

AGENDA ITEM: 2.

DATE: 10-18-10

STAFF REPORT

TENTATIVE PARCEL MAP NO. 66115

DATE: October 18, 2010
TO: Lancaster Planning Commission
FROM: Planning Department
APPLICANT: Carlo Bondanelli
LOCATION: 49.15± gross acres located on the southeast corner of future Avenue L-4 and future 5th Street West
REQUEST: A subdivision for 45 Industrial lots in the LI (Light Industrial) Zone

RECOMMENDATION: Adopt Resolution No. 10-45 approving Tentative Parcel Map No. 66115.

BACKGROUND: On December 21, 2009, the Planning Commission continued TPM 66115 to the January 19, 2010, Planning Commission meeting in order to allow the Planning Commissioners adequate time to review the environmental documents and the Initial Study. Staff has provided the Commissioners with the reports in addition to comments received from the Department of Fish and Game; On January 19, 2010, the Planning Commission continued TPM 66115 indefinitely. The Planning Commission referred the case back to staff and the applicant to revise the Environmental documents, specifically the Phase I Environmental Site Assessment and the Biological Resources Study, to address inconsistencies between the reports and issues raised by the California Department of Fish and Game. A revised initial study was prepared and circulated for public review.

GENERAL PLAN DESIGNATION, EXISTING ZONING, AND LAND USE: The subject property is designated as LI (Light Industrial) by the General Plan, is zoned LI (Light Industrial), and is currently vacant. The General Plan designation, zoning, and land use of the surrounding properties are as follows:

	<u>GENERAL PLAN</u>	<u>ZONING</u>	<u>LAND USE</u>
NORTH	LI	LI	Vacant
EAST	LI	LI	Vacant
SOUTH	LI	LI	Vacant
WEST	LI	LI	Vacant

PUBLIC IMPROVEMENTS: The site is bounded on the north by future Avenue L-4, on the south by future Avenue L-8, and on the west by future 5th Street West, which are all undeveloped. All public utilities are available or can be extended to serve the site.

ENVIRONMENTAL REVIEW: Review of pertinent environmental documents has disclosed no significant adverse impacts resulting from the proposed subdivision after mitigation measures have been applied. Potential effects are discussed more fully in the attached Initial Study. The Initial Study prepared for the proposed project was sent to the State Clearinghouse SCH # 2009111071 for public review. This 30-day public review period ended on September 28, 2010. Based on this information, staff has determined that a Mitigated Negative Declaration is warranted. Notice of intent to prepare a Mitigated Negative Declaration has been legally advertised.

However, State law specifies that lead agencies may determine that a project would have a de minimis effect on fish and wildlife and the fees waived. Said determination shall be based on findings of fact and incorporated into a Certificate of Fee Exemption.

The City's Traffic Engineer has determined that Mitigation Measure No. 9, the restriction of access at the intersection of Avenue L-8 and Sierra Highway is undesirable at this time. This measure is to be replaced with a more effective condition to provide a controlled intersection and provide a traffic signal design for the intersection. The City will collect fees and determine when the appropriate traffic volumes indicate the need for a traffic signal. This is being done because it is unclear when the project will develop, and when the placement of the signal is needed.

LEGAL NOTICE: Notice of Public Hearing was mailed to all property owners within a 500-foot radius of the project, posted in three places, posted on the subject property, and noticed in a newspaper of general circulation per prescribed procedure.

ANALYSIS: The proposed subdivision consists of 45 Industrial lots in the LI Zone. The lots would range in size from approximately 21,816 square feet to 51,960 square feet, and are proposed to be developed in three phases. Phase 1A would consist of 10 lots, Phase 1B would consist of 6 lots, and Phase 2 would consist of 29 lots in the LI Zone. Future development of each lot would require a separate application, and depending on the circumstances of the proposed use, an environmental analysis may be required. The project is consistent with the General Plan land use designation of Light Industrial. Division of the property would allow for the industrial development of 45 sites at a future date. No construction is being proposed as part of the subdivision.

The proposed subdivision would have access from Avenue L-4, Avenue L-8, and Enterprise Parkway via Sierra Highway. In order to provide continuity between phases and to the adjacent surrounding streets, the following street improvements would be required for each phase as follows:

Phase 1A: Avenue L-4 (east of Lot No. 17), and Enterprise Parkway (east of Lot Nos. 19 and 20)

Phase 1B: Avenue L-8 (east of Lot No. 9), and a 30-foot-wide paved access in Avenue L-8 (east of Lot No. 8) to Sierra Highway

Phase 2: 5th Street West, Avenue L-4, 4th Street West, the remainder of Enterprise Drive, and a 30-foot-wide paved access in 4th Street West (south of Avenue L-8), to the nearest paved portion of 4th Street West

With each phase the interior street improvements would be provided. Based on the traffic analysis, restricted access to the site on Sierra Highway at the intersections of Avenue L-4, Enterprise Parkway, and Avenue L-8 would require the installation of a median in Sierra Highway with each phase of the project. A future traffic signal would be provided at the intersection of Avenue L-8 and Sierra Highway, when the intersection warrants the installation of the signal. The applicant would be conditioned to pay their fair share of the installation of the traffic signal. The proposed subdivision has the potential to generate 3,102 vehicular trips per day, with 420 trips occurring during the peak hours, which would not significantly impact surrounding streets once improvements have been implemented. Adequate drainage facilities and improvements would be provided for the subdivision.

The subdivision is consistent with the General Plan designation of Light Industrial; the proposed subdivision meets the City's zoning requirements for the LI Zone; and sufficient access, utilities, and infrastructure exist or can be extended to serve the project site. Therefore, staff is recommending that the Commission approve Tentative Parcel Map No. 66115.

Respectfully submitted,

Randie Davis, Assistant Planner

cc: Applicant
Engineer

RESOLUTION NO. 10-45

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LANCASTER, CALIFORNIA, APPROVING TENTATIVE PARCEL MAP NO. 66115

WHEREAS, a tentative parcel map has been filed by Carlo Bondanelli for the division of 49.15± gross acres located on the southeast corner of future Avenue L-4 and future 5th Street West, as shown on the attached site map, into forty-five (45) lots; and

WHEREAS, staff has conducted necessary investigations to assure the proposed division of land would be consistent with the purposes of the City's Subdivision Ordinance, the State Subdivision Map Act, and the regulations of the Light Industrial Zone; and

WHEREAS, a written report was prepared by staff which included a recommendation for approval of this tentative parcel map subject to conditions; and

WHEREAS, public notice was provided as required by law and a public hearing was held on October 18, 2010; and

WHEREAS, the initial study was performed for this project in accordance with the requirements of CEQA: and

WHEREAS, this Commission hereby finds that the Initial Study determined that the proposed subdivision could have a significant effect on the environment; however, there would not be a significant effect in this case with the implementation of mitigation measures as detailed in Exhibit "A"; and

WHEREAS, the City's Traffic Engineer has determined that Mitigation Measure No. 9, the restriction of access at the intersection of Avenue L-8 and Sierra Highway, is undesirable at this time. This measure is to be replaced with more effective measures to provide a controlled intersection, and provide a traffic signal design for that intersection. The City will collect fees and determine when the appropriate traffic volumes indicate the need for a traffic signal. This is being done because it is unclear when the project will develop, and when the placement of the signal is needed. This Commission hereby finds, pursuant to Section 15074.1 of CEQA, the new measure is equivalent or more effective in mitigating or avoiding potential significant effects from the project, and that it in itself will not cause any potentially significant effect on the environment.

WHEREAS, this Commission hereby finds, pursuant to Section 21082.1 of the Public Resources Code, that the Mitigated Negative Declaration prepared for the proposed project reflects the independent judgment of the City of Lancaster; and

WHEREAS, this Commission hereby adopts the following findings in support of approval of this map:

1. The site is physically suitable for the type and proposed density of development because adequate roadway capacity and infrastructure exist or can be provided, and the site has no topographical constraints.
2. The design and improvement of the subdivision are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat because the site is not within a sensitive habitat area, and all potential impacts are reduced to a level of less than significance with mitigation measure as noted in the environmental review section of the staff report.
3. The design and improvement of the subdivision are not likely to cause serious public health problems, because adequate sewer and water systems would be provided to the project.
4. The design and improvement of the subdivision would not conflict with easements acquired by the public at large, for access through or use of property within the proposed subdivision because all such easements have been incorporated into the proposed public streets (or will be abandoned), based on staff review of a preliminary title report.
5. The proposed subdivision provides, to the extent feasible, for the future passive or natural heating or cooling opportunities in the subdivision because the size and configuration of the parcels would allow for such systems, and

WHEREAS, this Commission, after considering all evidence presented, further finds that approval of the proposed tentative subdivision map will promote the orderly growth and development of the City.

NOW, THEREFORE, BE IT RESOLVED:

This Commission hereby approves Tentative Parcel Map No. 66115, subject to the conditions attached hereto and incorporated herein.

PASSED, APPROVED and ADOPTED this 18th day of October 2010, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

JAMES D. VOSE, Chairman
Lancaster Planning Commission

ATTEST:

BRIAN S. LUDICKE, Planning Director
City of Lancaster

ATTACHMENT TO PC RESOLUTION NO. 10-45
TENTATIVE PARCEL MAP NO. 66115
CONDITIONS LIST
October 18, 2010

GENERAL/ADVISORY

1. All standard conditions as set forth in Planning Commission Resolution No. 10-24 shall apply, except Condition No. 25, 30, 51 (modified below), 60, and 62.

STREETS

2. Per the direction of the Public Works Director, improve and offer for dedication:
 - 4th Street West (north of Avenue L-8), at an 80-foot right-of-way
 - 5th Street West, at 60 feet of an ultimate 80-foot right-of-way
 - Avenue L-8 (west of Lot No. 8), at 60 feet of an ultimate 80-foot right-of-way
 - Avenue L-4, at 60 feet of an ultimate 80-foot right-of-way
 - Avenue L-6 at an 80-foot right-of-way
 - Avenue L-7 at an 80-foot right-of-way
 - Enterprise Parkway at an 80-foot right-of-way
 - Street “A” at an 80-foot right-of-way
 - Street “B” at an 80-foot right-of-way
 - Street “C” at an 80-foot right-of-way
 - Street “D” at an 80-foot right-of-way
3. Per the direction of the Public Works Director, prior to issuance of any building permit in Phase 1A, the applicant shall install a raised median in Sierra Highway to restrict access at Avenue L-4 to right-turn ingress and egress only. The median shall connect to the existing median north of Avenue L-4 and extend south to Enterprise Parkway.
4. Per the direction of the Public Works Director, prior to issuance of any building permits in Phase 1A, the applicant shall provide an approved traffic signal plan for the intersection of Avenue L-8 and Sierra Highway. (Design of the traffic signal plan would be considered the project’s fair share of the impact at Avenue L-8).
5. Per the direction of the Public Works Director, prior to issuance of any building permits in Phase 1B, the applicant shall install a raised median in Sierra Highway from north of Enterprise Parkway to 200 feet south of Avenue L-8. At the intersection with Enterprise Parkway, a northbound 10-foot-wide and 150-foot-long left-turn lane shall be provided in the median. The median shall also be designed to prohibit left-turns from Enterprise Parkway onto Sierra Highway. At the intersection with Avenue L-8, a northbound 10-foot-long and 200-foot-long left-turn lane shall be provided in the median.

6. Per the direction of the Public Works Director, prior to issuance of any building permits in Phase 1B, a 30-foot-wide paved access shall be constructed for Avenue L-8 from east of Lot No. 8 to Sierra Highway.
7. Per the direction of the Public Works Director, prior to issuance of any building permits in Phase 2, a 30-foot-wide paved access shall be constructed for 4th Street West south of Avenue L-8 to the nearest existing paved portion of 4th Street West.

OTHER CONDITIONS

8. Per the direction of the Public Works Director, all drainage facilities are to be constructed and approved prior to occupancy of any building within the project. If the project is phased, all drainage facilities required for each phase will be constructed and approved prior to occupancy of any building within that phase. (modified condition No. 51)
9. Per the direction of the Directors of Planning and Public Works, at the time of project construction, the applicant shall be required to comply with all Ordinances adopted to address the balance of water supply to water demand.
10. Contact Los Angeles County Waterworks District to determine if there are any additional off-site improvements or conditions that would be required. The proposed development will also be required to pay all applicable Waterworks District fees.
11. Per the direction of the Planning Director, all individual site development shall comply with the adopted City of Lancaster's Design Guideline Manual, including both site layout and building design/elevations. In the event disputes arise between the applicant and the Planning Director regarding elevations, or design of the buildings, the matter may be appealed to the Architectural and Design Commission (ADC), and the ADC shall render the final decision.