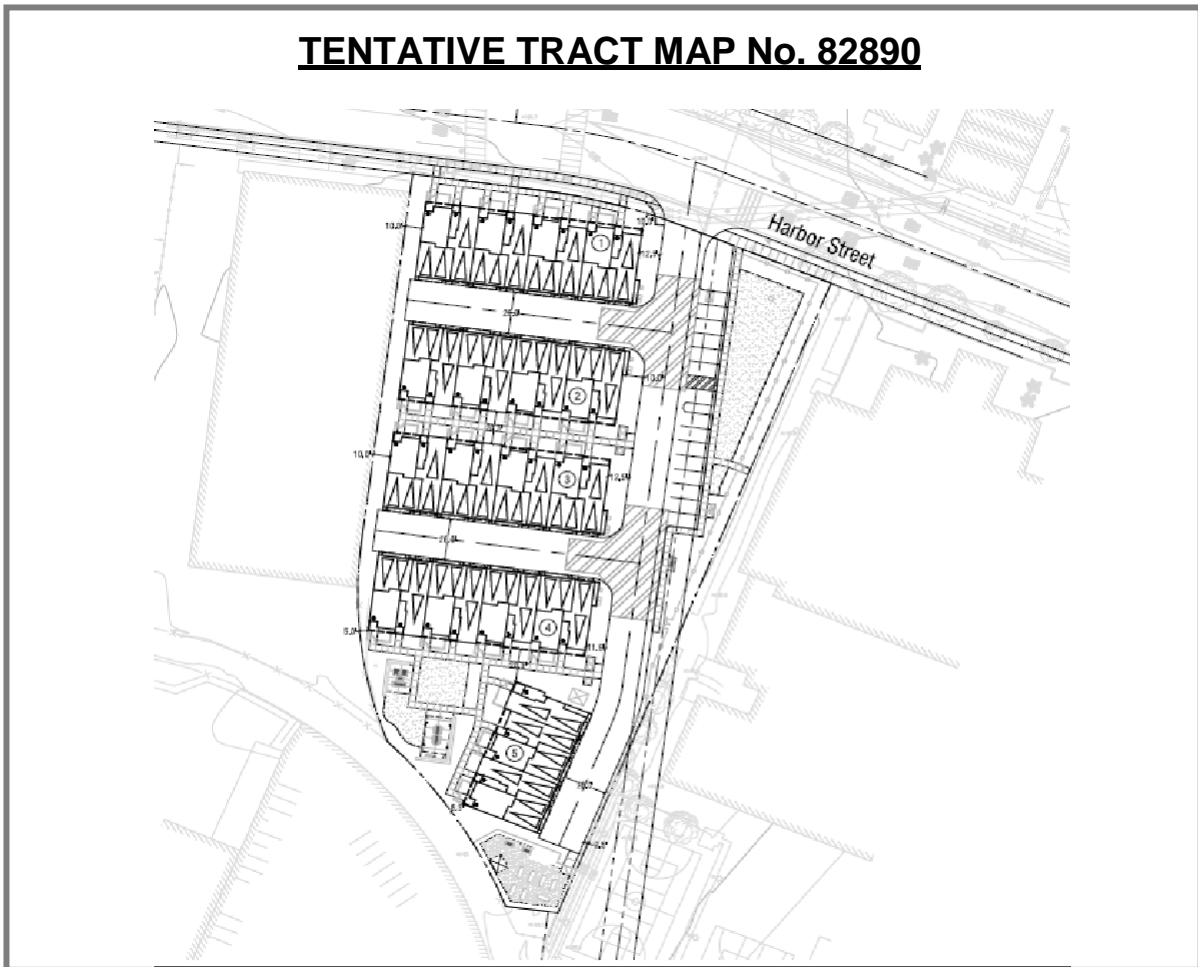
PROJECT DESCRIPTION FOR THE TENTATIVE TRACT MAPS

The applicant is requesting for approval on the following Tentative Tract Maps:

- Tentative Tract Map 82890 – creating one (1) lot for 37 residential units;
- Tentative Tract Map 82891 – creating one (1) lot for 31 residential units;
- Tentative Tract Map 82892 – creating one (1) lot for 65 residential units;

Tentative Tract Map 82890

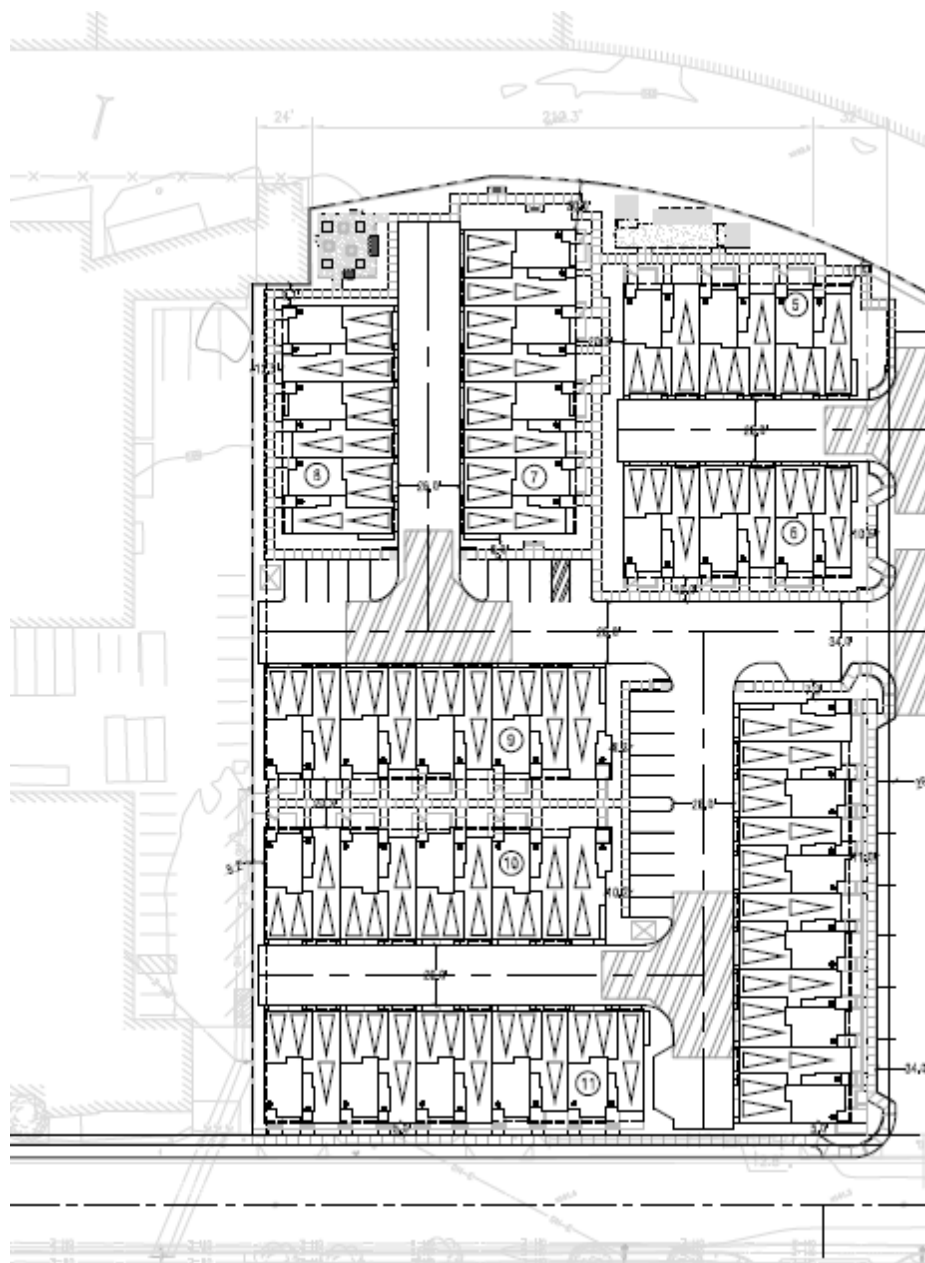
The Map creates a single 1.98-acre parcel for the development of 37 single-family attached residential units. Access is taken from the existing driveway on Harbor Street. The new parcel includes the area currently used for parking for the Brenda Villa Aquatic Center. Twelve (12) new parking spaces will be created to serve both the Aquatic Center and the development.



Tentative Tract Map 82891

The Map creates a single 1.33-acre parcel for the development of 31 single-family attached residential units. Access is taken from a single driveway off Jillson Street, which will serve both this map and TTM-82892. Three (3) private streets will serve the interior of the property.

[illegible]



The City's Engineer / Public Works Division and the Los Angeles County Fire Department have reviewed the proposed Tentative Parcel Map No. 82890, 82891, and 82892 and their conditions are part of the conditions of approval.

DEVELOPMENT AGREEMENT

The State of California enacted California Government Code Sections 65864 et seq. ("Development Agreement Statutes") to authorize municipalities to enter into development agreements with those having an interest in real property to strengthen the public planning process, encourage private participation in comprehensive planning, and reduce the economic risk of development in connection with the development of real property within their jurisdiction

The purpose of the Development Agreement Statutes is to authorize municipalities, in their discretion, to establish certain development rights in real property for a period of years regardless of intervening changes in land use regulations, to vest certain rights in the Owner, and to meet certain public purposes of the local government.

In this case, the applicant has worked closely with the Department to ensure parameters are in place to ensure an agreement will cover the development of the site in compliance with the provisions as set forth in the Housing Opportunity Overlay Zone (HOO).

UPDATES FOLLOWING JULY AND AUGUST PUBLIC HEARINGS.

On August 20, 2020, Planning staff, at the direction of the Planning Commission held a virtual meeting to discuss this item. The highest total number of participants was 20. Questions and Comments revolved around, affordability, density, sale versus rental, and parking. Other minor comments included discussion on window placement, location of utilities.

Parking was one of the biggest concerns raised both at the Planning Commission meeting in July as well as the Community Meeting in August. As discussed herein, off-street parking has always been provided for each residential unit as required per Code. Furthermore, conditions will be included in this recommendation which will limit the number of vehicles a person may be able to place on the property. This will ensure that guest parking is always available. In reference to the loss of parking for the Aquatorium, staff believes the remaining parking areas within the Rosewood Park area should be able to serve the facility.

During the August PC meeting, staff informed the Commission of the enhancements made to address the parking concerns, primarily, with the adjustment of the plans to provide additional guest parking, as well as placing restrictions on the number of vehicles that may be under the ownership of those living within the proposal. Following additional testimony and dialogue, direction was given to staff to consider additional enhancements to address the parking as well as study any possibility to provide affordable units.

Following the August hearing, staff was in communication with the applicant about studying the possibility of providing an affordable component to the proposal. The results of the discussion yielded good dialogue about potentially dedicating three units as affordable. In order to further pursue this, staff will be required to work with the applicant to revise the Agreement of Purchase and Sale and Escrow with the City Council in order to memorialize the discussion. Therefore, staff is adding a condition (NO. 45) that the applicant shall work with staff to study and provide for affordable housing to the maximum extent feasible.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Environmental analysis was conducted according to the California Environmental Quality Act (CEQA). The analysis provided in the initial study indicates that the proposed project will not result in any unmitigable significant adverse impacts. The initial study determined that a mitigated negative declaration should be prepared for the subject project. Mitigation measures focus on the following areas: Aesthetics, Cultural Resources, Geology & Soils, Hazards & Hazardous Materials, Noise, Public Services, Transportation, Tribal Cultural Resources, and Wildfire. Please see the attached CEQA document for complete details on the analysis and subsequent mitigation measures prepared for the project.

The mitigation measures are part of the Mitigation Monitoring Program and have been made part of the approval of this project. The applicant confirmed that the project description was accurate and agreed to all mitigation measures. A Notice of Intent to Adopt was submitted and filed. No State responsible agencies were identified and as a result, no Clearinghouse posting was required. Noticing was posted and published as required under the City's Municipal Code. Additional information related to the CEQA process and mitigation measures are included as attachments to this report.

The Mitigation Monitoring Program (MMP) for the subject project has been prepared pursuant to the requirements of Public Resources Code §21081.6 which, among other things, states that when a governmental agency adopts or certifies a CEQA document that contains the environmental review of a proposed project, "The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation."

The City of Commerce is the lead agency for the project, and is therefore, responsible for administering and implementing of the MMP. The decision-makers must define specific reporting and/or monitoring requirements to be enforced during project implementation prior to final approval of the proposed project.

The MMP includes the following: (1) mitigation measures that will either eliminate or lessen the potential impact of the project; (2) the monitoring milestone or phase during which the measure shall be complied with or carried out; and (3) the enforcement agency responsible to monitor mitigation measure compliance.

The MMP will be in place through all phases of a project including project design (preconstruction), project approval, project construction, and operation (both prior to and post-occupancy). The City will ensure that monitoring is documented through periodic reports and that deficiencies are promptly corrected. The MMP is attached to this report.

CONCLUSION:

Staff believes the necessary findings can be made to approve this Plot Plan to allow the development of 133 single-family attached residential units on three parcels to be known as Rosewood Village. It will be built in three phases, as described below. Phase 1 of the Project will be the Site 1A – Harbor (5550 Harbor Street) location. Phase 2 will be the Site 1B – Jillson 1 (5625 Jillson Street) location, and the Site 2 – Transportation Center (5555 Jillson Street) location will be Phase 3. Also, as demonstrated in the building analysis, the overall building layout and design will meet the minimum building requirements as set forth in the Zoning Ordinance. As analyzed, the proposal will not trigger any need for variances or will be inconsistent with the intent of the zoning code. As such, a Residential Land Use in this area of the City is consistent with other permissible activities within the residential zone.

Therefore, staff recommends that the Planning Commission approve 1) adopt the Mitigated Negative Declaration and Mitigation Monitoring & Reporting Program 2) adopt the required findings prepared by staff, and 3) conditionally approve Plot Plan No. 995, and Tentative Tract Map 82890, 82891 & 82892 subject to the conditions content in this staff report, and 4) to acknowledge and recommend to the City Council for the approval of the Development Agreement – covering the details of the City's sell of the land known as Assessor's Parcel Numbers (APN) 6335-025-902, 903, 905, and 906, to City Ventures for the development of 133 single-family attached dwelling units.

Prepared by: Sonia S. Griego
Associate Planner

Reviewed by: Jose D. Jimenez
Director of Economic Development and Planning

ATTACHMENT A SPECIFIC FINDINGS FOR PLOT PLAN NO. 995

The following finding can be made, regarding the mandatory findings of significance set forth in Section 15065 of the CEQA Guidelines, based on the results of the environmental assessment:

1. The approval and subsequent implementation of the proposed project *will not* have the potential to degrade the quality of the environment.
2. The approval and subsequent implementation of the proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
3. The approval and subsequent implementation of the proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.
4. The approval and subsequent implementation of the proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

In addition to the above findings pursuant to Commerce Municipal Code Section 19.39.680, approval or disapproval of any Site Plan application shall be based upon the following factors and principles:

1. **Compliance with all applicable provisions of this Title 19.** *The proposed 133 single-family attached residential units, with mitigation measures, will comply with all applicable requirements of the Commerce Municipal Code. The proposed use is one that is permitted within the HOO (Housing Opportunity Overlay)/M-2 (Heavy Industrial) Zone, the purpose of which is to provide land suitable for residential uses. The requirements of the zone are intended to provide safeguards and to establish adequate buffer distances between uses that pose potentially adverse public health, safety, and welfare impacts.*
2. **Suitability of the site for the particular use or development intended.** *The site is located in the HOO/M-2 Zone, which allows for the residential units uses in the City. The site was previously developed with industrial use and the surrounding neighborhood is characterized by similar uses and also surround by residential uses and public facilities. The intent of the Housing Opportunity/Heavy Industrial zone is to concentrate in bringing more residential uses; while at the same time ensuring the availability of needed public services. The proposed residential units do not violate any provisions of the Commerce Municipal Code, including lot coverage, floor area and*

setbacks requirements. The project sites will accommodate all parking on-site therefore; the site is suitable for the proposed development.

3. **Physical layout of the total development, including the application of prescribed development standards.** The project shall be so arranged to further the policies of the General Plan and zoning regulation including, but not limited to, avoiding traffic congestion, ensuring the protection of public health, safety, and general welfare, and preventing adverse effects on neighboring properties. *The proposed project will further the policies in the Commerce General Plan. The site has a "Housing Opportunity Overlay" land use designation, which is intended to support the uses such as that being proposed. Adequate safeguards will be provided to ensure the protection of the public health, safety, and welfare.*
4. **Consistency with all elements of the General plan.** *General Plans are required to not only be consistent with a City's zoning ordinance, but they must also be internally consistent. Therefore, individual elements must be consistent with one another. If a project is consistent with one element of a General Plan, it should therefore be consistent with the rest of the document. The subject project includes consistency with following policies in the Housing Element of the General Plan:*
 - Housing Policy 4.3 - The City of Commerce will encourage quality construction in new residential development and require all properties to be maintained to the greatest extent possible.
 - Housing Policy 4.5 - The City of Commerce will ensure that all new housing will have the same standards for design, construction, and maintenance found in housing that is more expensive.

The abovementioned policies, along with other policies and elements identified in the General Plan will help contribute to an orderly pattern of development in the City, while helping to contribute new housing to the City.

5. **Suitability and functional development design; however, such approval shall be interpreted to require a particular style or type of architecture.** *The project was designed to meet the City's development standards, including those related to floor area and lot coverage. The project was also evaluated to ensure it met the City's site planning criteria and design guidelines. CEQA analysis of the project included a review of functionality measures of the proposal, including circulation and access. The project meets the intent and standards set forth in the Commerce Municipal Code; therefore, the proposed residential units are suitable for the project site and its surroundings.*

ATTACHMENT B
FINDINGS - CALIFORNIA SUBDIVISION MAP ACT
FOR TENTATIVE TRACT MAP

The California Subdivision Map Act requires that the Planning Commission make the following findings before approving the subdivision:

1. Government Code Section 66453.5
 - a. **That the proposed subdivision, together with the provisions for its design and improvement, is consistent with the general plan required by Article 5 (commencing with Section 65300) of Chapter 3 of Division 1 of the Government Code, or any specific plan adopted pursuant to Article 8 (commencing with Section 65450) of Chapter 3 of Division 1 of the Government Code.** *Tentative Tract Map 82890, Tentative Tract Map 82891, and Tentative Tract Map 82892 are consistent with all elements of the City's General Plan. The General Plan Land Use designation on the subject site is Housing Opportunity Overlay (HOO). The corresponding Zoning Designation for the sites is Housing Opportunity Overlay zone in conjunction with an underlying Heavy Industrial (M-2) zone, as stated in the Commerce Municipal Code Chapter 19.47.020.*
2. Government Code Section 66474
 - a. **That the site is physically suitable for the proposed density of development.** *The subject sites are physically suitable to accommodate the density proposed by the applicant. The project sites located in the City of Commerce are approximately 1.98 acres, 1.33 acres, and 2.43 acres.*
 - b. **The subdivision or proposed improvements will not cause substantial environmental damage or substantially and avoidably injure fish wildlife or their habitat.** *The design of the proposed project will not cause substantial environmental damage or substantially and avoidably injure fish, wildlife, or their habitat. The Project sites are developed with buildings and parking areas and are located in an urbanized setting. As such, the site does not support habitat for any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations. No natural, undeveloped open space areas are located within proximity of the Project sites. In addition, the Project sites are not located in a habitat conservation plan or designated by the County of Los Angeles as a Significant Ecological Areas (SEAs). As a result, no impacts to*

habitat conservation plans or natural community conservation plans will occur with the development of the Project sites.

- c. **That the subdivision or type of improvement will not cause serious public health problems.** *The design of the subdivision or type of improvements will not likely cause serious public health problems because the project involves new development of 133 residential units, which there are existing residential within the immediate vicinity of the subject sites. The proposed project will not jeopardize, adversely affect, endanger, or otherwise constitute a menace to the public health, safety, and welfare of the project. The proposed project conforms to all development standards specified in the Commerce Municipal Code.*
- d. **That the proposed subdivision and improvements will not conflict with easements for access through or the use of the property within the proposed subdivision.** *The design of the subdivision or 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. There will be improvements of the public street to serve the subject site. Furthermore, the City notified utility companies that service the area. Responses received from these agencies did not indicate any location of easements on the proposed site.*

3. Government Code Section 66474.6

- a. **That the discharge of waste from the proposed subdivision into the existing community sewer system will not violate existing requirements of the water code.** *The design of the subdivision or type of improvements will not violate any existing requirements of the water code. The discharge of waste from the sites will have to be approved by the Sanitation District who will ensure that no existing requirements of the water code are violated.*

ATTACHMENT C
CONDITIONS OF APPROVAL FOR PLOT PLAN NO. 995

1. A Site Plan Review approval that is valid and in effect and granted pursuant to the provisions of Title 19 of the Commerce Municipal Code shall be valid only on the property for which it was granted and only for the improvements for which it is granted and further, shall continue to be valid upon change of ownership of the property or any lawfully existing building or structure on the property.
2. All conditions shall be binding upon the applicants, their successors and assigns; shall run with the land; shall limit and control the issuance and validity of certificates of occupancy; and shall restrict and limit the construction, location, and use and maintenance of all land and structures within the development.
3. This permit and all rights hereunder shall terminate within twelve months of the effective date of the permit unless operations are commenced or a written time extension is granted, based on a written request submitted prior to the expiration of the one-year period as provided in Section 19.39.720 of the Commerce Municipal Code.
4. The abandonment or non-use of this approval for a period of one year shall terminate the approval without further action of the Planning Commission or City Council, and any privileges granted thereunder shall become null and void.
5. In the event of transfer of ownership of the property involved in this application, the new owner shall be fully informed of the use and development of said property as set forth by this permit together with all conditions, which are a part thereof.
6. All parking areas shall be clearly identified. The surface parking area must be striped to clearly indicate the location and extent of vehicle parking, maneuvering areas, and drive aisles.
7. All loading must occur on-site. All vehicle maneuvering shall occur on-site as well.
8. During construction, all roadways shall be kept open to traffic.
9. Equipment used for construction activities shall be properly tuned to reduce exhaust emissions.
10. Construction activities shall be stopped during first and second stage smog alerts.

11. During construction, trucks and equipment that are not in use shall shut off their engines instead of idling.
12. Construction equipment shall be kept in proper tune and mufflers shall be used on all construction equipment to reduce equipment noise.
13. Roads adjacent to the project site shall be swept as needed to reduce fugitive dust from the proposed project site.
14. All grading operations will be suspended when wind speeds (as instantaneous gusts) exceed 35 miles per hour.
15. Construction activities shall be permitted between the hours of 7:00 a.m. to 7:00 p.m. Once operational, the proposed project must conform to the City's Noise Ordinance.
16. Storage of building materials related to construction activities shall be contained within the project site.
17. The project site shall be cleared of all debris prior to the issuance of a building department final inspection.
18. The property shall be developed and maintained in a neat, quiet, and orderly condition and operated in a manner so as not to be detrimental to adjacent properties and occupants.
19. Contractors and subcontractors engaged in the construction activities of the project shall obtain a business license and all required permits from the City of Commerce.
20. The contractor under the observation of the soil engineer shall conduct all clearing, site preparation, or earthwork performed on the project.
21. The soils engineer shall provide inspection for site clearing and grading in order to certify that the grading was done in accordance with approved plans and grading specifications.
22. Soils binders shall be utilized on construction sites for unpaved roads and/or parking areas.
23. The project will be required to comply with all programs adopted by the City for the reduction of solid waste.

24. Where feasible, the applicant shall use recycled materials during construction and recycle construction waste. A report shall be provided to the City of Commerce.
25. Ultra-low flow water fixtures must be installed to reduce the volume of sewage to the system.
26. The project applicant shall install energy-efficient electrical appliances and equipment in accordance with the State of California's Energy Efficiency Standards (Title 24).
27. Prior to the issuance of any occupancy permits, three (3) sets of landscaping and irrigation plans shall be prepared by a landscape architect and submitted to the City for review and approval. All designated landscaping areas shall be fully planted prior to the issuance of building permit final inspection and maintained at all times.
28. Site development shall conform to the site plan reviewed by the Planning Commission when approval of the subject project was granted.
29. Violation of any of the conditions of this approval shall be cause for revocation and termination of all rights thereunder.
30. The Economic Development and Planning Director or her designee shall have the authority to initiate proceedings to suspend or revoke a Site Plan Review approval pursuant to provisions set forth in Sections 19.39.240 through 19.39.250, inclusive, of the Commerce Municipal Code, Chapter 19.39.
31. The applicant and the contractors involved in demolition and/or construction activities must comply with all pertinent South Coast Air Quality Management District (SCAQMD) regulations and requirements governing Particulate Matter (PM₁₀) generation (Rule 401, 403, etc.). PM₁₀ pollution consists of very small liquid and solid particles floating in the air. These particles are less than 10 microns in diameter – about 1/7th the thickness of the human – and are known as PM₁₀.
32. The applicant shall work with staff on the final design, layout, and treatment of the proposed warehouse building, and landscape plan to insure compliance with all provisions of the Commerce Municipal Code. The final design of the structure shall be subject to the review and approval of the City's Economic Development Subcommittee and Director of Economic Development and Planning or her designee.
33. The project shall comply with the Section 19.19.220 of the CMC (General Development Standards and Design Guidelines) as well as all other applicable sections of the CMC.

34. The applicant and future tenants will be required to obtain all pertinent operating permits from the SCAQMD for any equipment requiring such permits.
35. The proposed project shall conform to Fire, Building, and Public Works Code requirements. Notwithstanding this review, all required permits from the County Department of Building and Safety must be secured.
36. The Applicant or General Contractor shall keep the construction area sufficiently damped to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.
37. All materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage.
38. The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding grading, site preparation, and construction activities.
39. The Applicant shall ensure that the grading and building contractors must adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces. The contractors will be responsible for being familiar with, and implementing any pertinent best available control measures.
40. During construction, disposal of refuse and other materials should occur in a specified and controlled temporary area on-site physically separated from potential storm water runoff, with ultimate disposal in accordance with local, State and Federal requirements.
41. Sediment from areas disturbed by construction shall be retained on-site using structural controls to the maximum extent practicable.
42. The project shall comply with the City's Low Impact Development Standards and Green Street Policy.
43. All required permits by all permitting agencies shall be obtained for operation of said use and any construction associated with the subject request.
44. The CC &R (Covenants, Conditions & Restriction) shall state that all new owners of the homes shall be limited to two vehicles and shall be parked within their designated garage.
45. The applicant shall work with the City to study, and if appropriate, dedicate a portion of the project to affordable housing. To the maximum extent feasible, the number of units and affordability range shall be determined at a later time.

46. The Applicant is required to install artwork or pay an in-lieu fee subject to the City's Art in Public Places Ordinance. The cost of the artwork or in-lieu fee shall be equal to 1% of the projects valuation.
47. Violation of any of the conditions of the approval shall be cause for revocation and termination of all rights thereunder.
48. The Director of Economic Development and Planning or her designee is authorized to make minor modifications to the approved preliminary plans or any of the conditions if such modifications shall achieve substantially the same results as would strict compliance with said plans and conditions.
49. The Applicant shall sign, notarize, and return to the Economic Development and Planning Department an affidavit accepting all Conditions of Approval within 10 days from the date of the approval, unless appealed. The Applicant acknowledges and understands that all conditions set forth in this Resolution are conditions precedent to the grant of approval and failure to comply with any condition contained herein shall render this Condition Use Permit non-binding as against the City and shall confer Applicant no legal rights under the law.
50. The applicant shall defend, indemnify, and hold harmless the City, its elected and appointed officials, agents, officers, and employees from any claim, action, or proceeding brought against the city, its elected and appointed officials, agents, officers, or employees arising out of, or which are related to the applicant's project or application (collectively referred to as "proceedings"). The indemnification shall include, but not be limited to, damages, fees and/or costs, liabilities, and expenses incurred or awarded in connection with the proceedings whether incurred by the applicant, the city, and/or the parties initiating or bringing such proceedings. This indemnity provision shall include the applicant's obligation to indemnify the city for all the city's costs, fees, and damages that the city incurs in enforcing the indemnification provisions set forth herein. The city shall have the right to choose its own legal counsel to represent the city's interest in the proceedings.

DEPARTMENT OF BUILDING DIVISION CONDITIONS:

The following work items are to be designed, installed, and completed at the sole expense of the applicant/developer/property owner.

GENERAL REQUIREMENT FEES

1. Prior to issuance of grading, building or other permits as appropriate, the applicant shall pay all necessary and nominal fees to the City.
2. Sewer fee will be required in addition to the fees paid to the Sanitation Districts of Los Angeles County, and shall be paid prior to building permit issuance.
3. Water service connection fees will be required and paid to California Water Service (Cal Water).
4. Separate public encroachment permit and Public Works inspection fees payment are required for all work in the public rights-of-way in the City.

BUILDING DIVISION CONDITIONS AND CODE REQUIREMENTS

The following conditions or code requirements of the Building Division shall be provided:

1. The second sheet of building plans is to list all City of Commerce conditions of approval and to include a copy of the Planning Commission Decision letter. This information shall be incorporated into the plans prior to the first submittal for plan check. Conditions are required from the following departments: Planning, Building, Fire, Public Works and Utility Department.
2. School Developmental Fees shall be paid to the Commerce School District prior to the issuance of the building permit.
3. Fees shall be paid to the County of Los Angeles Sanitation District prior to issuance of the building permit.
4. An application to assign unit numbers shall be filed with Building Division prior to plan check submittal.
5. In accordance with paragraph 5538(b) of the California Business and Professions Code, plans are to be prepared and stamped by a licensed architect.

6. Structural calculations prepared under the direction of an architect, civil engineer or structural engineer shall be provided.
7. When a tract or parcel map is required to be recorded as part of the development, the building permit will not be issued until the property has been surveyed and the boundaries marked by a land surveyor licensed by the State of California.
8. City records indicate the proposed site involves a change of parcel boundary between ownerships. A lot line adjustment by document shall be processed prior to issuance of the building permit.
9. City records indicate the proposed site is a combination of lots under common ownership. A parcel merger by document shall be processed prior to issuance of the building permit.
10. Building permits shall not be issued until the final map has been prepared to the satisfaction of the Building Official.
11. Foundation inspection will not be made until setback on each side of each proposed building along the property line has been surveyed and the location of the footings has been determined to be in accordance with the approved plans by a land surveyor licensed by the State of California. THIS NOTE IS TO BE PLACED ON THE FOUNDATION PLAN IN A PROMINENT LOCATION.
12. A geotechnical and soils investigation report is required, the duties of the soils engineer of record, as indicated on the first sheet of the approved plans, shall include the following:
 - a) Observation of cleared areas and benches prepared to receive fill;
 - b) Observation of the removal of all unsuitable soils and other materials;
 - c) The approval of soils to be used as fill material;
 - d) Inspection of compaction and placement of fill;
 - e) The testing of compacted fills; and
 - f) The inspection of review of drainage devices.
13. The owner shall retain the soils engineer preparing the Preliminary Soils and/or Geotechnical Investigation accepted by the City for observation of all grading, site preparation, and compaction testing. Observation and testing shall not be performed by another soils and/or geotechnical engineer unless the subsequent soils and/or geotechnical engineer submits and has accepted by the Public Works Department, a new Preliminary Soils and/or Geotechnical Investigation.
14. Prior to permit issuance the pdf copy of the soils report shall be provided by the applicant

15. A grading and drainage plan shall be approved prior to issuance of the building permit. The grading and drainage plan shall indicate how all storm drainage including contributory drainage from adjacent lots is carried to the public way or drainage structure approved to receive storm water.
16. Grading security shall be posted with the City Building Division prior to issuance of the grading permit whenever the cut or fill yardage exceeds 1,000 cubic yards.
17. A Stormwater Pollution Prevention Program ("SWPPP") is required to be submitted. The SWPPP shall contain details of best management practices, including desilting basins or other temporary drainage or control measures, or both, as may be necessary to control construction-related pollutants which originate from the site as a result of construction related activities. No grading permit will be issued until the SWPPP has been submitted to and accepted by the building official.
18. For sites where the disturbed area is one acre or more, applicants must file a Notice of Intent (NOI) and a State SWPPP and obtain a Waste Discharge Identification number (WDID No.). Both the NOI and the WDID No. must be stated on the first sheet of the plans.
19. A (re)development project, where a proposed building in a separate parcel alone meets the definition of "Planning Priority Projects", is required to comply with the requirements in the Low Impact Development (LID) Standards. A maintenance covenant of the required LID features for each parcel shall be prepared and recorded at County Recorder's office.
20. A Multi-Phased Project, where multiple buildings are located within one parcel and to be developed over more than one phase, is subject to the requirements of the Low Impact Development (LID) Standards. If the stormwater mitigation system is designed such that LID standards and requirements are satisfied for multiple buildings, a maintenance covenant of the required LID features for all buildings in the subject parcel shall be prepared by the owner(s) and recorded at County Recorder's office.
21. When, as determined by the City, 100 percent onsite retention of the SWQDv is technically infeasible, partially or fully, the infeasibility shall be demonstrated in the submitted LID Plan. The technical infeasibility may result from conditions that may include, but are not limited to:
 - a. The infiltration rate of saturated in-situ soils is less than 0.3 inch per hour and it is not technically feasible to amend the in-situ soils to attain an infiltration rate necessary to achieve reliable performance of infiltration or bio retention BMPs in retaining the SWQDv onsite.
 - b. Locations where seasonal high groundwater is within five to ten feet of surface grade;

- c. Locations within 100 feet of a groundwater well used for drinking water;
 - d. Brownfield development sites or other locations where pollutant mobilization is a documented concern;
 - e. Locations with potential geotechnical hazards;
 - f. Smart growth and infill or redevelopment locations where the density and/or nature of the project would create significant difficulty for compliance with the onsite volume retention requirement.
- 22. If partial or complete onsite retention is technically infeasible, the project Site may bio filtrate 1.5 times the portion of the remaining SWQDv that is not reliably retained onsite. Bio filtration BMPs must adhere to the design specifications provided in the Municipal NPDES Permit.
- g. Additional alternative compliance options such as offsite infiltration may be available to the project site. The project site should contact the City to determine eligibility. Alternative compliance options are further specified in County of Los Angeles LID Standards Manual 2009 or as may later be amended.
- 23. The remaining SWQDv that cannot be retained or bio-filtered onsite must be treated onsite to reduce pollutant loading. BMPs must be selected and designed to meet pollutant-specific benchmarks as required per the Municipal NPDES Permit. Flow-through BMPs may be used to treat the remaining SWQDv and must be sized based on a rainfall intensity of:
 - h. 0.2 inches per hour, or
 - i. The one year, one-hour rainfall intensity as determined from the most recent Los Angeles County isohyetal map, whichever is greater.
- 24. City of Commerce Storm Water Program Planning Priority Project Checklist completed by Engineer of Record and approved by Environmental Division shall be copied on the first sheet of Building Plans and on the first sheet of Grading Plans.
- 25. Electrical plan check is required.
- 26. Mechanical plan check is required.
- 27. Plumbing plan check is required.
- 28. No form work or other construction materials will be permitted to encroach into adjacent property without written approval of the affected property owner.
- 29. South Coast Air Quality Management District must be contacted prior to any demolition or renovation. Call (909) 396-2000 for further information. Failure to comply with the provisions of Rule 1403 may result in a penalty of up to \$25,000 per day.

30. Demolition permit is required for any existing buildings, which are to be demolished.
31. The governing codes shall be determined individually for each building at the time of plan check submittal and shall apply throughout the duration of each phase until completion.
32. Separate plans, applications, and fees are required for each building or development phase prior to plan review of electrical, plumbing, mechanical, or grading plans.
33. Rules and regulations for expiring plan check and permit applications for each building shall be enforced separately by the governing codes as determined at the time of plan check submittal.
34. Prior to the issuance of building permit, a written consent shall be obtained from the current easement holder(s) for any proposed development encroaching into existing easement(s).
35. All fire sprinkler hangers must be designed, and their location approved by an engineer or an architect. Calculations must be provided indicating that the hangers are designed to carry the tributary weight of the water filled pipe plus a 250-pound point load. A plan indication this information must be stamped by the engineer or the architect and submitted for approval prior to issuance of the building permit.
36. Separate permit is required for Fire Sprinklers
37. Townhouse building construction shall comply with the governing Los Angeles County Residential Code.
38. Construction, projections, openings and penetrations of exterior walls of each townhouse building, a cluster consists of 2 or more dwelling units, equipped throughout with an automatic sprinkler system installed in accordance with Section R313 shall comply with Table R302.1(2).
39. Each townhouse shall be considered a separate building and shall be separated by fire-resistance rated wall assemblies meeting the requirements of Section R302.1 for exterior walls per Section R302.2.
40. The garage shall be separated from each dwelling unit as required by Table R302.6. Openings in garage walls shall comply with Section R302.5.
41. All State of California disability access regulations for accessibility and adaptability shall be complied with.

42. Dwelling units in a building consisting of three or more dwelling units or four or more condominium units shall meet the requirements of the California Building Code Chapter 11A. Covered Multifamily Dwellings include but are not limited to dwelling units listed in Section 1.8.2.1.2. Dwelling units within a single structure separated by firewalls do not constitute separate buildings.
43. At least 10 percent but not less than one of the multistory condominium dwellings in buildings, which contain Covered Multifamily Dwellings, with no elevator shall comply with the requirements listed in Section 1102A.3.1.
44. Private garages accessory to covered multifamily dwelling units, shall be accessible per Section 1109A.2.1.
45. When parking is provided for covered multifamily dwellings and is not assigned to a resident or a group of residents at least 5 percent of the parking spaces shall be accessible and provide access to grade-level entrances of covered multifamily dwellings and facilities (e.g., swimming pools, club houses, recreation areas, and laundry rooms) that serve covered multifamily dwellings per Section 1109A.5.
46. Each dwelling unit shall comply with the CalGreen Residential mandatory requirements.
47. Single-family residences located in subdivisions with ten or more single-family residences and where the application for a tentative subdivision map for the residences has been deemed complete by the City of Commerce shall comply with the solar ready buildings requirements per Section 110.10 (a) of the California Energy Code.
48. Separate drainage easement(s) shall be provided for any subject parcel whose finish surfaces are graded to drain through adjacent parcel(s) or whose underground drainage structures are connected to similar devices located at adjacent parcel(s) for the purpose of achieving Multi-Phased Project LID design. Drainage easements shall be for the full width of the property.
49. Fire-resistance rating requirements for exterior walls and maximum area of exterior wall openings and degree of open protection based on fire separation distance 0 feet to 3 feet, dwellings and accessory buildings with automatic residential fire sprinkler protection shall comply with Table R302.1(2).

PUBLIC WORKS CONDITIONS / REQUIREMENTS

Separate plans for improvements within the public right-of-way are required. The following are required for the off-site improvements:

1. Applicant shall construct sidewalk/curb bulb-outs on Jillson within the frontage

- of their development per City's direction. This was discussed as a potential off-site improvements measure with the developer's staff at the beginning of the project.
2. Since details of the Bike Master Plan for Harbor are not known at this time, the proposed curb bulb out on Harbor are no longer required. However, instead of the curb bulb out in front of the proposed development, an in lieu fee will be collected by the City . The applicant shall provide the City with an engineer's cost estimate including 25% for contingencies (design inspection, material testing, etc.) for our review. The proposed bulb out and/or any required improvements in the area will be implemented after completion and adoption of the Bike Master Plan, Traffic study, etc. in the future.
 3. The applicant shall work in good faith with the City to address all utilities, which may include but not be limited to relocation and undergrounding.
 4. Applicant shall pay in-lieu fee for the street rehabilitation of half of the street width within the frontage of their property along Jillson and Harbor. The in lieu fees shall be calculated during plan review.
 5. Applicant shall provide ADA compliant sidewalk and ramps as necessary along the sidewalks adjacent to the development within the frontage of their property along Jillson and Harbor.
 6. Applicant shall provide ADA compliant sidewalk and ramps as necessary along the sidewalks adjacent to the development within the frontage of their property along Jillson and Harbor.
 7. Applicant shall repair all damaged, broken, non-compliant, non-standard, curb, gutter, sidewalk and ramps as necessary along the sidewalks adjacent to the development within the frontage of their property along Jillson and Harbor.
 8. Applicant shall be required to execute and record a Landscape and Maintenance Agreement for Landscape and Irrigation proposed to be installed in the five foot (5'-0") public right-of-way adjacent to the subject development to be used a landscape puffer for the residential development. The applicant must complete this process prior to the issuance of a grading permit. The developer shall accept the maintenance in the public right- of-way in perpetuity, at their own expense.
 9. Sewer Study shall be reviewed and approved by the City Engineer or his/her designee, prior to the issuance of permits. If sewer is found to be inadequate, sewer improvement plans shall be submitted to the City for approval and required improvements shall be made at the sole cost to the property owner/developer.

10. Project shall be reviewed and approved by the City Traffic Engineer, prior to the issuance of permits. Any mitigation measures shown on the traffic study if any shall be made at the sole cost to the property owner/developer.

The following are general requirements for off-site improvements:

- A. Any existing improvements in the public right of way that is damaged, made off-grade during construction, including but not limited to the following: traffic signals, light standards, aprons, sidewalk, curb ramps, curb, and/or gutter, shall be removed and replaced with the appropriated SPPWC Standard or as directed by the Public Works & Development Services Department.
- B. All site drainage shall be collected and deposited in the adjacent gutter, alley, storm drain or similar structure or device, and if necessary, filtered per NPDES regulations. Site storm and/or nuisance water shall not flow across the city sidewalk.
- C. All new and existing, non-complying driveway aprons shall be constructed in accordance with SPPWC standards and shall provide a minimum 4 feet wide path of travel at no more than 2% cross-slope at the top of apron. Where limited parkway width occurs, the sidewalk shall be depressed at the back of apron to provide a disable access complying path of travel across the driveway apron. Top of driveway apron X shall be 5 feet minimum from any trees, power poles, traffic signal controllers, electric services, or similar improvements in the public right-of-way.
- D. All existing driveways aprons to be closed shall be removed and replaced with new curb, gutter, and sidewalk constructed in accordance with SPPWC standards.
- E. All damaged or off-grade curb, gutter, and sidewalk shall be removed and replaced in accordance with SPPWC standards.
- F. All necessary permits, including encroachment permits, utility connection permits, etc., shall be first secured from the City of Commerce, and any other responsible or underlying agency, before any work can commence within the public right of way.
- G. All work in the public right-of-way shall be done in accordance with established City standards or as directed by the Director of Public Works and/or the City Engineer.

TENTATIVE TRACT MAP REQUIREMENTS

Following information is provided for applicant's convenience. Project shall comply with all applicable requirements for Tract Maps.

1. A final tract map prepared by or under the direction of a registered civil engineer or licensed land surveyor shall be submitted to and approved by the City prior to being filed with the Los Angeles County Recorder.
2. A soils report is required.
3. A preliminary tract map guarantee shall be provided which indicates all trust deeds (to include the name of the trustee), all easement holders, all fee interest holders, and all interest holders whose interest could result in a fee. The account for this title report shall remain open until the final tract map is filed with the Los Angeles County Recorder.
4. Easements shall not be granted or recorded within any area proposed to be dedicated, offered for dedication, or granted for use as a public street, alley, highway, right of access, building restriction, or other easements until after the final tract map is approved by the City and filed with the Los Angeles County Recorder; unless such easement is subordinated to the proposed dedication or grant. If easements are granted after the date of tentative approval, subordination shall be executed by the easement holder prior to the filing of the final tract map.
5. Monumentation of tract map boundaries, street centerlines, and lot boundaries is required if the map is based on a field survey.
6. All conditions from City Departments and Divisions shall be incorporated into the tract map prior to submitting the tract map for review.
7. In accordance with California Government Code Sections 66442 and/or 66450, documentation shall be provided indicating the mathematical accuracy and survey analysis of the tract map and the correctness of all certificates. Proof of ownership and proof of original signatures shall also be provided.
8. Proof of Tax clearance shall be provided at the time of tract map review submittal.
9. Upon submittal of the parcel map for review by the City, a letter signed by both the subdivider and the engineer shall be provided which indicates that these individuals agree to submit one (1) blueprints and one sepia mylar and pdf copy on a CD of the recorded map to the City Public Works Department.

10. A reciprocal easement for ingress and egress, sanitary sewer, utility, drainage, water shall be provided for each property that does not front on or have direct access to the public way. Services to each property shall be underground and shall be located in a trench within this easement.
11. Existing structures shall be demolished prior the approval of the map.

COUNTY OF LOS ANGELES FIRE DEPARTMENT CODE REQUIREMENTS
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1. Additional requirements (may/will) be required pending information provided.
2. The applicant shall be responsible for meeting all Los Angeles County Fire Department requirements and conditions when available for the 133 single-family attached residential units on three parcels to be known as Rosewood Village.

ATTACHMENT D
MITIGATION MONITORING & REPORTING PROGRAM INITIAL STUDY
FOR PLOT PLAN NO. 995

ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures		Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance	
					Initials	Date
AESTHETICS						
MM AES-1	<p>Prior to building permit issuance, the developer shall submit a photometric plan to meet the following requirements. The plan shall be submitted to the City for approval and shall be designed in compliance with Section 19.19.130 of the City's Zoning Ordinance and shall include the following:</p> <p>➤ Outdoor lighting shall maintain a minimum of one-foot candle illumination for all parking and pedestrian areas. The plan must include details such as beam spreads and/or photometric calculations, location, and type of fixtures, and arrangement of exterior lighting that does not create glare or hazardous interference to adjacent streets or properties.</p>	Developer	Prior to Building Permit Issuance	Planning shall ensure that plan is reviewed and approved		
REMARKS:						
MM AES-2	<p>Prior to building permit issuance, the developer shall ensure that the design of the buildings shall reduce the number of reflective surfaces used in the construction to minimize new sources of glare. Exterior building materials shall use earth tone colors with a low-reflectance. Any bare</p>	Developer	Prior to Building Permit Issuance	Planning shall ensure that plan is reviewed and approved		

ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures	Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance		
				Initials	Date	
metallic surfaces found on infrastructures such as pipes and poles shall be painted to minimize reflectance and glare						
REMARKS:						
CULTURAL RESOURCES						
MM CR-1	During all demolition, grading, and ground-disturbing activities, a qualified archaeological monitor shall be present. If potentially significant archaeological materials are encountered during any future construction activities, all work must be halted in the vicinity of the discovery until a qualified archaeologist can visit the site of discovery and assess the significance and integrity of the find. If intact and significant archaeological remains are encountered, the impacts of the Project must be mitigated appropriately. Any such discoveries, and subsequent evaluation and treatment, should be documented in a cultural resource report, which should be submitted to the South Central Coastal Information Center (SCCIC) for archival purposes.	Developer	During Demolition, Grading and Ground-Disturbing Activities	Planning, Building, and Engineering shall ensure that the monitor is present when required		
REMARKS:						
MM CR-2	If the Project area is expanded to include areas not covered by this survey or other recent cultural resource	Developer	If Project is Expanded Beyond current	Planning, Building, and Engineering shall ensure that		

ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures	Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance		
				Initials	Date	
studies, additional cultural resource studies may be required,		Project Boundaries	the Project Does Not Expand Current Project Boundaries			
REMARKS:						
GEOLOGY & SOILS						
MM PALEO-1	Prior to demolition, grading, or ground-disturbing activities, a paleontological resource impact mitigation program (PRIMP) shall be prepared in accordance with industry-wide best practices (Murphey et al., 2019) and SVP (2010) guidelines. A qualified professional paleontologist (Project Paleontologist, Principal Investigator) shall prepare the PRIMP prior to issuance of City demolition and grading permits for the Project. The PRIMP will specify the steps to be taken to mitigate impacts to paleontological resources. For instance, Worker's Environmental Awareness Program (WEAP) training should be presented in-person to all field personnel prior to the start of Project-related earth-moving activities to describe the types of fossils that may be found and the procedures to follow if any are encountered. A PRIMP also will specify whether construction monitoring is required and, if so, the frequency of required monitoring (i.e.,	Developer	Prior To Demolition, Grading, or Ground-Disturbing Activities	Planning Shall Keep a Copy of PRIMP		

ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures		Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance	
					Initials	Date
	full-time, spot-checks, etc.). A PRIMP also provides details about fossil collection, analysis, and preparation for permanent curation at an approved repository. Lastly, the PRIMP describes the different reporting standards to be used—monitoring with negative findings versus monitoring resulting in fossil discoveries.					
REMARKS:						
HAZARDS & HAZARDOUS MATERIALS						
MM HAZ-1	Prior to the renovation, refurbishing, or demolition activities of any structures or parking areas all Asbestos Containing Materials (ACM) and Asbestos Containing Construction Materials (ACCM) shall be removed by a licensed abatement contractor in accordance with all applicable laws, including guidelines of the Occupational Safety and Health Administration ("OSHA"). If the entire area of asbestos-containing material is not affected by the renovation, refurbishing, or demolition activities, spot abatement of the material could be completed, provided it complies with applicable laws and regulations. These requirements entail only abating the affected areas. If the identified ACM is going to be managed in-place, then written notification to employees,	Developer	Prior to Renovation, Refurbishing, or Demolition Activities	Building Shall Not Issue Demo Permit Without Proof of Required Work		

ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures		Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance	
					Initials	Date
	tenants, contractors, or purchasers of the Property in regard to the presence and location of ACMs and ACCMs is required pursuant to the California Health and Safety Code 25915. Historically, certain concealed materials may be present within wall cavities (e.g., electrical wire wrapping, insulation materials, vapor barrier paper, gypsum board, joint compound, etc.) that contain asbestos, and some underground utility piping has been known to contain asbestos (e.g., Transite pipe). If demolition of the Property includes removal of on-site portions of underground utilities (storm drains, sewer, domestic water laterals, etc.), evaluation of the asbestos content of these components must be performed prior to the removal process. Suspect materials identified in these locations are assumed positive for asbestos until sampling and analysis indicate otherwise. If, during the course of a renovation/demolition project, suspect ACMs are discovered that are not included within any Pre-Demolition Asbestos and Lead-Based Paint Survey, those materials are to be assumed positive for asbestos unless					

ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures	Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance		
				Initials	Date	
additional sampling, analysis and/or assessment indicates otherwise.						
REMARKS:						
MM HAZ-2	Prior to renovation, refurbishing, or demolition activities, any lead-containing paint shall be stabilized. The paint stabilization work should be performed by a State of California, Licensed Contractor, who maintains the California Department of Public Health (CDPH) trained and certified lead workers. Additionally, the work shall be performed in accordance with the Occupational Safety and Health Administration (OSHA) requirements OSHA 29 CFR 1926.62 (Lead – Safety and Health Regulations for Construction) and the Division of Occupational Safety and Health (DOSH) requirements DOSH 8 CCR Section 1532.1 (Lead in Construction Standard).	Developer	Prior to Renovation, Refurbishing, or Demolition Activities	Building Shall Not Issue Demo Permit Without Proof of Required Work		
REMARKS:						
MM HAZ-3	Prior to and in conjunction with the demolition permit issuance, City Ventures will complete the investigation, remediation, and/or evaluation of all releases on the site in accordance with the Standard Voluntary Agreement with the DTSC and approved Scope of Work.	Developer	Prior to Renovation, Refurbishing, or Demolition Activities	Building Shall Not Issue Demo Permit Without Proof of Required Work		

ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures		Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance	
					Initials	Date
REMARKS:						
MM HAZ-4	Prior to and in conjunction with the demolition permit issuance, City Ventures will implement CLRRRA for assessment and remediation of the site in accordance with the California Land Reuse and Revitalization Act Program Agreement with the DTSC and approved Scope of Work	Developer	Prior to Renovation, Refurbishing, or Demolition Activities	Building Shall Not Issue Demo Permit Without Proof of Required Work		
REMARKS:						
NOISE						
MM NOI-1	The Project will require a minimum of windows with an STC rating of 28 or higher to meet the City's 45 dBA CNEL requirement.	Developer	Prior to Building Permit Issuance	Planning shall verify on Plan Check set of plans		
REMARKS:						
MM NOI-2	Construction shall occur during the hours of 7:00 AM to 7:00 PM.	Developer	Monitor During All Earthmoving and Construction Activity	City Engineer and Building Inspectors shall monitor during inspections. As well, any noise complaints shall be processed.		
REMARKS:						
MM NOI-3	Stationary construction noise sources such as generators or pumps should be located as far as feasibly possible from any existing adjacent residential or sensitive units, as feasible.	Developer	Monitor During All Earthmoving and Construction Activity	City Engineer and Building Inspectors shall monitor during inspections. As well, any noise		

ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures	Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance		
				Initials	Date	
			complaints shall be processed.			
REMARKS:						
MM NOI-4	Construction staging areas should be located as far as feasibly possible from any adjacent sensitive land uses, as feasible.	Developer	Monitor During All Earthmoving and Construction Activity	City Engineer and Building Inspectors shall monitor during inspections. As well, any noise complaints shall be processed.		
REMARKS:						
MM NOI-5	During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices and mufflers, which reduce the operational noise 15 dB.	Developer	Monitor During All Earthmoving and Construction Activity	City Engineer and Building Inspectors shall monitor during inspections. As well, any noise complaints shall be processed.		
REMARKS:						
MM NOI-6	Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.	Developer	Monitor During All Earthmoving and Construction Activity	City Engineer and Building Inspectors shall monitor during inspections. As well, any noise complaints shall be processed.		
REMARKS:						
PUBLIC SERVICES						

ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures	Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance		
				Initials	Date	
MM PS-1	Prior to building permit issuance, the final site plan, elevations, building floor plans, and site circulation shall be reviewed by the Los Angeles County Sheriff's Department to ensure it conforms to their operational requirements.	Developer	Prior to Building Permit Issuance	Los Angeles County Sheriff's Department Shall Review and Approve the Final Plans		
MM PS-2	Prior to occupancy, the developer will be required to prepare a security plan for approval by the Los Angeles County Sheriff's Department.	Developer	Prior to Occupancy	Los Angeles County Sheriff's Department Shall Approve the Security Plan		
TRANSPORTATION						
MM TRAF-1	Prior to occupancy of the first building, the developer and City shall enter into a shared parking agreement that covers all three Project sites and the four parking zones notes.	Developer	Prior to First Building Permit	Planning Shall Review and Approve the Shared Parking Agreement		
REMARKS:						
MM TRAF-2	Prior to any lane closure or detour, the developer shall submit a Construction Traffic Management Plan per the California MUTCD, for review and approval by the City Engineer. The plan shall include, but not be limited to, signing, truck routes per the City of Commerce Approved Truck Route Map, and construction hours per Section 19.19.160 – Noise of the Municipal Code.	Developer	Prior to Lane Closures or Detours	Engineering and Planning will review and approve the Haul Route Plan		

ROSEWOOD VILLAGE RESIDENTIAL PROJECT						
Mitigation Measures		Responsible Party	Monitoring Timing or Frequency	Type of Verification	Verification of Compliance	
					Initials	Date
REMARKS:						
MM TRAF-3	Prior to Occupancy of Site 1B – Jillson 1 (5625 Jillson Street) and Site 2 – Transportation Center (5555 Jillson Street) approximately 376 feet of red-curb shall be painted along Jillson Street as the access point to the Project, and Section 3B.19 of the Section 405.1 of the Highway Design Manual standards shall be applied.	Developer	Prior to Occupancy	Engineering Shall Ensure the Curb is Painted Before an Occupancy Permit is Released		
REMARKS:						
TRIBAL CULTURAL RESOURCES						
SEE MM CR-1 AND MM CR-2						
REMARKS:						
WILDFIRE						
See MM TRAF-2						
REMARKS:						



Project Summary

Total Site Area: + 1.98 Acres

Net Site Area: ± 1.84 Acres(+ 80,103 SF; adjusted PL eliminating "tail")

Total Units: 37 Homes

- (19) Plan 1: + 1,394 SF, 3 bedroom, 3 bath
- (18) Plan 2: ± 1,670 SF, 3 bedroom, 3 bath, flex

Net Density: 20.1 Homes per Acre

Parking:

Provided: 89 Spaces (2.4 spaces per home)

- Garage: 74 Spaces
- Head In: 15 Spaces (9' x 18')

Open Space:

Provided: 25,994 SF Total(± 702 SF per home)

- Common: 20,952 SF (10' Min. Dimension)
- Private: 5,042 SF (5' Min. Dimension)
- Ground: 2,004 SF
- Deck: 3,083 SF

Lot Coverage: 28,491 SF (35.5% of site)

Notes:

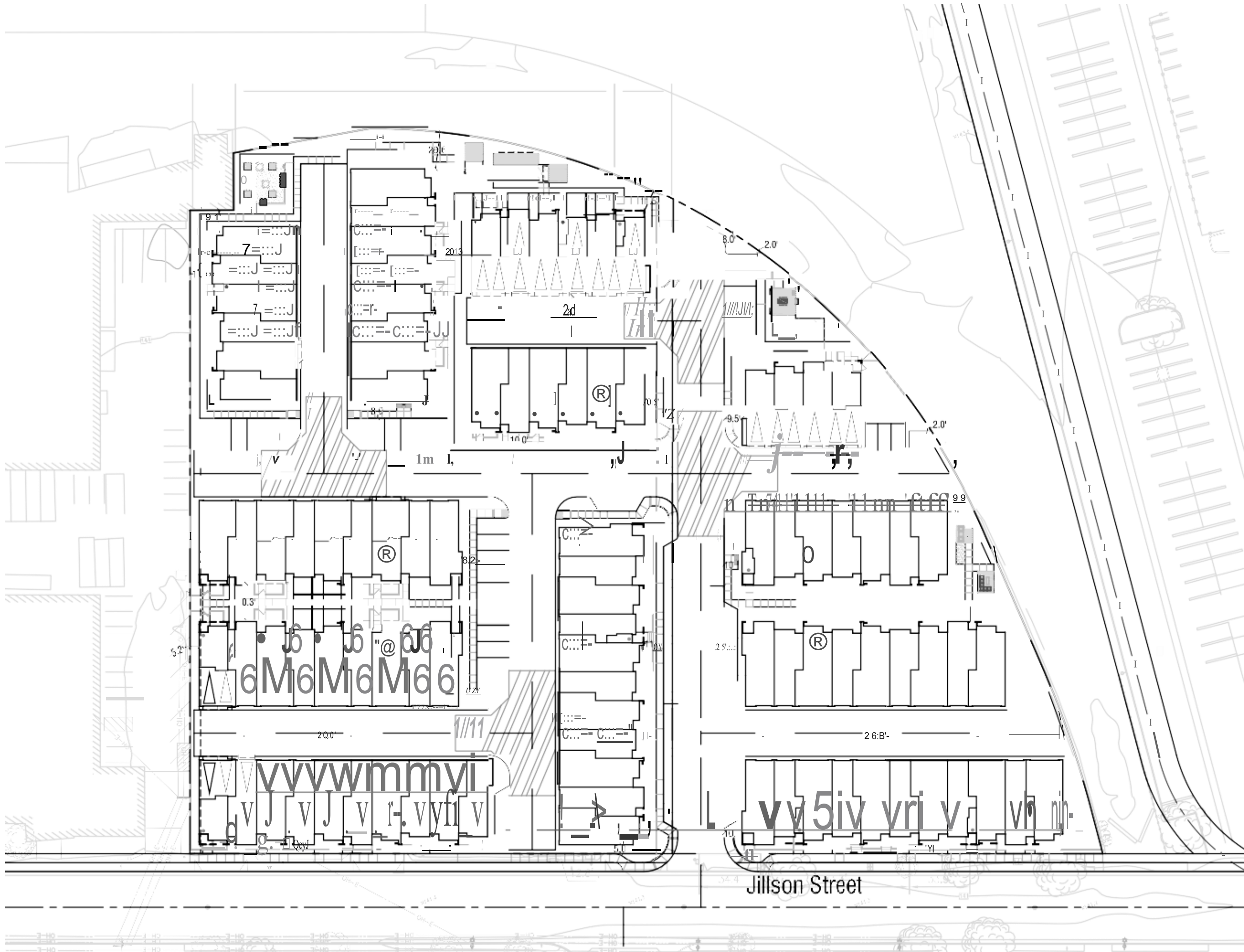
1. Site plan is for conceptual purposes only.
2. Site plan must be reviewed by planning, building, and fire departments for code compliance.
3. Base information per civil engineer.
4. Civil engineer to verify all setbacks and grading information.
5. Building Footprints might change due to the final design elevation style.
6. Open space area is subject to change due to the balcony design of the elevation.
7. Building setbacks are measured from property line to building foundation lines.



CONCEPTUAL SITE PLAN ROSEWOOD VILLAGE - HARBOR SITE

COMMERCE, CA

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Project Summary

Total Site Area: ± 1.33 Acres (± 57,761 SF)

Total Units: 31 Homes
• (17) Plan 1: + 1,417 SF, 3 bedroom, 3 bath
• (14) Plan 2: + 1,670 SF, 3 bedroom, 3 bath, flex

Density: 23.3 Homes per Acre

Parking:
Provided: 73 Spaces (2.35 spaces per home)
• Garage: 62 Spaces
• Head In: 5 Spaces (9' x 18')
• Compact: 3 Spaces (7.5' x 15')
• Parallel Compact: 3 Spaces (7.5' x 20')

Open Space:
Provided: 11,115 SF Total (± 358 SF per home)
• Common: 6,722 SF (10' Min. Dimension)
• Private: 4,393 SF (5' Min. Dimension)
- Ground: 2,136 SF
- Deck: 2,257 SF

Lot Coverage: 23,846 SF (41.3% of site)

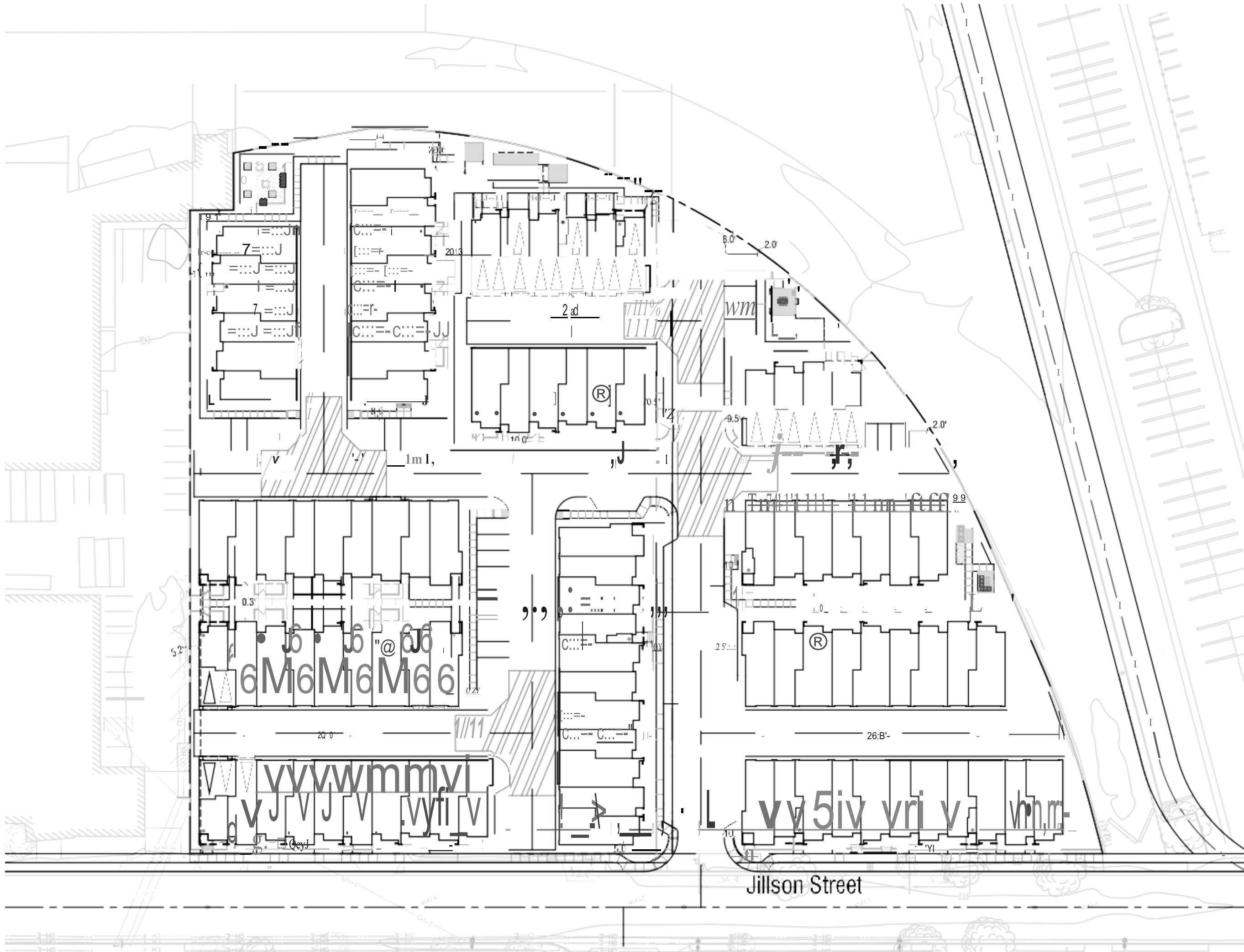
- Notes:**
1. Site plan is for conceptual purposes only.
 2. Site plan must be reviewed by planning, building, and fire departments for code compliance.
 3. Base information per civil engineer.
 4. Civil engineer to verify all setbacks and grading information.
 5. Building footprints might change due to the final design elevation style.
 6. Open space area is subject to change due to the balcony design of the elevation.
 7. Building setbacks are measured from property lines to building foundation lines.



CONCEPTUAL SITE PLAN ROSEWOOD VILLAGE - JILLSON 1 SITE COMMERCE, CA

0 15 30 60
CITY SUBMITTAL
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Project Summary

- Total Site Area:** ± 2.43 Acres (± 105,851 SF)
- Total Units:** 65 Homes
- (34) Plan 1: + 1,417 SF, 3 bedroom, 3 bath
 - (31) Plan 2: + 1,670 SF, 3 bedroom, 3 bath, flex
- Density:** 26.75 Homes per Acre
- Parking:**
- Provided: 158 Spaces (2.43 spaces per home)
- Garage: 130 Spaces
 - Head In: 18 Spaces (9' x 18')
 - Parallel: 10 Spaces (8' x 22')
- Open Space:**
- Provided: 23,832 SF Total (+ 366 SF per home)
- Common: 16,986 SF (10' Min. Dimension)
 - Private: 6,846 SF (5' Min. Dimension)
 - Ground: 2,283 SF
 - Deck: 4,563 SF
- Lot Coverage:** 49,995 SF (47.2% of site)

- Notes:**
1. Site plan is for conceptual purposes only.
 2. Site plan must be reviewed by planning, building, and fire departments for code compliance.
 3. Base information per civil engineer.
 4. Civil engineer to verify all setbacks and grading information.
 5. Building footprint might change due to the final design elevation style.
 6. Open space area is subject to change due to the balcony design of the elevation.
 7. Building setbacks are measured from property line to building foundation lines.



CONCEPTUAL SITE PLAN
ROSEWOOD VILLAGE - JILLSON 2 SITE
COMMERCE, CA





TJW ENGINEERING, INC.
TRAFFIC ENGINEERING &
TRANSPORTATION PLANNING
CONSULTANTS

January 15, 2020

Ms. Kim Prijatel
CITY VENTURES
3121 Michelson Drive, Suite 150
Irvine, CA 92612

Subject: Harbor and Jillson Site Focused Traffic Study - City of Commerce

Dear Mr. Herman:

TJW ENGINEERING, INC. (TJW) is pleased to present you with this focused traffic study for the proposed projects located at 5550 Harbor Street, 5625 Jillson Street, and 5555 Jillson Street in the City of Commerce. The project will be built in phases with an initial opening year in 2020 and completion in 2022. The project consists of three (3) multi-family townhome sites consisting of 145 total dwelling units:

- [Harbor Site] 5550 Harbor Street - 37 dwelling units (2-3 phases)
- [Jillson 1 Site] 5625 Jillson Street - 36 dwelling units (2 phases)
- [Jillson 2 Site] 5555 Jillson Street - 72 dwelling units (3-4 phases)

This focused traffic study has been prepared to address concerns related to on-site and off-site parking, driveway access, and on-site circulation. This report is being submitted to you for review and forwarding to the City of Commerce. Please contact us at (949) 878-3509 if you have any questions regarding this study.

Sincerely,

Thomas Wheat, PE, TE
President
Registered Civil Engineer #69467
Registered Traffic Engineer #2565



David Chew, PTP
Transportation Planner

Jeffrey Chinchilla, PE
Project Engineer

**Harbor and Jillson Site
Focused Traffic Study
City of Commerce, California**

Prepared for:

Ms. Kim Prijatel
CITY VENTURES
3121 Michelson Drive, Suite 150
Irvine, CA 92612

Prepared by:



TJW ENGINEERING, INC.
TRAFFIC ENGINEERING &
TRANSPORTATION PLANNING
CONSULTANTS

6 Venture, Suite 225
Irvine, CA 92618

Thomas Wheat, PE, TE
David Chew, PTP
Jeffrey Chinchilla, PE

January 15, 2019
JN: CVR-19-003

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1.0 TRIP GENERATION AND DISTRIBUTION

The proposed projects located at 5550 Harbor Street, 5625 Jillson Street, and 5555 Jillson Street in the City of Commerce. The project will be built in phases with an initial opening year in 2020 and completion in 2022. The project consists of three (3) multi-family townhome sites consisting of 145 total dwelling units:

- [Harbor Site] 5550 Harbor Street - 37 dwelling units (2-3 phases)
- [Jillson 1 Site] 5625 Jillson Street - 36 dwelling units (2 phases)
- [Jillson 2 Site] 5555 Jillson Street - 72 dwelling units (3-4 phases)

Exhibit 1A and 1B show the proposed project site plans at the Harbor site and Jillson site respectively. Exhibit 2 shows the location of the project sites.

1.1 PROJECT TRIP GENERATION

Projected trip generation for the proposed project was based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition). Based on the proposed project's intended use the projected trip generation was determined using the Multifamily Housing (Mid-Rise) Land Use Code 221.

Table 1: Projected Trip Generation

Proposed Land Use	Qty	Unit	Daily Trips (ADTs)		AM Peak Hour					PM Peak Hour				
			Rate	Volume	Rate	In:Out Split	Volume			Rate	In:Out Split	Volume		
							In	Out	Total			In	Out	Total
Multi-Family Housing (221)	37.0	DU	5.44	201	0.36	26:74	4	10	14	0.44	61:39	10	7	17
Multi-Family Housing (221)	36.0	DU	5.44	196	0.36	26:74	3	10	13	0.44	61:39	10	6	16
Multi-Family Housing (221)	72.0	DU	5.44	392	0.36	26:74	7	19	26	0.44	61:39	20	12	32
Total				789			14	39	53			40	25	65

Notes: Rates from ITE Trip Generation (10th Edition, 2017); DU – Dwelling Unit

As shown in **Table 1**, the proposed project is projected to generate a total of 53 AM peak hour trips, 65 PM peak hour trips, and 789 daily trips.

1.2 PROJECT TRIP DISTRIBUTION

Project trip distribution involves the process of identifying probable destinations and traffic routes that would be utilized by the proposed project's traffic. The potential interaction between the proposed land use and surrounding regional access routes are considered to identify the probable routes onto which project traffic would distribute. The projected trip distribution for the proposed project is based on anticipated travel patterns to and from the project site. Exhibit 3A and Exhibit 3B show the general projected trip distribution of proposed project trips for the Harbor site and Jillson site respectively.



Project Summary

Total Site Area: ± 1.98 Acres
Net Site Area: ± 1.84 Acres (adjusted PL eliminating "tail")
Total Units: 37 Homes
 • (19) Plan 1: ± 1,330 SF, 3 bedroom, 3 bath (tandem)
 • (18) Plan 2: ± 1,633 SF, 3 bedroom, 3 bath, den (side-by-side)
Net Density: 20.1 Homes per Acre
Parking:
 Provided: 85 Spaces (2.3 spaces per home)
 • Garage: 74 Spaces
 • Head In: 11 Spaces (9' x 18')

Notes:

1. Site plan is for conceptual purposes only.
2. Site plan must be reviewed by planning, building, and fire departments for code compliance.
3. Basis information per civil engineer.
4. Civil engineer to verify all setbacks and grading information.
5. Building footprints might change due to the final design elevation style.
6. Open space area is subject to change due to the balcony design of the elevation.
7. Building setbacks are measured from property lines to building foundation lines.



CONCEPTUAL SITE PLAN ROSEWOOD VILLAGE - HARBOR SITE

COMMERCE, CA

CONCEPT STUDY

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| 2018392 | 10-18-19

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WHA.
 ORANGE COUNTY • LOS ANGELES • BAY AREA



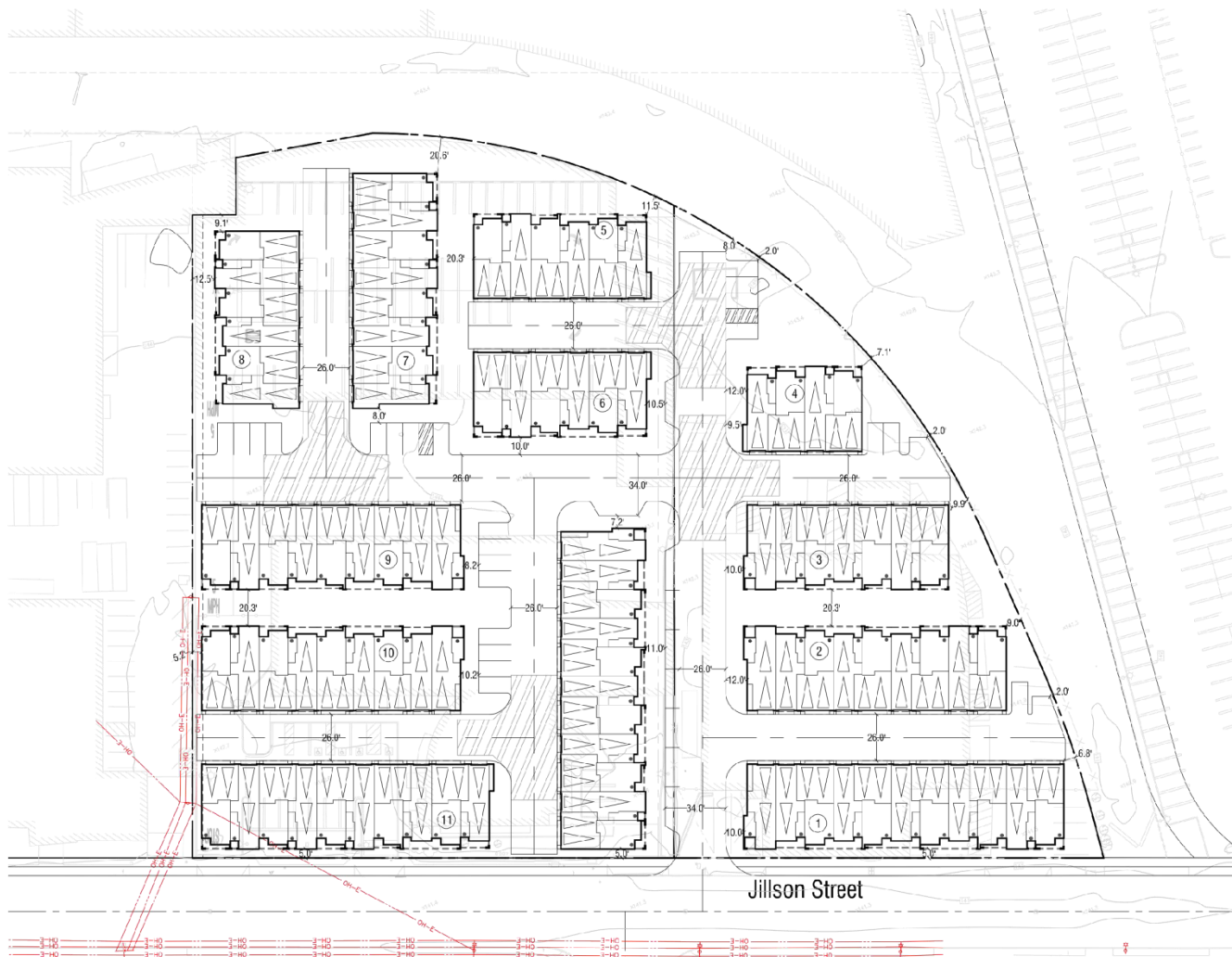
TJW ENGINEERING, INC.

Exhibit 1A: Proposed Project Site Plan (Harbor Site)

CVR-19-003: Harbor and Jillson Site Focused Traffic Study



Not to Scale



Project Summary (Overall)

Total Site Area: ± 3.78 Acres

Total Units: 96 Homes
 • (51) Plan 1: ± 1,330 SF, 3 bedroom, 3 bath (tandem)
 • (45) Plan 2: ± 1,633 SF, 3 bedroom, 3 bath, den (side-by-side)

Gross Density: 25.4 Homes per Acre

Parking:
 Provided: 224 Spaces (2.33 spaces per home)
 • Garage: 192 Spaces
 • Head In: 23 Spaces (9' x 18')
 • Parallel: 9 Spaces (8' x 22')

Project Summary (Jillson 1)

Total Site Area: ± 1.4 Acres

Net Site Area: ± 1.32 Acres (less adjacent parcel building area)

Total Units: 31 Homes
 • (17) Plan 1: ± 1,330 SF, 3 bedroom, 3 bath (tandem)
 • (14) Plan 2: ± 1,633 SF, 3 bedroom, 3 bath, den (side-by-side)

Gross Density: 22.14 Homes per Acre

Net Density: 23.46 Homes per Net Acre

Parking:
 Provided: 69 Spaces (2.23 spaces per home)
 • Garage: 62 Spaces
 • Head In: 7 Spaces (9' x 18')

Project Summary (Jillson 2)

Total Site Area: ± 2.38 Acres

Total Units: 65 Homes
 • (34) Plan 1: ± 1,330 SF, 3 bedroom, 3 bath (tandem)
 • (31) Plan 2: ± 1,633 SF, 3 bedroom, 3 bath, den (side-by-side)

Gross Density: 27.31 Homes per Acre

Parking:
 Provided: 155 Spaces (2.38 spaces per home)
 • Garage: 130 Spaces
 • Head In: 16 Spaces (9' x 18')
 • Parallel: 9 Spaces (8' x 22')

Notes:

1. Site plan is for conceptual purposes only.
2. Site plan must be reviewed by planning, building, and fire departments for code compliance.
3. State information per civil engineer.
4. Civil engineer to verify all setbacks and grading information.
5. Building Footprints might change due to the final design elevation style.
6. Open space area is subject to change due to the balcony design of the elevation.
7. Building setbacks are measured from property lines to building to exterior lines.



CONCEPTUAL SITE PLAN ROSEWOOD VILLAGE - JILLSON SITE

COMMERCE, CA

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CONCEPT STUDY



Exhibit 1B: Proposed Project Site Plan (Jillson Street)

CVR-19-003: Harbor and Jillson Site Focused Traffic Study

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Not to Scale



Exhibit 2: Project Location

CVR-19-003: Harbor and Jillson Site Focused Traffic Study

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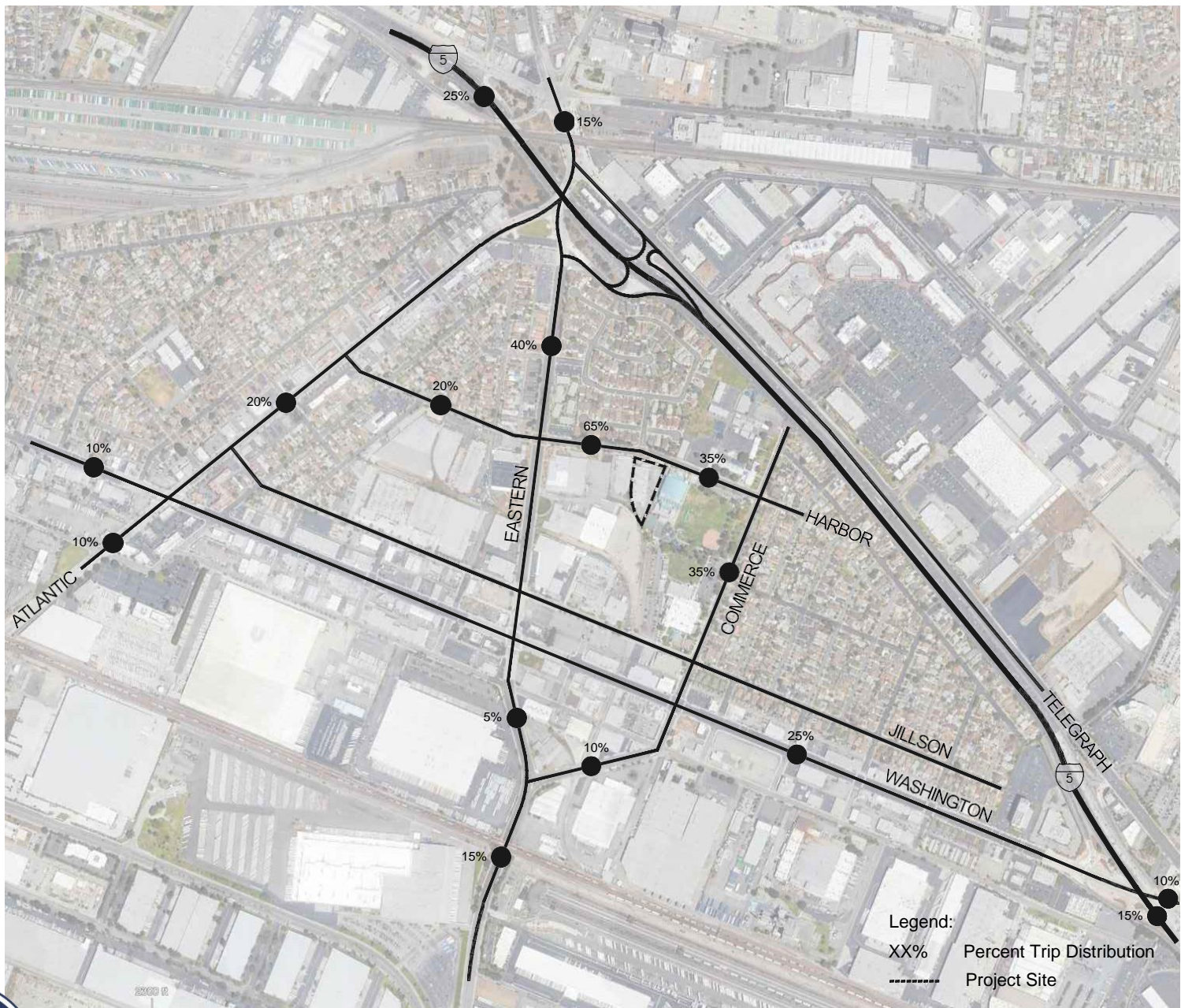


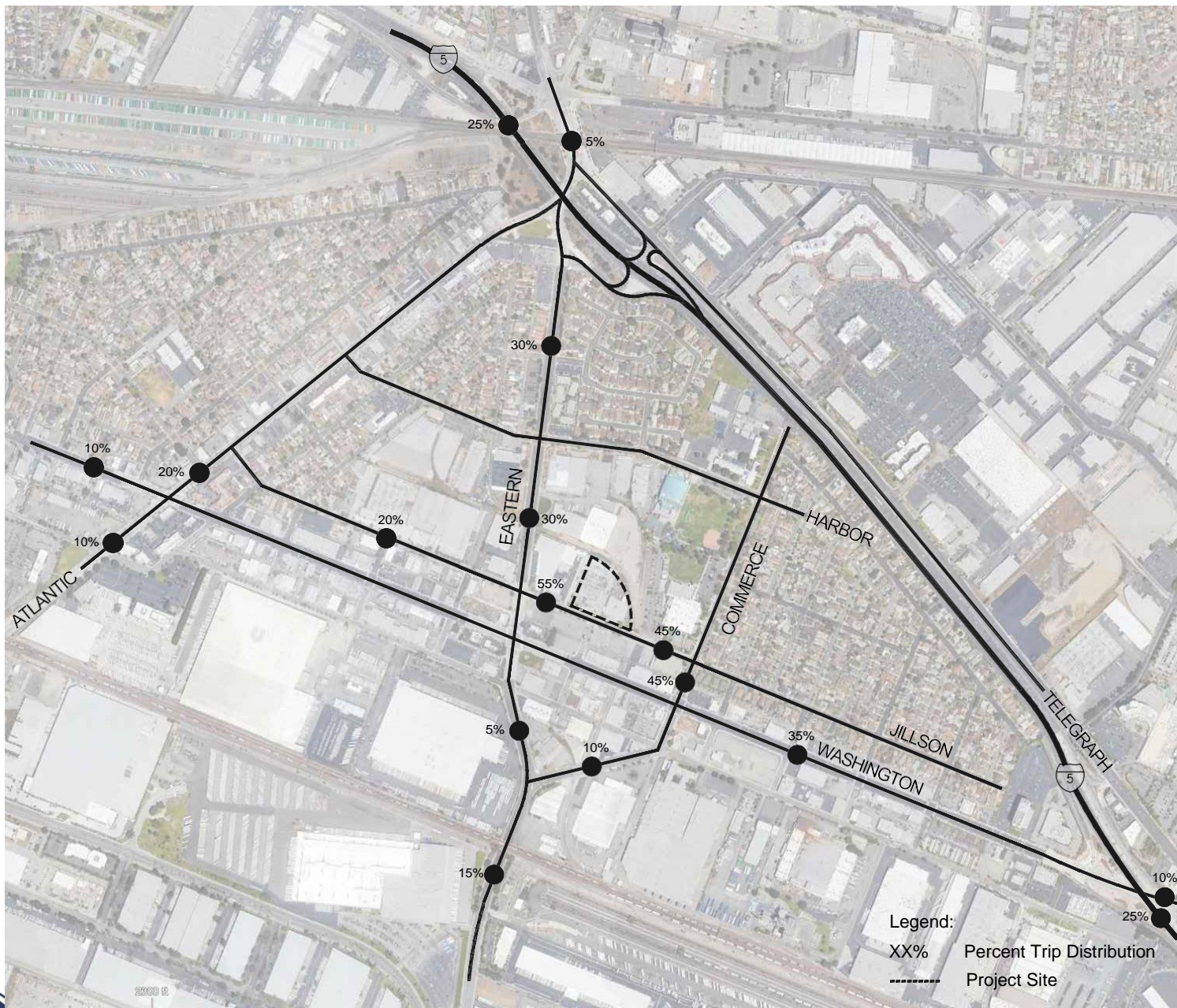
Exhibit 3A: Trip Distribution of Proposed Project Trips (Harbor Site)

CVR-19-003: Harbor and Jillson Site Focused Traffic Study

TJW ENGINEERING, INC.



Not to Scale



TJW ENGINEERING, INC.

Exhibit 3A: Trip Distribution of Proposed Project Trips (Jillson Site)

CVR-19-003: Harbor and Jillson Site Focused Traffic Study



Not to Scale

2.0 ON-SITE AND OFF-SITE PARKING

2.1 EXISTING OFF-SITE PARKING SURVEY

A parking survey was conducted in the area neighboring the two project sites from 7:00 AM to 7:00 PM on Saturday, November 16th, 2019 and on Tuesday November 19th, 2019. For analysis purposes, the neighboring parking areas were separated into distinct parking zones that are identified in **Exhibit 4**. The zones consist of the four parking lots that serve Rosewood Park, Commerce Civic Center Area, and the Brenda Villa Aquatic Center as well as street parking found along Harbor Street and Jillson Street. In total, all neighboring parking areas provide a total of 524 parking spaces.

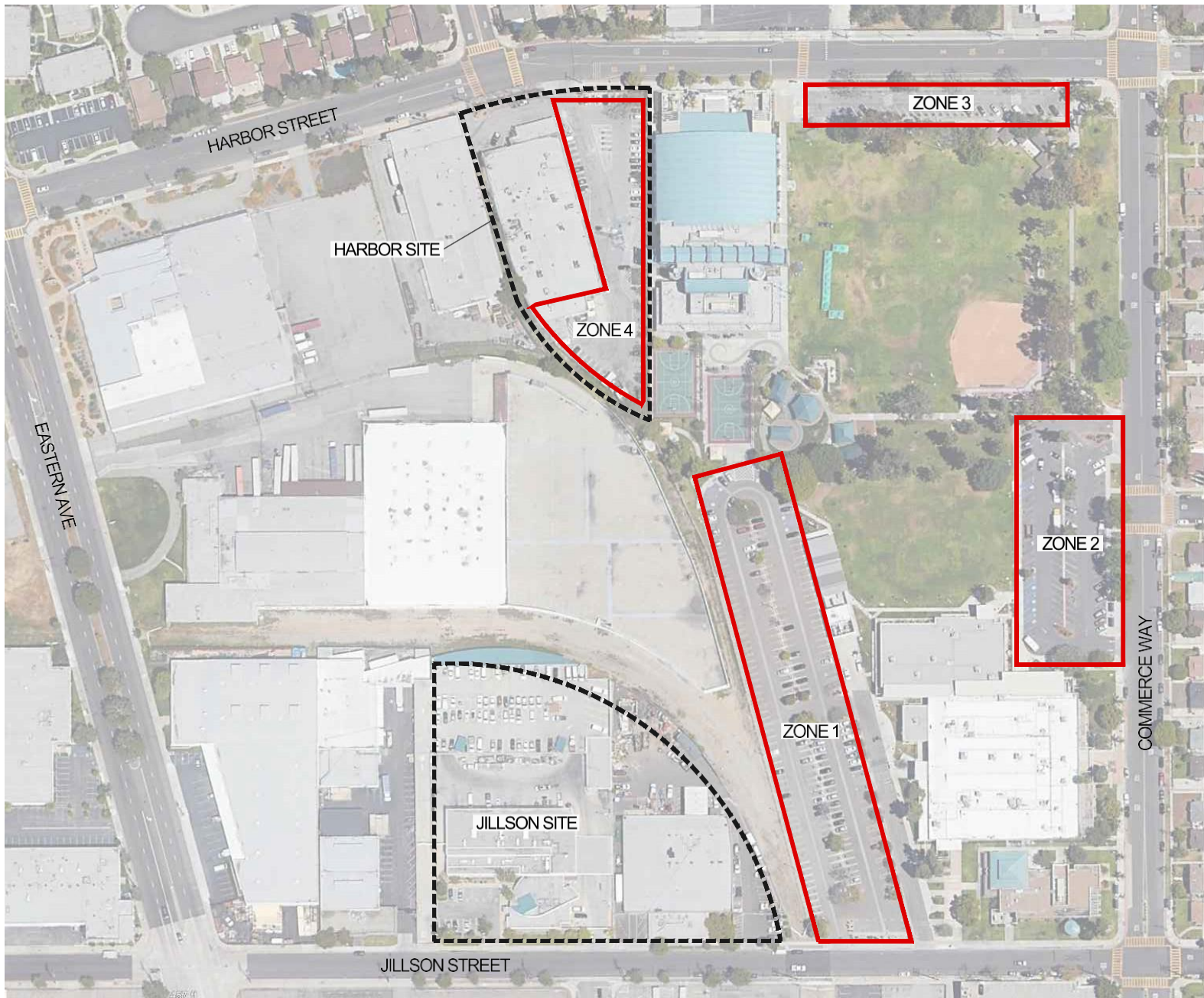
In order to identify peak parking demand, the survey was conducted in one-hour intervals and the results are tabulated and shown in **Table 2** and **Table 3**. Detailed parking survey information can be found in the **Appendix**.

Table 2: Weekday Parking Survey

Zone	1	2	3	4	Harbor	Jillson	Total
7:00 AM	17	14	10	35	23	20	119
8:00 AM	26	24	5	35	27	25	142
9:00 AM	93	32	6	20	16	37	204
10:00 AM	102	31	8	22	18	36	217
11:00 AM	110	35	8	29	18	36	236
12:00 PM	106	35	14	37	22	33	247
1:00 PM	102	35	17	50	25	30	259
2:00 PM	111	36	12	31	13	18	221
3:00 PM	93	31	10	28	15	21	198
4:00 PM	84	28	9	40	14	14	189
5:00 PM	87	25	14	52	20	11	209
6:00 PM	114	38	29	55	21	9	266
7:00 PM	97	18	20	49	9	2	195
Inventory	231	65	46	60	63	59	524
% Max Occupied	49%	58%	63%	92%	43%	63%	51%

As shown in **Table 2**, the weekday peak parking demand in the study area occurred at 6:00 PM when a total of 266 spaces were occupied (51% occupancy). The highest occupancy among the different parking zones occurred at 6:00 PM when a total of 55 spaces were occupied (92% occupancy) within Parking Zone 4.

The Harbor Site Project will replace Parking Zone 4 resulting in a loss of 60 parking spaces. However, the remaining parking zones are projected to accommodate the loss of 60 spaces as a total of 258 spaces remained unoccupied during the peak weekday parking demand. All parking zones and parking lots provide easy pedestrian accessibility to Rosewood Park, Commerce Civic Center Area, and the Brenda Villa Aquatic Center.



TJW ENGINEERING, INC.

Exhibit 4: Parking Zones

CVR-19-003: Harbor and Jillson Site Focused Traffic Study



Not to Scale

Table 3: Weekend Parking Survey

Zone	1	2	3	4	Harbor	Jillson	Total
7:00 AM	0	9	0	1	21	8	39
8:00 AM	1	9	1	1	19	15	46
9:00 AM	14	11	2	4	19	17	67
10:00 AM	21	11	4	17	18	16	87
11:00 AM	25	15	7	24	17	17	105
12:00 PM	33	15	8	28	14	15	113
1:00 PM	35	14	30	31	15	15	140
2:00 PM	34	14	34	43	15	15	155
3:00 PM	32	12	35	38	12	12	141
4:00 PM	11	13	33	18	13	7	95
5:00 PM	8	11	29	7	11	2	68
6:00 PM	4	16	15	0	12	2	49
7:00 PM	2	13	9	0	12	2	38
Inventory	231	65	46	60	63	59	524
% Max Occupied	15%	25%	76%	72%	33%	29%	30%

As shown in **Table 3**, the weekend peak parking demand in the study area occurred at 2:00 PM when a total of 155 spaces were occupied (30% occupancy). The highest occupancy among the different parking zones occurred at 3:00 PM when a total of 35 spaces were occupied (76% occupancy) within Parking Zone 3.

As mentioned earlier, the Harbor Site Project will replace Parking Zone 4 resulting in a loss of 60 parking spaces. However, the remaining parking zones are projected to accommodate the loss of 60 spaces as a total of 369 spaces remained unoccupied during the peak weekend parking demand. All parking zones and parking lots provide easy pedestrian accessibility to Rosewood Park, Commerce Civic Center Area, and the Brenda Villa Aquatic Center.

2.2 ON-SITE PARKING

Section 19.21.040 of the *City of Commerce Municipal Code* outlines the City of Commerce's minimum parking requirements for various land use classifications. **Table 4** summarizes the minimum on-site parking requirements for the proposed project.

As shown in **Table 4** the total required spaces for the Harbor Site Project are 74 garage spaces and 18.5 guest spaces. The total required spaces for the Jillson Site are 192 garage spaces and 48 guest spaces. Guest parking can be accommodated off-site as the existing parking survey showed Harbor Street and Jillson Street to have max occupancy rates of 43% and 63%, respectively. This amounts to a total of 36 unoccupied spaces on Harbor Street and 22 unoccupied spaces on Jillson Street. Guest parking could also be accommodated in the surrounding parking lots; it should be noted, a shared parking agreement will be developed for these surrounding parking lots.

Table 4: Municipal Code On-Site Parking Requirements

Project Site	Type of Parking	Land Use	Units	Required Parking Spaces/Unit	Total Spaces Required	Total Spaces Provided
Harbor Site	Garage	Multifamily	37	2.0	74	74
	Guest			0.5	18.5	11
Jillson Site 1	Garage	Multifamily	31	2.0	62	62
	Guest			0.5	15.5	7
Jillson Site 2	Garage	Multifamily	65	2.0	130	130
	Guest			0.5	32.5	25
Jillson Site (Overall)	Garage	Multifamily	96	2.0	192	192
	Guest			0.5	48	23

Source: City of Commerce Municipal Code Table 19.21.040A

3.0 SIGHT DISTANCE AND PROJECT ACCESS

3.1 SIGHT DISTANCE

A sight distance analysis for the proposed project driveway has been prepared based on “corner sight distance” requirements determined by Index 405.1 of the *Caltrans Highway Design Manual* (HDM), latest edition. As a conservative approach, minimum corner sight distance requirements for rural driveways were used for this analysis. For rural driveways, the minimum corner sight distance should be equal to the stopping sight distance shown in **Table 5**. The minimum stopping sight distances are based on the design speed, as displayed in Table 201.1 of the HDM.

Table 5: Stopping Sight Distance

Design Speed (mph)	Stopping Sight Distance (ft)
25	150
30	200
35	250
40	300
45	360
50	430

Source: Table 201.1, Highway Design Manual (July 2, 2018)

Note: mph = miles per hour; ft = feet

In this analysis, the movements being analyzed at the project driveway intersections are movements from exiting vehicles onto Harbor Street and Jillson Street. Posted speed limits on Harbor Street and Jillson Street are 30 miles per hour and 25 miles per hour, respectively.

Exhibit 5 displays the sight distance conditions at the project driveway in relation to the existing sidewalk, striping, and parking on Harbor Street and Jillson Street. The exhibit shows the required 15-foot setback from the edge of travel way accounting for curb side parking. As shown in **Table 5**, a stopping sight distance of 200-feet is required at the Harbor Street driveway and a stopping sight distance of 150-feet at the Jillson Street.

As shown in **Exhibit 5**, the stopping sight distance requirements would be impaired by street parking along Harbor Street and Jillson Street. To meet sight distance standards along Harbor Street, existing red curb east and west of the proposed driveway should remain. In the case of the proposed driveway at Jillson Street, approximately 37 feet of red-curb should be painted along Jillson Street.

However, as noted in Index 405.1 of the Highway Design Manual, for urban driveways corner sight distance requirements as described previously do not apply. Parking should be prohibited per California Manual on Uniform Traffic Control Devices (CA MUTCD) Section 3B.19. Section 3B.19 recommends a clearance of 6-feet measured from the curb return should be provided at both sides of a driveway. It is recommended that, at a minimum, CA MUTCD guidance be followed.

3.2 PROJECT ACCESS

Site access points should be constructed per City standards or as directed by the City Engineer. Project access for the Harbor Site is planned via one full access driveway along Harbor Street. The driveway will not be gated and will provide pedestrian access via sidewalks located next to the driveway that will connect directly to Harbor Street.

Project access for the Jillson site is planned via one full access driveway along Jillson Street. The driveway will not be gated and will provide pedestrian access via sidewalks located next to the driveway that will connect directly to Jillson Street.

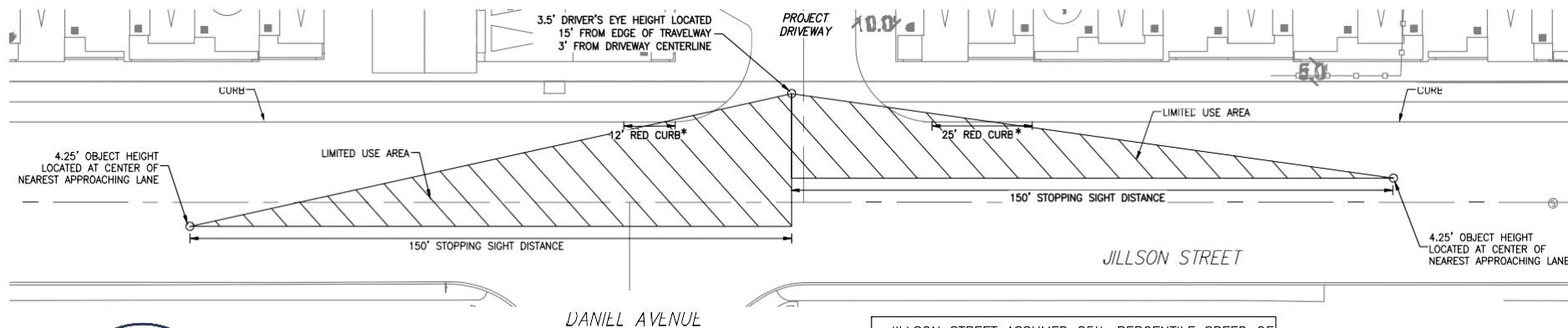
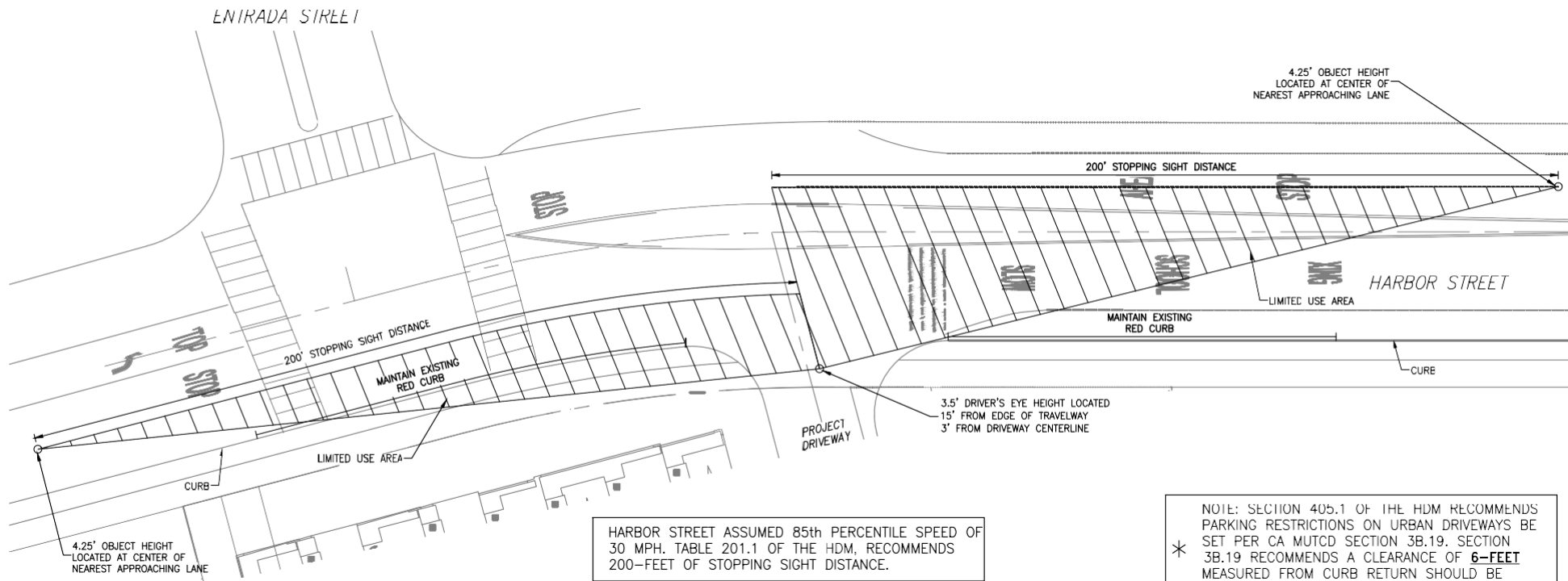


Exhibit 5: Sight Distance Analysis

CVR-19-003: Harbor and Jillson Site Focused Traffic Study

TJW ENGINEERING, INC.



Not to Scale

Appendices

City of Commerce
Civic Center Area
2535 Commerce Way

Tuesday, November 19th, 2019

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Zone 1	Regular	198	14	22	74	90	94	94	92	101	86	78	78	103	88
	Handicap	12	0	0	5	4	3	2	1	1	1	0	2	8	8
	Senior	10	2	1	11	5	9	8	8	9	6	5	6	3	1
	Electric Vehicles	8	1	2	2	3	4	2	1	0	0	1	1	0	0
	City Vehicles	3	0	1	1	0	0	0	0	0	0	0	0	0	0
	Subtotal	231	17	26	93	102	110	106	102	111	93	84	87	114	97

Total Occupancy	231	17	26	93	102	110	106	102	111	93	84	87	114	97
Total Percent		7%	11%	40%	44%	48%	46%	44%	48%	40%	36%	38%	49%	42%

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Zone 2	Regular	40	13	20	24	24	28	28	28	32	27	24	22	36	18
	Handicap	5	0	1	2	1	2	2	2	1	1	1	1	1	0
	Department Head	6	1	1	1	1	1	1	1	1	1	1	1	1	0
	Veterans	3	0	1	1	1	1	1	1	0	0	0	0	0	0
	Council	6	0	0	0	0	0	0	0	0	0	0	0	0	0
	20 Mins	5	0	1	4	4	3	3	3	2	2	2	1	0	0
	Subtotal	65	14	24	32	31	35	35	35	36	31	28	25	38	18

Total Occupancy	65	14	24	32	31	35	35	35	36	31	28	25	38	18
Total Percent		22%	37%	49%	48%	54%	54%	54%	55%	48%	43%	38%	58%	28%

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Zone 3	Regular	45	10	5	6	8	8	14	17	11	10	9	14	29	20
	Handicap	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	Subtotal	46	10	5	6	8	8	14	17	12	10	9	14	29	20

Total Occupancy	46	10	5	6	8	8	14	17	12	10	9	14	29	20
Total Percent		22%	11%	13%	17%	17%	30%	37%	26%	22%	20%	30%	63%	43%

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Zone 4	Regular	54	30	30	18	21	26	34	47	30	27	38	50	54	48
	Handicap	5	5	4	1	0	2	2	2	0	0	1	2	1	1
	Reserved	1	0	1	1	1	1	1	1	1	1	1	0	0	0
	Subtotal	60	35	35	20	22	29	37	50	31	28	40	52	55	49

Total Occupancy	60	35	35	20	22	29	37	50	31	28	40	52	55	49
Total Percent		58%	58%	33%	37%	48%	62%	83%	52%	47%	67%	87%	92%	82%

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
On Street	North Side Harbor St 1	16	9	10	5	5	5	5	5	5	5	5	5	5	3
	South Side Harbor St 1	13	7	5	5	6	7	8	8	7	6	6	6	6	3
	North Side Harbor St 2	20	3	10	3	4	3	6	8	1	2	0	2	1	0
	South Side Harbor St 2	14	4	2	3	3	3	3	4	0	2	3	7	9	3
	North Side Jillson St	26	7	9	16	13	13	13	13	5	8	3	3	3	0
	South Side Jillson St	33	13	16	21	23	23	20	17	13	13	11	8	6	2
	Subtotal	122	43	52	53	54	54	55	55	31	36	28	31	30	11

Total Occupancy	122	43	52	53	54	54	55	55	31	36	28	31	30	11
Total Percent		35%	43%	43%	44%	44%	45%	45%	25%	30%	23%	25%	25%	9%

City of Commerce
Civic Center Area
2535 Commerce Way

Saturday, November 16th, 2019

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Zone 1	Regular	198	0	1	14	21	25	33	34	33	31	11	8	4	2
	Handicap	12	0	0	0	0	0	0	1	1	0	0	0	0	0
	Senior	10	0	0	0	0	0	0	0	0	1	0	0	0	0
	Electric Vehicles	8	0	0	0	0	0	0	0	0	0	0	0	0	0
	City Vehicles	3	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	231	0	1	14	21	25	33	35	34	32	11	8	4	2

Total Occupancy	231	0	1	14	21	25	33	35	34	32	11	8	4	2
Total Percent		0%	0%	6%	9%	11%	14%	15%	15%	14%	5%	3%	2%	1%

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Zone 2	Regular	40	9	9	11	11	15	15	14	14	12	13	11	16	13
	Handicap	5	0	0	0	0	0	0	0	0	0	0	0	0	0
	Department Head	6	0	0	0	0	0	0	0	0	0	0	0	0	0
	Veterans	3	0	0	0	0	0	0	0	0	0	0	0	0	0
	Council	6	0	0	0	0	0	0	0	0	0	0	0	0	0
	20 Mins	5	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	65	9	9	11	11	15	15	14	14	12	13	11	16	13

Total Occupancy	65	9	9	11	11	15	15	14	14	12	13	11	16	13
Total Percent		14%	14%	17%	17%	23%	23%	22%	22%	18%	20%	17%	25%	20%

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Zone 3	Regular	45	0	1	2	4	7	8	30	34	35	32	28	15	9
	Handicap	1	0	0	0	0	0	0	0	0	0	1	0	0	0
	Subtotal	46	0	1	2	4	7	8	30	34	35	33	29	15	9

Total Occupancy	46	0	1	2	4	7	8	30	34	35	33	29	15	9
Total Percent		0%	2%	4%	9%	15%	17%	65%	74%	76%	72%	63%	33%	20%

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Zone 4	Regular	54	1	1	4	17	23	27	31	40	37	18	7	0	0
	Handicap	5	0	0	0	0	1	1	0	3	1	0	0	0	0
	Reserved	1	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	60	1	1	4	17	24	28	31	43	38	18	7	0	0

Total Occupancy	60	1	1	4	17	24	28	31	43	38	18	7	0	0
Total Percent		2%	2%	7%	28%	40%	47%	52%	72%	63%	30%	12%	0%	0%

		Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
On Street	North Side Harbor St 1	16	8	8	8	8	8	7	7	7	6	6	5	5	5
	South Side Harbor St 1	13	8	7	6	6	6	6	5	5	5	5	5	7	7
	North Side Harbor St 2	20	5	4	4	4	3	1	1	1	1	1	1	0	0
	South Side Harbor St 2	14	0	0	1	0	0	0	2	2	0	1	0	0	0
	North Side Jillson St	26	0	5	6	5	6	5	5	5	6	2	0	0	0
	South Side Jillson St	33	8	10	11	11	11	10	10	10	6	5	2	2	2
Subtotal		122	29	34	36	34	34	29	30	30	24	20	13	14	14

Total Occupancy	122	29	34	36	34	34	29	30	30	24	20	13	14	14
Total Percent		24%	28%	30%	28%	28%	24%	25%	25%	20%	16%	11%	11%	11%