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Jefferson and La Cienega Project

1 message

Heather Waldstein <heather@raa-inc.com>

Thu, May 5, 2016 at 10:43 AM

To: Jose Huizar <Jose.Huizar@lacity.org>

Cc: Herb Wesson <councilmember.wesson@lacity.org>, Honorable Mitchell Englander <Councilmember.Englander@lacity.org>, Felipe Fuentes <ffuentes@council.lacity.org>, "Sharon Dickerson, Legislative Assistant" <sharon.dickinson@lacity.org>, Luci Ibarra <Luciralia.Ibarra@lacity.org>, Sergio Ibarra <sergio.ibarra@lacity.org>, councilmember.cedillo@lacity.org, councilmember.harris-dawson@lacity.org, "Mr. Jordan Beroukhim" <jordan.beroukhim@lacity.org>, etta.armstrong@lacity.org

Good Morning Councilmember Huizar,

I hope this email finds you well. I am sending this on behalf of our client, CP V Cumulus, LLC, the Applicant for the Jefferson and La Cienega Project ("Project"). The Project is scheduled for the May 10th Planning and Land Use Management Committee Meeting, referred to on the Agenda as Council File No. 16-0439-S1, further referenced by Case No. CPC-2015-2593-GPA-ZC-HD-ZAA-SPR, related VTTM-73656, and ENV-2014-4755-EIR.

We respectfully submit the following attached letter regarding the Project and requested modifications to conditions imposed at City Planning Commission. Following the letter are the proposed corrections to the Determination letters, in strikethrough format. In addition, we are attaching a letter sent to the Department of City Planning on April 29, 2016, which is in response to the Appeal filed on the CPC determination.

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2 attachments

Letter_PLUM_CF16-0439-S1.pdf
556K

2016-04-29 Letter to Planning_Response to Appeal.pdf
873K

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May 5, 2016

VIA EMAIL

The Honorable Jose Huizar
Chair, Los Angeles City Council Planning and Land Use Management Committee
City Hall
200 N. Spring Street, Suite 465
Los Angeles, CA 90012

**RE: Council File No. 16-0439-S1
CPC-2015-2593-GPA-ZC-HD-ZAA-SPR
VTM No. 73656
ENV-2014-4755-EIR
SCH No. 201531047
Jefferson and La Cienega Project (“Project”)**

Dear Councilman Huizar and Members of the PLUM Committee:

On behalf of our client, CP V Cumulus, LLC (“Applicant”), we are pleased to present the Jefferson and La Cienega Project (“Project”), proposed for the northwest corner of La Cienega and Jefferson Boulevards. The Project site is currently improved with an existing office building, accessory structures, four light industrial structures (totaling approximately 63,313 square feet of occupied floor area), and two existing radio tower structures. The Project calls for the removal of all existing structures from the site and development of an approximately 1,900,000-square-foot transit-oriented, mixed-use development consisting of podium style buildings, varying in number of stories and up to approximately 320 feet in height for the residential tower. The Project includes 1,210 multi-family residential units (1,600,000 square feet of residential floor area) and up to 300,000 square feet of commercial floor area on the lower ground floors. The commercial space would include office uses, a grocery store, restaurants and general retail. This transit-oriented project will provide jobs and residences for a broad range of workers and promote easy access to a wide variety of transit alternatives, including rail and bus service. The Project will provide a mix of land uses (housing, employment and local serving retail) that will help to reduce automobile trips and increase economic vitality, while also providing public space and entertainment for the broader community.

A Draft and Final Environmental Impact Report has been prepared for the Project by the City. Public hearings have been held by the Deputy Advisory Agency and the City Planning Commission (CPC). All of those bodies voted to unanimously support approval of the Project.

In addition to asking for your support of the Project, we are also sending this letter to provide our suggestions for clarifications and modifications to the recommendations made by the CPC for the necessary entitlements. The Project requests the following entitlements: General Plan Amendment to change the land use designation from Limited Manufacturing to Community Commercial; a Zone Change and Height District Change from MR 1-1VL to [T][Q]C2-2D; Vesting Tentative Tract Map and Site Plan Review.

Suggestions Concerning [Q] Conditions to Proposed Zone Change

(a) Condition Q1.a. The Project includes a public park that will be a meeting place for the entire community. There will be public restrooms available at the Zocalo Park, and Condition Q.1a. addresses the hours for those restrooms. We believe that those hours should be consistent with the hours for restrooms established for other parks in the City. Therefore, we suggest the following change to Condition Q.1a:

Public Restrooms at Zocalo Park. The project will include restrooms available to the public, to remain open ~~during the hours of operation consistent with the retail uses,~~ at a minimum, from dawn to dusk.

(b) Condition Q.3.a. This condition concerns the vehicle charging stations to be installed at the Project. The applicant will work diligently towards the installation of such stations as market demand warrants, with the first step being the installation of conduits with additional improvements to be made as demand for the stations arises. Furthermore, it is the intent of the Applicant to work with applicable city agencies to develop innovative and effective transportation alternatives to achieve additional state of the art green transportation solutions. Therefore, we suggest the following revision to Condition Q.3.a:

Twenty percent (20%) of the project's code required parking spaces are to have conduits ~~access to power~~ for the future installation of charging stations for vehicles, including newer transportation charging technologies that may supersede the current electric vehicle requirements.

(c) Condition Q.4. This condition concerns the solar panels to be installed at the Project. Our suggestion is aimed solely at providing the Applicant with the flexibility necessary to implement this measure. Therefore, we recommend the following revision to Condition Q.4:

Solar Panels will be provided in accordance with the roof plan stamped "Exhibit B" or in a similar fashion or alternative layout that matches the intended quantities of panels or the magnitude of expected energy output of the arrays shown in "Exhibit B".

(d) Conditions Q.2.a and Q.5. The Applicant had originally requested the entitlements necessary to develop 1,218 residential units at the Project site. To develop that number of units, the applicant had requested a Zoning Administrator's Adjustment of the minimum lot area per residential unit from 400 square feet to 394 square feet. The CPC denied that request. Accordingly, regardless of the City's decision concerning affordable housing (discussed below), we conservatively suggest that the Q Conditions be revised to authorize the development of only 1,210 units (which would meet the minimum lot area of 400 square feet per unit). Therefore, we suggest that Conditions Q.2.a and Q.5 be revised as provided below (with a minor corresponding change to the CEQA Findings as noted on the enclosed redlined document):

Q.2.a--The project shall be limited to a maximum of ~~1,090~~ 1,210 dwelling units. The Applicant shall consider setting aside 55 dwelling units for households earning up to 120% AMI. ~~In exchange for a 5% setaside for households earning 80 to 120% AMI, the project shall be granted an addition 73 units.~~

~~Q.5--The Project's Residential Density is based upon a by-right density of 1,090 dwelling units. In exchange for a 5% set aside (55 dwelling units) for workforce housing (80 to 120% AMI), the project may receive a density bonus of 73 dwelling units for a total residential density of 1,218 units. The project shall be limited to 1,210 ~~1,218~~ dwelling residential units.~~

(e) Condition Q.5.a. This condition was imposed by the CPC at its hearing on March 10, 2016 and we respectfully request that it be deleted. The Applicant expressed concern to this condition imposing workforce housing for a number of reasons. In particular, the community surrounding the Project is well served with affordable and workforce housing particularly when comparing rents to other Metro Expo Line stops. What the community is lacking, as confirmed by both the community input we received (as did the CPC) as well as empirical data, is an investment in quality, market rate housing with community serving retail and recreational amenities. We took this input, along with other market conditions to heart when designing and programming this Project. It is our objective to meet the needs and desires expressed by the West Adams community by bringing a quality, transit oriented, mixed-use Project to this important corner of the community.

As we move forward with the first meaningful residential investment in the West Adams community, we do not want to put at risk the financial feasibility of this project by virtue of a requirement imposing affordable housing. As mentioned, the community in which this Project is proposed has had little if any investment in years. Rental housing is noticeably below market rate and few retailers, restaurants or grocery stores have made investment in this area in years. It is these inherent factors and natural market forces that will regulate the rental rates for the Project's housing, retail and office space. Imposing artificial rent limits on the housing component will only serve to put at risk the capital that will be necessary to finance this Project and have it built and operated in the manner desired by the community and committed to by the Applicant. What this project does offer is a standard of development and operation previously unseen in West Adams. The Project will include but not necessarily be limited to:

- Nearly double the open/green space required.
- A sizable park for the entire community, which will be curated/programmed for the community with events like farmers markets, music/movies/events.
- Partnership with the community garden nearby including building an educational program on-site.
- Quality architecture and landscaping, including pedestrian oriented sidewalks, activated street retail and great public spaces.
- Focus on quality community-serving retailers including a grocery store and fantastic restaurants.
- Meaningful voluntary neighborhood traffic improvements for the surrounding community to address existing condition.
- Solar power (~1 acre of solar arrays).
- Partnership with Dorsey high school to provide internship and mentorship opportunities for culinary arts program, digital arts program, etc.
- Transportation Laboratory: focus on exposing the community and resident to new electric and sustainable transportation including electric bicycles, scooters, skateboards, car share program, and an opportunity to work with DOT to experiment with forward thinking transportation ideas. A bicycle hub will also be provided as a place for the community to maintain and fix their bicycles.

Technical Corrections

We also noted a number of technical and clerical corrections in the determination letters concerning the entitlements recommended for approval by the CPC:

(a) **Vesting Tentative Tract Map**

- (i) At page 3, the list of recommendations of the Department of Transportation does not include the traffic mitigation measure for Intersection No. 21, although that measure is listed at pages 27(L-7) and 156 (MM-L-7). We suggest that measure be added at page 3.
- (ii) At page 3, the list of recommendations by the Department of Transportation does not include the traffic mitigation measure for Intersection No. 22, although it is listed at pages 27 and 156. Further, the description of the traffic mitigation measure for Intersection No. 22 as listed at pages 27 and 156 should mirror the description of that same measure at page Q-26 (MM-L-7) in the CPC determination letter for the other project entitlements. The description of this traffic mitigation measure at page Q-26 properly includes a third sentence that is not included at pages 27 and 156 of the determination letter for the tract map.

(b) **Other Project Entitlements**

- (i) At page T-3, the traffic mitigation measures for Intersections 21 and 22 are not listed in the list of recommendations from the Department of Transportation. We suggest those measures be added at page T-3.
- (ii) At page F-1, the proposed Project is described as “predominantly 6 stories in height with a 30 story residential tower on the northwestern end of the site.” The Project should be described as “predominantly 7 stories in height with a 30 story residential tower on the northeastern end of the site.”
- (iii) At page F-21, the date that the Notice of Preparation was circulated should be changed from April 13, 2015 to March 12, 2015.

(c) **Miscellaneous**

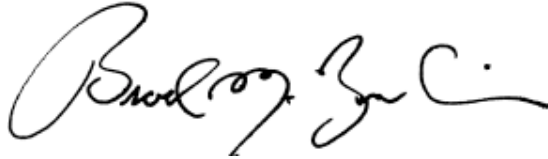
In addition to the above corrections, we identified some other minor items that need correction, such as the correct number of bicycle stalls and amount of open space listed in the Determination Letters. For completeness sake, we are enclosing with this letter a redline of those pages from the CPC’s two determination letters that reflect all of the suggested clarifications and corrections discussed in this letter.

(d) **Response to LCHA Appeal**

Finally, an appeal was filed from the CPC decision by a group called LCHA based on the issue of neighborhood traffic impacts. We submitted a detail response to that appeal

in our letter dated April 29, 2016 to the Planning Department. We enclose a copy of that response letter with this letter for your review.

Very truly yours,

A handwritten signature in black ink, appearing to read "Brad M. Rosenheim". The signature is fluid and cursive, with a large initial "B" and a long horizontal stroke at the end.

Brad M. Rosenheim
ROSENHEIM & ASSOCIATES, INC.

Cc: All Member of the Los Angeles City Council, Planning and Land Use Management Committee
The Honorable Herb Wesson
Mr. Jordan Beroukhim, Legislative Deputy, Council District 10
Ms. Sharon Dickinson, Legislative Assistant, Office of the City Clerk
Ms. Luci Ibarra, Senior City Planner
Mr. Sergio Ibarra, Associate Planner

DEPARTMENT OF TRANSPORTATION

4. Prior to recordation of the final map, satisfactory arrangements shall be made to satisfy the recommendations of the Department of Transportation. (MM)
- a. Install New Traffic Signal on La Cienega Boulevard North of Jefferson Boulevard at the Project Driveway
All signal design and construction work shall be performed in accordance with LADOT's Signal Design standards and shall include all conduits for interconnects, traffic signal hardware and software and other applicable worked deemed necessary. The location of the signal will be determined by LADOT. Restripe pavement as needed.
 - b. Fairfax Avenue & Pico Boulevard (Intersection 2)
Implement peak hour parking restrictions along Pico Boulevard to provide an additional through lane westbound in the morning peak period and eastbound in the afternoon peak period. Modify pavement striping as needed. If the parking cannot be prohibited during the peak periods, a significant project impact would remain at this location.
 - c. La Cienega Boulevard & Venice Boulevard (Intersection 10)
Design and implement a westbound dual-left-turn operation. Restripe pavement and modify traffic signal equipment as needed. Because Venice Boulevard is a designated State Highway, the project applicant shall be responsible for securing final design approval from Caltrans.
 - d. Fairfax Avenue & 1-10 Freeway Ramps / Electric Drive (Intersection 13)
Design and implement a northbound dual-left turn operation. Restripe pavement and modify traffic signal equipment as needed. . The feasibility of this proposal is contingent upon Caltrans approval to remove the carpool designation from the lane that this second left-turn operation would need to feed into.
 - e. La Cienega Boulevard & Fairfax Avenue (Intersection 21)
Prior to issuance of Certificate of Occupancy, a westbound dual left-turn and one left-turn/through/right-turn lane operation shall be designed and implemented. The pavement shall be restriped and the traffic signal equipment shall be modified as needed.
 - f. Washington Boulevard & National Boulevard (Intersection 22)
Prior to issuance of a Certificate of Occupancy, the northbound right-turn lane shall be converted to a through/right-turn lane. The pavement shall be restriped and the traffic signal equipment shall be modified as needed. This measure may be replaced with a mitigation measure involving the use of transportation system management at this intersection that is agreed to by Culver City and the project applicant.
 - e-g. La Brea Avenue & Jefferson Boulevard (Intersection 28)
Design and implement an exclusive southbound right-turn lane. This could require the purchase of additional right-of-way to provide sufficient pavement width to accommodate the right-turn lane. If this right-of-way cannot be purchased, a significant project impact would remain at this location.

Notes: **Should any improvement be deemed infeasible at the time of reconciliation, the City may substitute an alternative measure of equivalent effectiveness.**

FIRE DEPARTMENT

5. Prior to recordation of the final map, satisfactory arrangements shall be made to satisfy the recommendations of the Bureau of Engineering Fire Department.
- a. Submit plot plans for Fire Department approval and review prior to recordation of Tract Action.
 - b. Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.
 - c. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
 - d. Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.
 - e. Adequate public and private fire hydrants shall be required.
 - f. Access for Fire Department apparatus and personnel to and into all structures shall be required.
 - g. Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.
 - h. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
 - i. Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.
 - J. Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.
 - k. Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend unto the roof.
 - l. Entrance to the main lobby shall be located off the address side of the building.
 - m. Any required Fire Annunciator panel or Fire Control Room shall be located within 50ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

Notes: The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include

clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished BY APPOINTMENT ONLY, in order to assure that you receive service with a minimum amount of waiting please call (213) 482-6504. You should advise any consultant representing you of this requirement as well.

BUREAU OF STREET LIGHTING

6. If new street light(s) are required, then prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of **0**), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.

BUREAU OF SANITATION

7. Satisfactory arrangements shall be made with the Bureau of Sanitation, Wastewater Collection Systems Division for compliance with its sewer system review and requirements. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition 1)

INFORMATION TECHNOLOGY AGENCY

8. That satisfactory arrangements be made in accordance with the requirements of the Information Technology Agency to assure that cable television facilities will be installed in the same manner as other required improvements. Refer to the LAMC Section 17.05. Written evidence of such arrangements must be submitted to the Information Technology Agency, 200 North Main Street, 12th Floor, Los Angeles, CA 90012, 213 922-8363.

DEPARTMENT OF RECREATION AND PARKS

That the Quimby fee or Recreation and Park Fee be based on the C2 zone. (MM)

DEPARTMENT OF CITY PLANNING-SITE SPECIFIC CONDITIONS

9. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:
 - a. Pursuant to the approval of CPC-2015-2593-GPA-ZC-HD-ZAA-SPR, limit the proposed development to:

~~4,218~~1,210 dwelling units and 300,000 square feet of commercial floor area. The commercial space may include 200,000 square feet of office space, 50,000 square feet of grocery store, 20,000 square feet of restaurant space, and 30,000 square feet of general retail.

L-6 Fairfax Avenue & I-10/Electric Drive (Int. #13) — Prior to issuance of a Certificate of Occupancy, a northbound dual left-turn operation shall be designed and implemented. The pavement shall be restriped and the traffic signal equipment shall be modified as needed. The feasibility of this proposal is contingent upon Caltrans approval to remove the carpool designation from the lane that this second left-turn operation would need to feed into.

Enforcement Agency: LADOT Monitoring Agency: LADOT

Monitoring Phase: Pre-occupancy

Monitoring Frequency: Once; prior issuance of Certificate of

Occupancy **Action Indicating Compliance:** Field inspection sign-off

L-7 La Cienega Boulevard & Fairfax Avenue (Int. #21) — Prior to issuance of a Certificate of Occupancy, a westbound dual left-turn and one left-turn/through/right-turn lane operation shall be designed and implemented. The pavement shall be restriped and the traffic signal equipment shall be modified as needed.

Enforcement Agency: LADOT

Monitoring Agency: LADOT

Monitoring Phase: Pre-occupancy

Monitoring Frequency: Once; prior issuance of Certificate of Occupancy

Action Indicating Compliance: Field inspection sign-off

L-8 Washington Boulevard & National Boulevard (Int. #22) — Prior to issuance of a Certificate of Occupancy, the northbound right-turn lane shall be converted to a through/right-turn lane. The pavement shall be restriped and the traffic signal equipment shall be modified as needed. [This measure may be replaced with a mitigation measure involving the use of transportation system management at this intersection that is agreed to by Culver City and the project applicant.](#)

Enforcement Agency: LADOT

Monitoring Agency: LADOT

Monitoring Phase: Pre-occupancy

Monitoring Frequency: Once; prior issuance of Certificate of Occupancy

Action Indicating Compliance: Field inspection sign-off

L-9 La Brea Avenue & Jefferson Boulevard (Int. #28) — Prior to issuance of a Certificate of Occupancy, an exclusive southbound right-turn lane shall be designed and implemented. This could require the purchase of additional right-of-way to provide sufficient pavement width to accommodate the right-turn lane. If this right-of-way cannot be purchased, a significant impact would remain at this location.

Enforcement Agency: LADOT

Monitoring Agency: LADOT

Monitoring Phase: Pre-occupancy

Monitoring Frequency: Once; prior issuance of Certificate of Occupancy

Action Indicating Compliance: Field inspection sign-off

L-10 LADOT recommends that a construction work site traffic control plan be submitted to LADOT's Hollywood District Office for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs, and access to abutting properties. LADOT also recommends that construction related traffic be restricted to off-peak hours. LADOT shall consult with Culver City regarding the review of the construction work site

reconstruction of existing improvements per standards for Modified Boulevard II.

NOTES:

The Advisory Agency approval is the maximum number of units permitted under the tract action. However the existing or proposed zoning may not permit this number of units.

Approval from Board of Public Works may be necessary before removal of any street trees in conjunction with the improvements in this tract map through Bureau of Street Services Urban Forestry Division.

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

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

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

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

FONDINGS OF FACT (CEQA)

I. NTRaDUCTOON

Summary

The City of Los Angeles ("City") is considering the approvals and environmental review for the construction and operation of a new mixed-use and transit-oriented development ("Project" or "Proposed Project") on an 11.19 acre-site (the "Project Site") in the West Adams-Baldwin Hills-Leimert Community Plan Area in the City. The Project Applicant is CP V Cumulus, LLC. A Draft and Final Environmental Impact Report ("EIR") were prepared for the City to evaluate the environmental impacts of the Proposed Project. The City is the lead agency for the Proposed Project under the California Environmental Quality Act ("CEQA") (California Pub. Resources Code Sections 21000 et seq.).

The Final EIR identifies significant and unmitigated project-specific and/or cumulative impacts for the Proposed Project related to regional air quality and traffic impacts. The City finds these significant and unavoidable impacts are acceptable due to overriding considerations.

II. ENVIRONMENTAL DOCUMENTATION BACKGROUND

Based on the nature and scope of the Project, the City determines, based on substantial evidence, that the Project may have a significant effect on the environment and prepared an EIR for the Proposed Project. The EIR was prepared, noticed, published, circulated, reviewed, and completed in full compliance with CEQA and the CEQA Guidelines (California Code of Regulations, Title 14, sections 1500 et seq.), as follows:

A Notice of Preparation ("NOP") of an EIR for review and comment by the public, responsible, and reviewing agencies, was circulated by the City on ~~April 13~~ March 12, 2015 for a thirty-day comment

Boulevard. All signal design and construction work shall be performed in accordance with LADOT's Signal Design standards and shall include all conduits for interconnects, traffic signal hardware and software, and other applicable work deemed necessary. The location of the signal will be determined by LADOT. Pavement shall be restriped as needed.

- **MM-L-4 Fairfax Avenue & Pico Boulevard (hit. #2)** — During the Project's operational phase, peak hour parking restrictions shall be implemented along Pico Boulevard to provide an additional through lane westbound in the morning peak period and eastbound in the afternoon peak period. Pavement striping shall be modified as needed. If the parking cannot be prohibited during the peak periods, a significant impact would remain at this location.
- Rfllkfl-L-5 La Cienega Boulevard Venice Boulevard (Int. #10) — Prior to issuance of a Certificate of Occupancy, a westbound dual left-turn operation shall be designed and implemented. The pavement shall be restriped and the traffic signal equipment shall be modified as needed. Because Venice Boulevard is a designated State Highway, the Project Applicant shall be responsible for securing final design approval from Caltrans.
- **MM-L-6 Fairfax Avenue & 1-10/Electric Drive (Int. #13)** — Prior to issuance of a Certificate of Occupancy, a northbound dual left-turn operation shall be designed and implemented. The pavement shall be restriped and the traffic signal equipment shall be modified as needed. The feasibility of this proposal is contingent upon Caltrans approval to remove the carpool designation from the lane that this second left-turn operation would need to feed into.
- ikflkfl-L-7 La Cienega Boulevard Fairfax Avenue (hit. #21) — Prior to issuance of a Certificate of Occupancy, a westbound dual left-turn and one left-turn/through/right-turn lane operation shall be designed and implemented. The pavement shall be restriped and the traffic signal equipment shall be modified as needed.
- **MM-L-8 Washington Boulevard & National Boulevard (Ont. #22)** — Prior to issuance of a Certificate of Occupancy, the northbound right-turn lane shall be converted to a through/right-turn lane. The pavement shall be restriped and the traffic signal equipment shall be modified as needed. [This measure may be replaced with a mitigation measure involving the use of transportation system management at this intersection that is agreed to by Culver City and the project applicant.](#)
- **MM-L-9 — La Brea Avenue & Jefferson Boulevard (Int. #28)** — Prior to issuance of a Certificate of Occupancy, an exclusive southbound right-turn lane shall be designed and implemented. This could require the purchase of additional right-of-way to provide sufficient pavement width to accommodate the right-turn lane. If this right-of-way cannot be purchased, a significant impact would remain at this location.

Regulatory Compliance Measures

- **RCM-L-12 - Pedestrian Connectivity** — The Project Applicant shall consult with the Department of City Planning for any additional requirements pertaining to pedestrian walkability and connectivity, as described in the Walkability Checklist.
- **RCM-L-13 - Site Access and Internal Circulation** — LADOT's determination letter does not include approval of the Project's driveways, internal circulation, and parking

The submitted Map may not comply with the number of parking spaces required by Section 12.21 a 4 (a) based on number of habitable rooms in each unit. If there are sufficient numbers of parking spaces, obtain approval from the Department of City Planning.

Any proposed structures or uses on the site have not been checked for and shall comply with Building and Zoning Code requirements. Plan check will be required before any construction, occupancy or change of use.

An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Laura Duong at (213) 482-0434 to schedule an appointment.

DEPARTMENT OF TRANSPORTATION

4. Prior to recordation of the final map, satisfactory arrangements shall be made to satisfy the recommendations of the Department of Transportation. (MM)
 - a. Install New Traffic Signal on La Cienega Boulevard North of Jefferson Boulevard at the Project Driveway
All signal design and construction work shall be performed in accordance with LADOT's Signal Design standards and shall include all conduits for interconnects, traffic signal hardware and software and other applicable worked deemed necessary. The location of the signal will be determined by LADOT. Restripe pavement as needed.
 - b. Fairfax Avenue & Pico Boulevard (Intersection 2)
Implement peak hour parking restrictions along Pico Boulevard to provide an additional through lane westbound in the morning peak period and eastbound in the afternoon peak period. Modify pavement striping as needed. If the parking cannot be prohibited during the peak periods, a significant project impact would remain at this location.
 - c. La Cienega Boulevard & Venice Boulevard (Intersection 10)
Design and implement a westbound dual-left-turn operation. Restripe pavement and modify traffic signal equipment as needed. Because Venice Boulevard is a designated State Highway, the project applicant shall be responsible for securing final design approval from Caltrans.
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f. Washington Boulevard & National Boulevard (Intersection 22)

Prior to issuance of a Certificate of Occupancy, the northbound right-turn lane shall be converted to a through/right-turn lane. The pavement shall be restriped and the traffic signal equipment shall be modified as needed. This measure may be replaced with a mitigation measure involving the use of transportation system management at this intersection that is agreed to by Culver City and the project applicant.

e-g. La Brea Avenue & Jefferson Boulevard (Intersection 28)

Design and implement an exclusive southbound right-turn lane. This could require the purchase of additional right-of-way to provide sufficient pavement width to accommodate the right-turn lane. If this right-of-way cannot be purchased, a significant project impact would remain at this location.

Notes: Should any improvement be deemed infeasible at the time of reconciliation, the City may substitute an alternative measure of equivalent effectiveness.

(Q) QUALIFIED CONDITIONS OF APPROVAL

Pursuant to Section 12.32 of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "Q" Qualified classification.

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions.
 - a. Public Restrooms at Zocalo Park. The project will include restrooms available to the public, to remain open ~~during the hours of operation consistent with the retail uses, at a minimum, from dawn to dusk.~~
 - b. Maintenance of Zocalo Park. The property owner or property owner's association(s) will maintain the Zocalo park free of debris and graffiti, and in a safe, clean, and acceptable condition for the life of the project through a covenant as follows:
 - i. Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in this Condition No. 1(b) shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assigns. A copy of the recorded agreement, bearing the Recorder's number and date shall be submitted to the Department of City Planning's for attachment to the case file.
 - c. Facade. The facades of the buildings shall include a variation of materials and proportions in a manner consistent with and consisting of the materials identified, on the attached "Exhibit A" and "Exhibit E".
 - d. **Development Services Center.** Prior to sign-off on building permits by the Department of City Planning's Development Services Center, the Department of City Planning's Major Projects Section, shall confirm, via signature, that the project's building plans substantially conform to the conceptual plans stamped as "Exhibit A" and "Exhibit E", as approved by the City Planning Commission.
2. **Density.**
 - a. The project shall be limited to a maximum of ~~4,090~~1,210 dwelling units. ~~The Applicant shall consider setting aside 55 dwelling units for households earning up to 120% AMI. In exchange for a 5% setaside for households earning 80 to 120% AMI, the project shall be granted an addition 73 units.~~
 - b. The project shall include up to 200,000 square feet of office space, and 100,000 square feet of grocery, restaurant, and retail space.
3. **Residential Automobile Parking.** Parking would be provided in accordance with Los Angeles Municipal Code (LAMC) parking requirements.
 - a. Twenty percent (20%) of the project's code required parking spaces are to have ~~access to power~~conduits for the future installation of charging stations for vehicles, including newer transportation charging technologies that may supersede the current electric vehicle requirements.

4. **Solar Panels.** Solar Panels will be provided in accordance with the roof plan stamped "Exhibit B" or in a similar fashion or alternative layout that matches the intended quantities of panels or the magnitude of expected energy output of the arrays shown in Exhibit "B".
5. **Calculation of Residential Density.** The Project's Residential Density ~~is based upon a by-right density of 1,090 dwelling units. In exchange for a 5% set aside (55 dwelling units) for workforce housing (80 to 120% AMI), the project may receive a density bonus of 73 dwelling units for a total residential density of 1,218 units. The project shall be limited to 1,218,210 residential units.~~
 - a. ~~Prior to the issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 55 units available to families earning more than 80% of the area median income and less than 120%, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The Applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with any monitoring requirements established by HCIDLA.~~

Other Entitlement Conditions of Approval

6. **Use.** The use of the subject property shall be limited to those uses permitted in the C2 Zone as defined in Section 12.16.A of the L.A.M.C.
7. **Commercial Parking.** Provide parking for commercial use in compliance with L.A.M.C. Section 12.21-A,4.
8. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21 A.16. Long-term bicycle parking shall be provided at a rate of one per dwelling unit or guest room. Additionally, short-term bicycle parking shall be provided at a rate of one per ten dwelling units or guest rooms, with a minimum of two short-term bicycle parking spaces. Based upon the number of dwelling units, 1,218,210 long-term and 121 short-term bicycle parking spaces shall be provided onsite for residential uses. For commercial uses, long-term bicycle parking shall be provided at 1 space per 2,000 square feet of retail, 1 space per 2,000 square feet of restaurant, and 1 space per 5,000 square feet of office. Based upon the square footage of commercial uses, 90 long-term bicycle spaces shall be provided. For short-term bicycle parking, 1 space per 2,000 square feet of retail and restaurant shall be required and 1 space per 10,000 square feet of office shall be required. Based upon the square footage of commercial uses, 70 short-term commercial bicycle spaces shall be provided.
9. **Building Articulation.** The building façade shall include large windows, balcony openings, variation of façade plans and rooflines as shown on the project plans labeled "Exhibit A" stamp-dated March 3, 2016.

ADMINISTRATIVE CONDITIONS OF APPROVAL

10. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.

FINDINGS

General Plan/Charter Findings

1. **General Plan Land Use Designation.** The subject property is located within the West Adams-Baldwin Hills-Leimert Park Community Plan (Effective Date May 6, 1998), which designates the project site as Limited Manufacturing in the MR1-1VL Zone.

The project has been approved for a Plan Amendment to Community Commercial with a corresponding zone of [T][Q]C2-2D. The General Plan Framework identifies Community Commercial as a function of Community Centers, described a mixed-use centers that encourage "the development of housing in concert with multi-use commercial uses." The project's proposed zone of C2 is a corresponding zone for a Community Commercial designation under the General Plan Framework. The General Plan Framework identifies Community Centers as having a scale and density that is greater than the neighborhood districts, generally with building heights ranging from two- to six-stories depending on the character of the surrounding area. In this case, the proposed project is predominantly 6-7 stories in height with a 30 story residential tower on the ~~northwestern~~-northeastern end of the site.

The Framework Element further recommends that Community Centers be planned for both night and day use. Major transportation hubs (rail, bus, or both) are encouraged to develop in each community center to facilitate improved access to and from the remainder of the City. In addition, centralized parking structures should be integrated with private and public development within Community Centers. The proposed project proposes a mixed-use project with centralized parking within walking distance of a transportation hub, in this case the La Cienega and Jefferson light rail transit stop and therefore meets this goal.

Community Centers are encouraged to incorporate the integration and mixing of uses in order to increase opportunities for employees to live near their jobs and residents to live near shopping. To the extent that this is accomplished, the length and number of vehicular trips would be reduced and pedestrian/bicycle activity would be increased, which in turn will reduce air pollution.

The proposed project, as a mixed-use development providing 4,2181,210 dwelling units and 300,000 square feet of commercial and office floor area within walking distance to a rail transit station, is consistent with the Framework Element's designation of a Community Center.

2. **General Plan Text.** The West Adams Community Plan text includes the following relevant land use goals, objectives, and policies:

Purpose: This Community Plan was developed in the context of promoting a vision of the West Adams-Baldwin Hills-Leimert Park area as a community that looks at its past with pride and approaches its future with eagerness, while maintaining its individual identity by: Maximizing the development opportunity of the future rail transit system while minimizing any adverse impacts.

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

The proposed project is a 1,900,000 square-foot mixed-use development consisting of 4,2481,210 residential units and 300,000 square feet of office and commercial retail floor area. The project would provide much-needed jobs and housing to the West Adams Plan area, as well as neighborhood serving retail, grocery and office uses all within walking distance to a light rail station, which would provide local amenities, a high quality designed project and economic vitality to the surrounding area.

Framework Element. The Framework Element for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the Project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services.

The project site is currently occupied with an office building, accessory structures, a large parking area and truck storage yard, and two radio towers. Development of this site is an infill on an underutilized manufacturing zoned site that will significantly improve the aesthetic character of the site, while simultaneously providing much-needed housing and job producing commercial and office uses across the street from a major transit stop. By enabling the construction of housing and retail and office uses in close proximity to a light rail transit stop and public transportation, the General Plan Amendment, Zone and Height District Change would be consistent with several goals and policies identified in the Framework Element.

The Land Use chapter of the Framework Element identifies objectives and supporting policies relevant to the Project site. Those objectives and policies seek, in part, to accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

Housing Element. The project would meet many housing goals, objectives and policies contained in the Housing Element of the General Plan as follows:

Goal 1: Provision of an adequate supply of both rental and ownership housing for all income levels is paramount to minimizing housing problems such as overcrowding and overpayment that are common in the City.

Objective 1.1: Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

Policy 1.1.3: Facilitate new construction and preservation of a range of different housing types that address the particular needs of the City's households.

Policy 1.1.4: Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

Goal 2: Facilitate high quality, healthy housing in neighborhoods that mix incomes and improve accessibility to jobs and services by encouraging residential proximity to these compatible land uses.

Objective 2.2: Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.

retail, restaurant and commercial uses, thereby encouraging walking or biking. The project is also proximate to the Baldwin Hills Recreation Center and Kenneth Hahn State Recreation Center south and east of the subject property will enable future residents ready access to recreation and parks facilities. The Project will also encourage biking, as it includes approximately ~~1,500~~1,491 bicycle parking spaces. Furthermore, the development of this site greatly enhances the pedestrian environment through an attractive design that includes a 0.68 acre park plaza at the center of the site, linked by landscape paseos throughout the ground level of the site, and podium level courtyards. Along the eastern boundary of the site are outdoor patio and plaza areas that will include outdoor gathering and ~~dining~~dining areas for those visiting the on-site restaurants. Moreover, the Health and Wellness Element calls for the promotion of land use policies that reduce GHGs, through the location of jobs, shopping and open spaces in areas that make walking, cycling, and taking transit viable modes of travel. The project is located within the immediate vicinity of the Metro Expo Line (La Cienega/Jefferson Station), and is meeting the required bicycle parking spaces and is located within walking distance to many local and regional bus lines.

Implementation of the Project will meet the Plan for a Healthy LA's vision of a complete neighborhood, which includes access to health-promoting goods and services, including affordable grocery stores, by providing an up to 50,000 square foot grocery store. The immediate area includes residential with mainly single family homes to the north of Rodeo Road, a number of apartments south of Jefferson Boulevard and the large Village Green residential complex south of Rodeo Road. The nearest grocery store to the site is a Superior Market one quarter of a mile to the south on La Brea at Rodeo Road.

Mobility Element. While the project was filed with a Vesting Tentative Tract Map No. 73656 prior to the adoption of the recently approved Mobility Element, the applicant requested that the Mobility Element be applied to the project (December 22, 2015). The Mobility Element of the General Plan will be affected by the recommended action herein. The project includes project design features and mitigation measures, including a Transportation Demand Management Plan, aimed at addressing transportation-related impacts associated with the proposed project. Moreover, the Bureau of Engineering has required a public sidewalk easement along La Cienega Boulevard and a dedication along Jefferson Boulevard to complete a 40-foot wide half right-of-way, including a 20-foot radius property line return at the intersection with La Cienega Boulevard or 15-foot by 15-foot property line corner cut. The project site is well-served by public transit, including regional and local bus lines, as well as the future Wilshire Bus Rapid Transit Project and future Metro Westside Purple Line Extension. The project would also provide bicycle parking spaces in compliance with the Bicycle Parking Ordinance, together with additional bicycle parking and bicycle-friendly amenities that meet the requirements of the Bicycle Ordinance.

Sewerage Facilities Element. Improvements may be required for the construction or improvement of sewer facilities to serve the subject project in order to complete the City sewer system for the health and safety of City inhabitants will assure compliance with the goals of this General Plan Element.

Street Lights. Any City required installation or upgrading of street lights is necessary to complete the City street improvement system so as to increase night safety along the streets which adjoin the subject property.

3. Charter Findings — City Charter Sections 555, 556 and 558 (General Plan Amendment). The proposed General Plan Amendment complies with the procedures as specified in Section 555 of the Charter, including:

- a. Amendment in Whole or in Part.** The General Plan Amendment before the City Planning Commission represents an Amendment in Part of the West Adams-Baldwin Hills-Leimert Park Community Plan, representing a change to the physical identity of the project site, which is currently designated as Limited Manufacturing and zoned as MR1-1VL. The proposed C2 Zone is a corresponding zone to the proposed Community Commercial land use designation in the Community Plan. The site has its own physical and economic identity in that it represents a transit-oriented district that pursuant to the General Plan should be planned for a higher density, transit oriented mixed-use development that reduces vehicle trips and provides greater housing and local amenities to the neighborhood. The West Adams-Baldwin Hills-Leimert Park didn't anticipate this particular location to be a light rail station, however it did contain policies supporting higher density near light rail stations. The proposed General Plan Amendment from Limited Manufacturing to the Community Commercial land use designation, and corresponding Zone Change/Height District Change from MR1-1VL to C2-2, will re-designate the subject property to Community Commercial to allow for a higher density, transit oriented mixed-use development, allowing it to be used for the purpose of providing 1,218,210 units of much needed multi-family housing and commercial uses within close proximity to the La Cienega/Jefferson Metro Rail Line Station. The project will also provide a 50,000 grocery store contributing healthy and affordable food options in according with the Health Element of the General Plan.

Redesignating the land use of the project site reinforces an area that has its own economic and physical identity in the form of: 1) contributing to the available housing stock within the City and towards the affordable housing crisis in the city, as well as the Mayor's initiative to build 100,000 homes by 2020, 2) furthering the General Plan Land Use Element's Goal of Transit stations functioning as primary focal points of the City's development, 3) furthering the General Plan Land Use Element's Objective of focusing mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities in the form of 200,000 square feet of commercial and quasi-public uses around urban transit stations, and 4) protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses and the General Plan Amendment is necessary to provide compatible land uses for a transit oriented district which supports the provisions of the West Adams-Baldwin Hills-Leimert Park Community Plan.

- b. Initiation of Amendments.** In compliance with this sub-section, the Director of Planning initiated the amendment to West Adams-Leimert Park-Baldwin Hills Community Plan (General Plan-Land Use Element), pursuant to the Memo issued by the Department of City Planning March 18, 2014. The request was submitted on June 7, 2015 and was initiated, via signature by the Director's designee, on June 9, 2015.
- c. Commission and Mayoral Recommendations.** The noticing and hearing requirements of the General Plan Amendment were satisfied, pursuant to LAMC Section 12.32-C,3. The hearing was scheduled, duly noticed, and held in City Hall on January 6, 2016. The City Planning Commission shall make its

5790 Jefferson Boulevard. The General Plan Amendment would allow for the project to intensify the uses on an underutilized site within a 100 feet of a light rail station, and reflect the existing and proposed scale of development in the surrounding area, while providing housing, employment and retail in the West Adams-Leimert Park-Baldwin Hills area that would accommodate the growing population of the surrounding area, provide local amenities and balance the jobs-to-housing ratio.

The project vicinity is highly urbanized and generally built out. The project is an infill development located within an area characterized by a mix of industrial, commercial, retail, and residential uses contained in low-rise (1- to 2-story) structures, which are physically separated from the Project Site by major highways, secondary streets, and arterial roadways. The Metro Expo Line station parking structure is 4 stories and directly across the street from the project site.

The project is consistent with the scale and character of the community. The setting in which the project is located is one of low rise commercial and light-industrial development. However, higher density uses are being introduced to the immediate vicinity, such as a 12 story office tower standing 230 feet tall which is currently under construction just a third of a mile away at 5790 Jefferson Boulevard.

The project's height and massing would be softened by varying architectural details, roof heights, facades, landscaping, and open spaces which will lessen the scale, create visual interest and therefore be compatible with existing and future development on adjacent and neighboring properties.

The General Plan, which includes the Housing Element and the Land Use Element (i.e., the West Adams-Leimert Park-Baldwin Hills Community Plan), encourages mixed-use and multifamily projects with housing and pedestrian-oriented commercial uses along major transit corridors and near light rail transit stations. As a result, the proposed project's mixed use nature is consistent with the General Plan because it provides an array of uses in an underutilized, industrially-zoned property located along two major transit corridors and within walking distance (less than 200 feet away) of a high-capacity transit station (the La Cienega and Jefferson Light Rail station), and bus service, including the Metro 217, Metro 38, Metro 10, and Metro Express & Rapid lines.

The proposed project would replace an underutilized industrial site with much-needed housing and employment, as well as a mix of retail and restaurant amenities along two major transit corridors and within a quarter-mile radius of a high-capacity, light rail transit station, including the Metro Rapid and Express bus. According to the City's recently adopted Housing Element: "It is the overall housing vision of the City of Los Angeles to create for all residents a city of livable and sustainable neighborhoods with a range of housing types, sizes and costs in proximity to jobs, amenities and services." The development of the project site, which replaces low-scale office and warehouse with [4,218,210](#) dwelling units will help address the City's housing crisis.

The area involved has a significant physical identity. At 11 plus acres it is the largest parcel under one ownership in the area. The property is currently underutilized unlike other fully occupied industrial parcels in the area. It contains two radio towers, a 43,000 square foot building used for radio broadcasting which is being abandoned by the current radio station users for another site, a parking lot, a truck storage yard and four small industrial buildings.

With a location directly across Jefferson Boulevard from a Metro Expo Line Station, the proposed project and the site has the ability to provide significant economic identity to

the area by providing the first major grocery store in the area to the south of the 10 freeway approximately one half-mile to the north of the site and one mile to the west of the nearest major grocery store at La Brea Avenue. It will provide both jobs in 200,000 square feet of office space and an additional 100,000 square feet of retail and restaurant space. These findings further incorporate by reference the description of the applicable land use policies and the analysis of the proposed project's consistency with those policies found in Chapter 4.H (Land Use and Planning) of the Environmental Impact Report for the proposed project.

~~The City Planning Commission finds that development of new market rate housing has a direct negative impact on the City's ability to provide affordable housing. Rising land prices have been a key factor in preventing development of new affordable housing. New market rate housing uses available land, thereby driving up the price of remaining land. New development without affordable units reduces the amount of land development opportunities available for the construction of affordable housing. New residents of market rate housing place demands on services provided by both public and private sectors, creating a demand for new employees. Some of these public and private sector employees needed to meet the needs of the new residents earn incomes only adequate to pay for affordable housing. Because affordable housing is in short supply in the City, such employees may be forced to live in less than adequate housing within the City, pay a disproportionate share of their incomes to live in adequate housing in the City, or commute ever increasing distances to their jobs from housing located outside the City. These circumstances harm the City's ability to attain employment and housing goals articulated in the City's general plan and place strains on the City's ability to accept and service new market rate housing development.~~

Zone and Height District Change Findings

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

The subject property is located within the West Adams-Baldwin Hills/Leimert Community Plan (the "Community Plan") area. The Community Plan designates the subject property for Limited Industrial land uses corresponding to the CM, MR1, and M1 Zones. The West Adams-Baldwin Hills-Leimert Park Community plan foresaw future transit lines and encourages greater residential densities near light rail stations, commercial centers and major bus routes. The Community Plan however did not anticipate that the project area would be the site of a future light rail station however. Therefore the proposed General Plan Amendment from Limited Manufacturing to the Community Commercial land use designation, and corresponding Zone Change/Height District Change from MR1-1VL to C2-2, will re-designate the subject property to allow for a higher density, transit oriented mixed-use development, allowing it to be used for the purpose of providing ~~4,218~~1,210 units of much needed multi-family housing and commercial uses within close proximity to the La Cienega/Jefferson Metro Rail Line Station. Redesignating the zoning and land use of the project site provides good zoning practice in the form of: 1) contributing to the available housing stock within the City, 2) furthering the General Plan Land Use Element's Goal of Transit stations functioning as primary focal points of the City's development, 3) furthering the General Plan Land Use Element's Objective of focusing mixed commercial/residential uses, neighborhood-oriented retail, employment

opportunities and quasi-public uses around urban transit stations, and 4) protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.

The proposed [T][Q]C2-2D zone is consistent with the zoning pattern of properties in the immediate vicinity, where surrounding uses include creative office uses, and a mix of residential and neighborhood serving commercial uses. Properties immediately to the east along La Cienega Boulevard are designated as General Commercial within the C21 and R4-1 zones. The proposed C2 zone is consistent with this proposed land use designation of Community Commercial and is in keeping with the goals and objectives of the General Plan Framework, which calls for community centers to range generally from FAR 1.5:1 to 3:1 with the scale and density to be greater than the neighborhood districts, generally with building heights ranging from two- to six-stories depending on the character of the surrounding area. To that end, the project would create an inviting, safe pedestrian environment, replacing an underutilized industrial site with a transit-oriented, mixed-use development providing 4,218~~1,210~~ residential units, 100,000 square feet of retail/restaurant uses and 200,000 square feet of office, providing publicly accessible open space and attractive mid-block paseos throughout the site that provide access to services and open space for project residents and area visitors alike.

b. The zone change will conform to public necessity, convenience and general welfare of the City of Los Angeles.

The proposed project will replace what has been up until now, underutilized industrial land used for the broadcasting of two radio stations, offices for the parent media company, and antiquated woodworking, upholstery and recycling storage and warehouse buildings, with a quality, fully modernized and improved podium-style-mixed use, transit-oriented development. The Project will include varying roof heights, public plaza areas, publicly accessible open space amenities, and enhanced landscaped features. The Proposed Project will enhance the neighborhood by contributing 4,218~~1,210~~ new multi-family housing units and up to 300,000 square feet of retail, restaurant, commercial, and office space proximate to transit corridors and transit station to the benefit and convenience of the community and region.

The project would provide much-needed housing to the West Adams-Baldwin Hills-Leimert Park area, while simultaneously facilitating a development that recognizes the La Cienega and Jefferson Light Rail Station as a focal point and major transit line for the surrounding area. The development of the project is consistent with the proposed zone and land use designation, thereby furthering the goals and objectives of the West Adams Community Plan, while conforming to the public necessity, convenience and general welfare of the City of Los Angeles.

The project site is located less than 100 feet from the La Cienega/Jefferson Mid-City Exposition Light Rail Transit (Expo LRT) station. The proposed project will improve the quality of life for all those who live, work, travel to, and recreate in the immediate and surrounding area by reducing the necessity for automobile dependence and improving the built environment through better pedestrian orientation, bicycle and vehicular accessibility, as well as enhancement of desirable neighborhood character.

In addition to expanding available housing opportunities, the proposed project expands commercial opportunity with ground floor, pedestrian-oriented, local serving

Adams-Baldwin Hills/Leimert Community Plan map identifies the C2 Zone as a corresponding zone to the Community Commercial land use designation. The West Adams-Baldwin Hills/Leimert Community Plan under the section titled Purpose of the Community Plan acknowledges the desirability and appropriateness of locating multi-family residential development proximate to transit corridors (as is the case in the instant request) with the following statement: "Areas around transit stations and transit corridors would realize any changes in densities as existing properties zoned for multi-family development and containing a mix of densities continue to build out to their maximum potential." In accordance with this purpose, the proposed project will redevelop a significantly underutilized, industrially zoned property that is in a prime location within 100' of the Jefferson/La Cienega Light Rail Station. A unique opportunity exists to provide housing, jobs, and retail and local serving uses, directly adjacent to this new, high capacity transit infrastructure; all within a single, high quality, master-planned development.

Objective 1-2 of Goal 1 of the Community Plan is, "to locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities." Policy 1-2.1 of this objective is to, locate higher residential densities near commercial centers, light rail transit stations and major bus routes where public service facilities, utilities and topography will accommodate this development." The proposed project, located less than 100 feet from the Jefferson/La Cienega Metro Expo LRT station, consists of a mixed use project providing increased residential and commercial density in the form of 200,000 square feet of office, 100,000 square feet of commercial and [4,2481,210](#) residential units easily accessible to major bus routes and within a few hundred feet of a light rail transit. Furthermore the project will provide community amenities and services near several adjacent neighborhoods to the east and south, with the nearest commercial center currently existing being about a mile east of the site.

In summation, the Project is in substantial conformance with the purposes, intent and provisions of the General Plan, and West Adams-Baldwin Hills-Leimert Park Community Plan.

- b. **That the project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that is or will be compatible with existing and future development on adjacent properties and neighboring properties;**

The subject property is comprised of a combination of building types including 7-story mixed-use podium style buildings with groundfloor commercial along the Jefferson and La Cienega frontages, over two levels of subterranean parking and one approximately 30-story mixed-use building (including 5-stories of podium parking levels and ground floor retail with residential units on floors 6-24) over two subterranean levels of parking. The 200,000 square foot office component is located along the northwestern portion of the podium building within two levels of office uses. The podium style buildings surround a .68 acre outdoor public park space on the interior of the subject property. With the exception of the 30-story mixed-use building, the maximum average height of the buildings is approximately 110 feet. The 30-story mixed-use building has a maximum height of approximately 320 feet pursuant to Section 12.21.1 B3.

Along Jefferson Boulevard within the 7-story mixed-use building is a ground floor bike hub, which is adjacent to two levels of above-ground parking, and a service and loading area. Residential dwelling units are located on levels 3-7 connected by podium level

outdoor dining furniture. The 6th floor podium level terrace of the high-rise tower creates further additional varied planes in the building façade and the overall design scheme.

The project is consistent with the scale and character of the community. The setting in which the project is located is one of low rise commercial and light-industrial development. However, higher density uses are being introduced to the immediate vicinity, such as a 12 story office tower standing 230 feet tall which is currently under construction just a third of a mile away at 5790 Jefferson Boulevard. Additionally, the project's height and massing would be softened by varying architectural details, roof heights, facades, landscaping, and open spaces which will lessen the scale, create visual interest and therefore be consistent with the scale and character of the community.

The project's setbacks will be compatible with existing and future surrounding uses. The project will exceed the setback requirements of the LAMC, consistent with a transit-oriented district. The proposed project generously observes an approximately 35-foot rear yard depth along the subject property's westerly property line (a 19-foot minimum yard depth is required per C2 Zone using the R4 development standards). This setback is enhanced with landscaping, a bike path and entrance to the parking structure at the northwest corner of the subject property. Additionally, 10-foot side yard setbacks are provided at the first residential level along the south property line abutting Jefferson Boulevard, and at the north property line abutting the private alley. As depicted on Exhibit A on sheet A-2.0, La Cienega Boulevard provides for approximately 21-foot (variable) ground floor public plaza area separating the building face from La Cienega Boulevard public right-of-way, where the code allows for a minimum 0-foot front yard for commercial uses. Although existing nearby development does not exceed code required setbacks, it is anticipated that the project will contribute to pedestrian activity with generous sidewalks and landscaping, as well as making walking from the light rail transit station to the project a safer and more stimulating experience.

With regard to off-street parking facilities, a minimum of LAMC required off-street automobile parking spaces are provided for the project's proposed uses, which in this case is ~~2,397~~2,386 spaces after accounting for the replacement bicycle parking allowed by LAMC Section 12.21.A.4. Additionally, ~~4,308~~1,300 long-term bicycle stalls (~~4,248~~1,210 residential and 90 commercial) and ~~492~~191 short-term bicycle stalls (~~422~~121 residential and 70 commercial) are also provided within the various parking structures above and below ground.

Off-street automobile parking is provided at-grade and within above grade and subterranean parking structures. The entrance and exit to the subject property for residents, employees and guests is provided through three ingress/egress driveways. The first driveway access is provided at a proposed signalized intersection of La Cienega and Boden Street. The other two driveways are located along Jefferson Boulevard and provide access to parking in the above and below grade parking structures. An automated security gate will provide access to the subterranean residential parking.

Parking for the commercial retail components of the proposed project, is located on the ground floor and second levels of the 7-story podium building within a portion located in the southwest quadrant of the subject property, and within the 5-story podium parking structure at the northeast corner of the subject property. Parking for the residential component of the proposed project, is located within the 2 levels of subterranean parking garage beneath the 7-story podium building accessed from Jefferson Boulevard and the

La Cienega/Boden Street driveway. Residential parking for the high-rise tower is located within the 5-story podium structure and within the 2 levels of subterranean parking garage directly beneath the 5-story podium building.

The proposed plans provide an approximately 13,149-square foot loading area located at grade adjacent to the proposed anchor grocery, accessible via a driveway on Jefferson Boulevard and furthest away from the commercial portion of the Jefferson façade, thereby not interrupting pedestrian flow. An additional 1,102-square foot loading area is located at grade adjacent to the retail within the high-rise tower building is accessible via a driveway on La Cienega Place along the north side of the subject property and is separated from the Zocalo by the La Cienega Place, thereby buffering pedestrian traffic. The separate driveways will minimize pedestrian traffic impacts associated with loading.

Per the City's plan check process, all lighting will meet Green Building Code requirements and will not impact adjacent properties. The project will provide perimeter lighting to supplement the street lighting and provide increased visibility and security of the project site. The project's exterior lighting would also be designed with internal and/or external glare control and would be designed, arranged, directed, or shielded to contain direct illumination on the project site. The project's lighting will be reviewed as part of the City's plan process and will also comply with the lighting power requirements in the California Energy Code, California Code of Regulations, Title 24, Part 6.

The proposed project provides at a minimum the code required landscaping of ~~46,669~~16,543 square feet, which accounts for 12.5% of the required common open space area. Additionally, as shown on the landscape plans submitted with the instant application, extensive landscaped areas are provided throughout the subject property, including the .68 acre park plaza area referred to as the Zocalo, accessible to the public, ground floor plazas along La Cienega, shaded walking paths, seating areas, roof decks, planted balconies, and other common gathering areas.

The proposed project includes courtyards and roof terraces throughout the residential podium buildings. Level 6 for the high-rise tower and Level 3 for the residential podium buildings (i.e. the podium level), provides courtyards interior to the building footprint that is open to the sky and accessible to the residences.

Included in the common area landscape areas described above, it should be noted that the proposed project provides ~~305-303~~ trees, inclusive of proposed street trees. Pursuant to 12.21 G.2(a)(3), at least one 24-inch box size (~~1,248~~1,210 units ÷ 4 = ~~304~~302.5 trees). The proposed project provides ~~305-303~~ trees with a box size of 24 inches or greater.

Enclosures for trash and recycling collection for all uses are provided on the ground-floor level of the podium and tower buildings, within the building footprint, and accessible from the ground floor parking level. Trash and recycling areas are fully enclosed and shielded from public view.

- c. That any Project containing residential uses provides its residents with appropriate type and placement of recreational facilities and services amenities in order to improve habitability for the residents and minimize impacts on neighboring properties where appropriate.**

The project proposes up to ~~4,248~~1,210 residential units with associated recreational facilities and service amenities for its residents. As such, per LAMC Section 12.21 G.2, the project must provide a minimum of ~~433,350~~132,350 square feet of Open Space. The Project will

II. ENVIRONMENTAL DOCUMENTATION BACKGROUND

Based on the nature and scope of the Project, the City determines, based on substantial evidence, that the Project may have a significant effect on the environment and prepared an EIR for the Proposed Project. The EIR was prepared, noticed, published, circulated, reviewed, and completed in full compliance with CEQA and the CEQA Guidelines (California Code of Regulations, Title 14, sections 1500 et seq.), as follows:

A Notice of Preparation ("NOP") of an DR for review and comment by the public, responsible, and reviewing agencies, was circulated by the City on ~~April 13~~ [March 12](#), 2015 for a thirty-day comment period. A public scoping meeting was also held on March 25, 2015 at the New Life Christian Center located at 2600 S. La Brea Avenue to obtain the public's initial views about the Project's potential environmental impacts. During the NOP comment period or at the scoping meeting, the City received comments from six agencies and organizations (Baldwin Hills Estates Homeowners Association, City of Culver City, Los Angeles County Metropolitan Transportation Authority, South Coast Air Quality Management District, Southern California Association of Governments, and the State Clearinghouse) and from 10 individuals.

An Initial Study ("IS") was prepared for the Project in conjunction with the NOP in March 2015 pursuant to CEQA Guidelines section 15063. The Initial Study assisted the preparation of the EIR by focusing the EIR on the effects determined to be significant, identifying the effects determined not to be significant, explaining the reasons for determining that potentially significant effects would not be significant, and identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.

A Notice of Completion and Availability ("NOA") and copies of the Draft EIR were circulated for review and comment on July 23, 2015 to those public agencies that have jurisdiction by law with respect to the Project, or which exercise authority over resources that may be affected by the Project, and to other interested parties and agencies as required by law. Comments from such persons and agencies and the general public were sought on the Draft EIR from July 23, 2015 to September 6, 2015.

The NOA described the Project, the requested permits and approvals, and the anticipated significant environmental effects. The NOA also stated that a complete copy of the Draft EIR was made available online at the Department of City Planning's website at <http://planning.lacity.org> and in person at the following locations:

The City's Department of City Planning at 200 N. Spring Street, City Hall, Room 750, Los Angeles, CA 90012

Los Angeles Central Library at 630 W. 5th Street, Los Angeles, CA 90071

Baldwin Hills Branch Library, 2906 S. La Brea Avenue, Los Angeles, CA 90016

Jefferson-Vassie D. Wright Memorial Branch Library, 2211 W. Jefferson Boulevard, Los Angeles 90018

Memorial Branch Library, 4625 W. Olympic Boulevard, Los Angeles, CA 90019

Washington Irving Branch Library, 4117 W. Washington Boulevard, Los Angeles,

IV. DESCRIPTION OF PROPOSED PROJECT

The Project Site is located within the West Adams — Baldwin Hills — Leimert Community Plan Area (the West Adams CP) of the City of Los Angeles (the City), at the northwest corner of La Cienega and Jefferson Boulevards (3321, 3351 South La Cienega Boulevard and 5707, 5717, 5727, 5733, 5735 West Jefferson Boulevard). Culver City is located to the north and west of the Project Site, at a variable distance of approximately 300 to 500 feet. Ballona Creek is located approximately 500 feet to the west. The Project Site is generally rectangular-shaped with light industrial and warehouse uses to the north and west.

While the City approved the Proposed Project for 1,210 residential units, these CEQA Findings (Section III through Section XII) describe the environmental impacts and other issues arising under CEQA based on a project with 1,218 residential units in order to provide consistency with the analyses in the EIR. The minor reduction in the size of the Proposed Project from 1,218 residential units to 1,210 residential units does not alter the conclusions stated in Sections III through XII of these Findings.

Regional and Local Access

Regional access to the project site and area is provided by the Santa Monica Freeway (1-10) located approximately 0.5 mile north of the Project Site at Washington Boulevard. Local access is provided by Fairfax Avenue, La Cienega Boulevard, Jefferson Boulevard, and National Boulevard.

Public Transit

The Los Angeles County Metropolitan Transportation Authority (Metro) provides bus and rail service to the project site. Service along La Cienega Boulevard is provided by Metro Bus Lines 35, 105, 217, and Rapid 705, while service along Jefferson Boulevard is provided by Metro Bus Lines 35 and 217. The Metro Expo Line Light Rail's La Cienega/Jefferson Station is located directly south of the Project Site. Culver City Bus Line 4 (Jefferson Boulevard) provides service on La Cienega and Jefferson.

Project Site Characteristics

The total area (pre-dedication) is approximately 487,535 square feet (or 11.19 acres). The Project Site is zoned MR1-1VL (Restricted Industrial Zone, Height District 1 Very Limited), has a General Plan land use designation of Limited Manufacturing, and is within the areas affected by Zoning Information ZI-2374 Los Angeles State Enterprise Zone, ZI-2412 Fast Food Establishment, and ZI-1117 MTA Project (APN 4205-033-015 only).¹ The existing zoning allows for a floor-area-ratio (FAR) of 1.5:1 and a maximum height of 45 feet and three stories.

Existing Uses on the Project Site

The Project Site is improved with an existing office building, accessory structures, and four light industrial structures (totaling approximately 63,313 square feet of occupied floor area), and two existing radio tower structures. The existing FAR of the buildings at the Project Site is 0.13:1.

Project Characteristics

RESOLUTION

WHEREAS, the subject property is located within the area covered by the West Adams-Baldwin Hills-Leimert Park Community Plan ("Community Plan"), which was adopted by the City Council on May 6, 1998 (CF 96-0534); and

WHEREAS, the applicant is proposing to develop a mixed-use project consisting of ~~1,2181,210~~ residential units, ~~55 of which will be for workforce housing (80 to 120% AMI)~~ and 200,000 square feet of office and 50,000 square feet of grocery store, 20,000 square feet of restaurant space and 30,000 square feet of general retail that would provide much needed housing and retail and restaurant amenities for residents and employees in the West Adams-Baldwin Hills-Leimert Park community; and

WHEREAS, to carry out the above-referenced project, the applicant has requested a General Plan Amendment to (a) change the land use designation for the subject property from Limited Manufacturing to Community Commercial within the West Adams-Baldwin Hills-Leimert Park Community Plan ("Community Plan"); and, (b) amend the General Plan Generalized Land Use Map for the Community Plan area to reflect the Community Commercial land use designation; and

WHEREAS, the General Plan Amendment is consistent with Charter Sections 555, 556, and 558, representing an Amendment in Part of the West Adams-Baldwin Hills-Leimert Park Community Plan, necessary to correct a conflict between the zoning and land use designation; and

WHEREAS, the City Planning Commission at its meeting of March 10, 2016, approved the foregoing General Plan Amendment; and

WHEREAS, the General Plan Amendment is necessary to achieve and maintain consistency between zoning and the adopted Community Plan as required by California State law; and

WHEREAS, pursuant to the provisions of the Los Angeles City Charter, the Mayor and the City Planning Commission have transmitted their recommendations; and

WHEREAS, the requested General Plan Amendment is consistent with the intent and purpose of the West Adams-Baldwin Hills-Leimert Park Community Plan to designate land uses in an orderly and unified manner; and

WHEREAS, the subject request would provide for a more logical and uniform pattern of planned land use development that is compatible with surrounding land use designations on the General Plan; and

WHEREAS, the project has been reviewed by Environmental Impact Report, SCH No. 2015031047, in accordance with the City's Guidelines for implementation of the California Environmental Quality Act ("CEQA") by the City Planning Department.

NOW, THEREFORE, BE IT RESOLVED that the Community Plan shall be amended as shown on the attached General Plan Amendment Map.

ALSTON & BIRD L.L.P.

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April 29, 2016

Via Email
luciralia.ibarra@lacity.org

Los Angeles Department of
City Planning Commission
Attn: Luci Ibarra, Sr. City Planner
Major Projects
200 North Spring Street
Room 575 City Hall
Los Angeles, CA 90012

Re: Response to Appeals Filed by La Cienega Heights Association

Dear Commissioners:

We represent CP V Cumulus, LLC, the project applicant for the Jefferson and La Cienega Project, which would be located at the northwest corner of La Cienega and Jefferson Boulevards (the "Project"). We submit this letter to respond to the appeals ("Appeals") filed by the La Cienega Heights Association ("LCHA") on April 11, 2016 from the City Planning Commission's unanimous decision to recommend approval of the Project and associated entitlements. The Appeals raise the same issue – neighborhood traffic impacts – that were asserted in a prior appeal and letter sent by LCHA and its representative, William Dickey, concerning the Project. We submitted letters dated February 25, 2016 and March 1, 2016 to the Planning Department responding to those earlier appeals.

The only additional evidence submitted by LCHA with its current Appeals is a memorandum from Allyn Rifkin, a transportation planner and engineer. Enclosed is a detailed report from Gibson Transportation dated April 26, 2016, which responds to the Rifkin memo and demonstrates that the EIR and supporting traffic study correctly

Los Angeles Department of
City Planning Commission
April 29, 2016
Page 2

concluded that the Project would not cause any significant neighborhood traffic impacts. Accordingly, we urge the City to deny the Appeals.

Very truly yours,



Edward J. Casey

EJC/ysr
Enclosure

cc: Sergio Ibarra, City Planner, Major Projects
(w/encl.) [Via Email]
Neils Cotter (CP V Cumulus, LLC)
(w/encl.) [Via Email]

LEGAL02/36386408v1



MEMORANDUM

TO: Ed Casey, Alston & Bird, LLP

FROM: Patrick A. Gibson, P.E., PTOE, and Brian Hartshorn

DATE: April 26, 2016

RE: Response to Appeal Application filed by Channel Law Group, LLP
regarding the Jefferson & La Cienega Mixed-Use Development
Los Angeles, California **Ref:** J1354

Gibson Transportation Consulting, Inc. (“GTC”) was asked to respond to the traffic-related issues raised in the Appeal Application submitted by Channel Law Group, LLP on April 11, 2016 pursuant to development of the Jefferson & La Cienega project (“Project”) at the corner of Jefferson Boulevard & La Cienega Boulevard in the City of Los Angeles.

The Appeal states that it represents the residents in the area east of the Project, within the boundary of Adams Boulevard to the north, Hauser Boulevard to the east, Jefferson Boulevard to the south, and La Cienega Boulevard/Fairfax Avenue to the west, collectively called the La Cienega Heights Association (“LCHA”).

The Appeal is based on analysis performed by Allyn D. Rifkin, P.E., RTPG – the Rifkin Transportation Planning Group, in a memorandum dated April 8, 2016, and attached as Exhibit A to the Appeal (the “Rifkin Memo”). For ease of reference, a copy of the Rifkin Memo is provided in the Attachment.

The Rifkin Memo focuses on the Project’s traffic impact to the LCHA neighborhood, specifically the potential for traffic to and from the Project to cut through the LCHA neighborhood. Recognizing that congestion at La Cienega Boulevard & Jefferson Boulevard can encourage cut-through traffic, the environmental impact report (“EIR”) and the traffic report prepared for the Project analyzed the Project’s potential to cause significant impacts related to cut-through traffic. That traffic study and neighborhood intrusion analysis followed the Los Angeles Department of Transportation (“LADOT”) methodology, which finds that three conditions must be met to create the conditions under which a project would lead to a significant impact on local neighborhood streets: (1) there must be sufficient project traffic that would be added to an arterial corridor such that the volume that may shift to an alternative route would exceed the minimum significance thresholds, since a majority of vehicles on an arterial corridor tend to remain on that corridor even under congested conditions; (2) there must be sufficient congestion on arterial corridors such that motorists traveling along the corridor may desire to divert to a parallel route through a residential neighborhood, since travel along arterial streets is generally faster than through neighborhoods unless congestion is severe; and (3) there must be available local neighborhood streets that provide a parallel route of travel. Under the LADOT methodology,

significant neighborhood traffic impacts would not occur if one or more of those factors is absent.

Following that LADOT methodology, the traffic study concluded those three conditions were present for only nine street segments within the traffic study area. All nine street segments identified for the neighborhood intrusion study are south of the I-10 freeway, including street segments in the LCHA neighborhood. The EIR and traffic study concluded that the Project would not cause a significant neighborhood traffic impact.

Despite that comprehensive study, the Rifkin Memo asserts that the EIR “wrongfully” concluded that there would be no significant neighborhood traffic impacts. However, the only basis for that assertion appears to be the Rifkin Memo’s contention that the Project traffic assigned to the LCHA neighborhood is too low. To that end, the Rifkin Memo states that assigning 1% of the Project’s total traffic trips to the LCHA neighborhood is too low. (The Rifkin Memo does not support that contention with any citations to other studies or industry methodology.) To that end, the Rifkin Memo states that 33% of the Project traffic (or 3,345 trips) is assigned eastbound, and provides a graphic to show the path of travel from the Project’s main entrance on La Cienega Boulevard, onto Boden Street, onto Clyde Avenue, and eastbound on Jefferson Boulevard.

It is our professional opinion that 1% of the overall Project traffic is a reasonable assumption to compare against neighborhood intrusion thresholds into the LCHA neighborhood. First, the actual percentage analyzed in the EIR for the Project estimates that 13% of the Project traffic (or 1,321 trips) will travel eastbound on Jefferson Boulevard, not 33% as asserted in the Rifkin Memo (which provides no citations to the traffic study for that assertion). Project distribution percentages were vetted through multiple agencies, including LADOT, City of Culver City, County of Los Angeles, and the California Department of Transportation, all of which had input on the Memorandum of Understanding and establishing the routes of travel and the Project percentages.

GTC investigated adjacent eastbound routes along other parallel facilities studied within the EIR. The EIR estimates 2% of Project traffic would travel eastbound on Adams Boulevard to the north, and 5% of Project traffic would travel eastbound on Rodeo Road to the south. In total, the EIR estimates 20% of the Project traffic has eastbound destinations within proximity of the LCHA neighborhood. To suggest that a third of the Project traffic is traveling along the route described in the Rifkin Memo highly inflates the data shown in the EIR, and all of the subsequent calculations conducted on the specious base value are not relevant.

Additionally, there are arguments that reduce the attraction to drivers traveling through the LCHA neighborhood to get to these alternative routes:

1. To travel eastbound on Adams Avenue using Boden Street to Clyde Avenue (north), a driver must navigate a narrow street with several speed humps installed.
2. To travel eastbound on Rodeo Road using Boden Street to Clyde Avenue (south), a driver must turn left at a stop controlled intersection across four lanes of Jefferson Boulevard and continue east to La Brea Avenue before they can turn right across the Metro Expo Line tracks. This path bypasses access to all destinations on Rodeo Road between La Cienega Boulevard and La Brea Avenue, including schools, recreation centers, employment opportunities, and residential destinations, unless the driver

backtracks westbound on Rodeo Road, which is a longer, more circuitous route than simply traveling south on La Cienega Boulevard and turning left on Rodeo Road.

3. To travel eastbound on Jefferson Boulevard using Boden Street to Clyde Avenue (south), a driver will need to make a left turn across several lanes of Jefferson Boulevard from a stop controlled intersection on a busy arterial. Residents currently complain about the existing inability to turn left from Clyde Avenue onto Jefferson Boulevard during peak hours which discourages this behavior. Using the traffic signals at major intersections provides more consistency to the commute.

The EIR analysis assumes 1% of the overall Project traffic has the potential to utilize the LCHA route described herein. The total Project average daily traffic is estimated at 10,136 vehicles, which represents a 24-hour period, combining both entering and exiting traffic (or 5,068 inbound and 5,068 outbound vehicles for the entire day) spread throughout the traffic study area. The 1% of traffic evaluated for the neighborhood intrusion equates to 102 daily vehicle trips (51 inbound and 51 outbound), conservatively assuming that the traffic utilizing the LCHA neighborhood is equal in both directions even though the eastbound direction would be a less attractive route for the reasons stated previously.

For the purposes of comparison to the Rifkin Memo, 1% of the overall Project traffic represents approximately 8% of the vehicles utilizing eastbound Jefferson Boulevard.

The Rifkin Memo asserts that the percentage of Project traffic that would cut through the LCHA neighborhood is 5.2% of the Project's eastbound trips, which, in the Rifkin Memo opinion, would exceed LADOT's significance threshold. However, the relevant trip calculations do not support the Rifkin Memo opinion. The amount of Project eastbound trips in the vicinity of the LCHA neighborhood is 20% (via Jefferson Boulevard is 13%, via Rodeo Road is 5%, and via Adams Boulevard is 2%). Conservatively, assuming that each eastbound trip that cuts through the LCHA neighborhood would also cut through that neighborhood on the return westbound trip,¹ 5.2% of that traffic is 106 daily trips (53 inbound and 53 outbound). That amount of cut through trips is nearly identical to the result reached in the EIR and traffic study, which did not result in a significant impact.

For all of these reasons, the conclusion in the EIR and traffic study that the Project would not cause a significant neighborhood traffic impact is proper and supported by substantial evidence. Therefore, there is no need for mitigation measures to lessen cut through traffic. However, as discussed below, the Project applicant is working with the neighborhood to develop traffic calming measures in accordance with LADOT protocol.

The remainder of this memorandum responds to the remainder of the Rifkin Memo in the same order as the comments in the Rifkin Memo.

¹ These are factors that would cause those westbound trips to not cut through the LCHA neighborhood. For example, the westbound trip on Adams would have to make a left turn across Adams Boulevard onto Clyde Avenue to cut through the neighborhood, but that left turn has no signal or dedicated turn lane. Further, the westbound trip along Rodeo Road may choose to not cut through the LCHA neighborhood because the intersection of Rodeo Road & La Cienega Boulevard is operating at an acceptable level.

RESPONSE TO COMMENTS IN THE RIFKIN MEMO

Response to Comment (a)

The Project is voluntarily collaborating with the members of the neighborhood to strategize on the appropriate traffic calming techniques to best serve the majority of the community to help resolve existing issues with cut-through traffic.

Neighborhood protection measures suggested by the neighborhood would have to be approved by the LADOT District Senior Traffic Engineer, the Los Angeles Police Department and the Los Angeles Fire Department. Once those approvals are obtained, the measures would be put to a vote of the neighborhood and implemented on a trial basis if the recommendations receive a majority vote of the neighbors. This is the standard LADOT neighborhood planning process that has been voluntarily agreed to by the developer, and the process has met with the support of the neighbors participating in the process.

Response to Comment (b)

The Project is engaging in Transportation Systems Management (“TSM”) mitigation for the impacted intersection of La Cienega Boulevard & Jefferson Boulevard. The suggested change for bus stop location and service for the Los Angeles County Metropolitan Transportation Authority (“Metro”) stop on the east side of La Cienega Boulevard north of Jefferson Boulevard is included in the pursuit of potential measures. While the Project does not have the authority to relocate Metro bus stops, it is working with affected agencies on the possibility to support such a change. The Rifkin Memo also suggests the inclusion of queue detectors in the TSM program. Queue detectors are one available component of TSM programs, and LADOT can select that component in evaluating the appropriate TSM program from the Project.

Response to Comment (c)

The Rifkin Memo suggests determining an appropriate vehicle trip limit for Project-related traffic through the LCHA neighborhood but offers no suggestions as to what that limit should be. We presume, however, that the acceptable limit is the significance threshold established by LADOT for neighborhood traffic impacts.

Further, LCHA neighborhood residents have expressed a desire to utilize the mixed-use opportunities provided at the future Project site, which is planned to include a much needed grocery store, retail services, apartments, offices, and a community park. By setting an arbitrary “trip cap” for the amount of vehicles that can enter the LCHA, interaction between the LCHA and the Project development would be restricted, which is not consistent with the feedback received from other members of the community, most predominately those speaking in favor of the Project during the City Planning Commission meeting held on March 10, 2016.

Response to Comment (d)

The proposed traffic signal at the Project entrance on La Cienega Boulevard is already proposed to be aligned with Boden Street, as described in the Draft EIR. The new signal will be incorporated into the LADOT traffic signal system. The Project intersection will include striped crosswalks, accessibility, and signal phasing to provide interaction between the community and the Project site.

The comment suggests that the signal somehow incorporates a tool “to meter project related traffic through the residential streets.” However, as stated in Response to Comment (c), such monitoring would isolate the community from the Project.

Response to Comment (e)

While many of the comments in the Rifkin Memo suggest restricting traffic between the Project and the LCHA neighborhood, this comment indicates that the Project should provide delivery services to the LCHA neighborhood. It is difficult for the development to satisfy the request of the LCHA to restrict traffic access at the same time providing delivery services into the community. However, this suggestion is acknowledged.

Response to Comment (f)

There is already an established procedure to determine neighborhood acceptance of improvement features for all communities in the City of Los Angeles (refer to Response to Comment A).

Response to Comment (g)

Comment noted.

Response to Comment 1

This Comment is addressed above on pages 1-3 of this memorandum.

Response to Comment 2

This comment suggests that the Transportation Demand Management monitoring thresholds should be adjusted to allow *more* traffic to/from the site during the peak hours. Yet, the Project applicant is conscious of traffic congestion in the community and is willing to abide by the more stringent trip caps determined by LADOT.

Response to Comment 3

This comment makes an observation about the westbound through traffic at the intersection of Jefferson Boulevard & La Cienega Boulevard, asserting that the drop-in through traffic for the PM peak hour “seems pronounced” and should be recounted to verify the data.

It is certainly not unusual in the City of Los Angeles to witness a morning peak hour flow that is heavy in one direction, then reverses flow in the evening peak hour, nor is it difficult to test the downstream traffic flow to determine if it supports this behavior.

The segment of Jefferson Boulevard between La Cienega Boulevard and National Boulevard has limited access from side streets or driveways, with minimal land use contributing to the flow of traffic between the two intersections. As such, there should not be a significant change in traffic when comparing the two.

A quick comparison of the downstream intersection at National Boulevard, which captures the westbound traffic leaving the intersection of Jefferson Boulevard & La Cienega Boulevard, shows that the balance between intersections is consistent. As shown in the table below, the intersection of Jefferson Boulevard & National Boulevard demonstrates a westbound approach volume only 11 vehicles fewer than the number of vehicles leaving the Jefferson Boulevard & La Cienega Boulevard intersection.

Int.	Cross Streets	Direction of Travel	PM Peak Volume
#26	Jefferson & La Cienega	Westbound Through	515
		Northbound Left	40
		Southbound Right	217
Total Peak Traffic Headed Westbound to #25			772
#25	Jefferson & National	Westbound Left	4
		Westbound Through	510
		Westbound Right	247
Total Peak Traffic Approaching from #26			761

Since the two intersections have a balanced traffic flow, it can be concluded that the drop in westbound through traffic during the PM peak hour is consistent with traffic behavior in the area and no new traffic counts are required.

Response to Comment 4

The proposed traffic signal at the Project entrance on La Cienega Boulevard is already proposed to be aligned with Boden Street as part of the description in the Draft EIR. The new signal will be incorporated into the LADOT traffic signal system.

A traffic signal warrant and analysis was conducted for this location and is included in the traffic study conducted for the EIR. Please refer to Appendix J-1 of the EIR, Chapter 9, Site Access & Signal Warrant Analysis, pages 103-104.

The warrants at this intersection are met for the AM/PM peak-hour, four-hour, and eight-hour conditions. The level of service (LOS) is reported at LOS D for both peak periods in the Future with Project scenario.

Response to Comment 5

See Response to Comment B.

Attachment
Appeal Application

Allyn D. Rifkin, PE

RTPG – the Rifkin Transportation Planning Group

Los Feliz Towers
4455 Los Feliz Boulevard Suite 1403
Los Angeles, CA 90027

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April 8, 2016

Mr. Jamie T. Hall, Attorney at Law
Channel Law Group (CLG)
8200 Wilshire Boulevard, Ste 300
Beverly Hills, CA 90211

**PROPOSED JEFFERSON/LA CIENEGA “CUMULUS” MIXED USE PROJECT
LOCATED AT 3321, 3351 S. LA CIENEGA BOULEVARD, 5707-5735 W. JEFFERSON
BOULEVARD (CPC-2015-2593-GPA-ZC-HD-ZAA-SPR; ENV-2104-4755 EIR; SCH NO.
2015031047; VTT 73656)**

COMMENTS ON FEIR, NOTICE OF DETERMINATION AND VESTING TRACT MAP

I am a Transportation/Planner Engineer with over 40 years of experience in reviewing Development Projects for Traffic Impacts within the context of City of Los Angeles and State of California Environmental Regulations. **Attachment 1** of this letter is a summary of my professional experience, which includes my former position with the City of Los Angeles Department of Transportation (LADOT) as the Chief of the Bureau of Planning and Land Use Development.

Based upon my review of the summary Traffic Analysis in the Final Environmental Impact Report (FEIR), I would conclude that the FEIR wrongly concludes “no significant” residential traffic impact on the residential neighborhood represented by the La Cienega Heights Association (LCHA), immediately east of the proposed development. Features of the proposed development project would surely lead to significant increased project related project through the LCHA residential neighborhood.

The Los Angeles City Council should not certify the FEIR until neighborhood impacts are correctly analyzed and an appropriate neighborhood traffic management plan (NTMP) are identified. The FEIR should be re-circulated as appropriate and the approval of the requested project zone change and vesting tentative tract map should be conditioned to include appropriate measures to mitigate neighborhood traffic impacts in the LCHA residential neighborhood.

At a minimum, the NTMP should consider the following features to reduce the potential for project related “cut-through” traffic through this neighborhood:

- a) Construction of traffic diverters, cul-de sacs, and/or turn restrictions to discourage project related traffic through the LCHA residential neighborhood.

- b) Additional measures to the proposed developer Transportation System Management (TSM) program to include traffic operational changes to the intersection of Jefferson Boulevard and La Cienega Boulevard to reduce the expected peak hour traffic congestion at that location. TSM changes should include, but not limited to, relocating the existing bus stop at the north east corner of Jefferson/La Cienega and queue detectors to relieve west bound traffic back-up and delay on Jefferson Boulevard. This projected delay at this congested intersection provides incentive for project related traffic to “cut-through” the LCHA residential neighborhood.
- c) Determination of an appropriate vehicle trip limit for project related “cut-through” traffic in the LCHA residential neighborhood.
- d) Installation of a new traffic signal at the intersection of La Cienega and Boden Street. The new traffic signal should be coordinated with the new traffic proposed for the new mixed use project driveway, immediately north of Boden Street (see FEIR mitigation measure MM L.3). The Boden Street traffic signal should include features to provide an additional tool to meter project related traffic through the residential streets as well as improve pedestrian connectivity between the project development and the LCHA neighborhood.
- e) Additional features in the proposed developer Transportation Demand Management plan (TDM) which could serve to reduce project related vehicle trips. Examples to consider would be delivery of groceries from the proposed super market and provision of Metro transit passes for LCHA residents.
- f) Procedures for determining LCHA resident acceptance of the above mentioned features.
- g) Full funding for development and implementation of the NTMP should be required of the developer.

Following are my observations regarding the inadequacy of the traffic analysis and the current proposed traffic mitigation measures.

1. The assumption of only 1 percent of the daily project traffic would "cut-through" the LCHA neighborhood is not justified and unreasonable, particularly because of the projected traffic conditions. The LADOT's criteria for consideration of neighborhood traffic mitigation measures are more than satisfied as stated in the following:
 - The project will generate 10,136 daily vehicle trips (enough to justify an additional secondary highway to the City's arterial network). (see Table 4.L-5)
 - La Cienega and Jefferson Boulevards, which surround the LCHA neighborhood, are projected to be extremely congested. Projected levels of service/volume capacity ratios (LOS/V-C) for La Cienega/Jefferson are F/1.136 and F/1.152 in the AM and PM peak hours respectively (see Table 4.L-14). The project related

contribution to that congested intersection is excessively significant at 7.3 percent and 8.8 percent respectively in the AM and PM peak hours.

- The existing residential route of Boden Street – Clyde Avenue provides a convenient route to by-pass the La Cienega/Jefferson intersection. (see attached map **Attachment 2**)

The existing daily traffic volume for Boden Street,, east of La Cienega Boulevard is 1,440 vehicles per day (see Table 4.L-9). According to LADOT criteria, the threshold for significant impact would be 173 project related vehicle trips. According to the developer’s traffic study, 33% of the project related traffic, or 3,345 vehicles per day, is assigned to the east. Only 5.2% of that amount would trigger the residential significant threshold of 173 vehicle trips.

The developer’s traffic consultant, without any justification, assumed only 1% of project traffic would go through the LCHA residential neighborhood. Well known theories of “stochastic traffic assignment” utilizing travel time difference between alternative routes would surely conclude a proportion of project related trips of much higher than the 5.2% amount that would trigger the significant impact.

2. The proposed TDM Plan contains errant thresholds for monitoring. The proposed goal is to reduce vehicle trips by 10 percent of the Project Traffic. According to Table 4L-5 the project related vehicle trips is estimated at 801 (AM) and 912 (PM) vehicles per hour. The TDM monitoring thresholds should be set at 721 (AM) and 821 (PM) vehicles per hour and not 663 (AM) and 764 (PM) as described in the various documents as the required TDM program (see monitoring measure MM L.1).
3. The traffic counts and resulting traffic assignments to La Cienega Boulevard and Jefferson Boulevard appears to illogical (see Figure 4.L-4). The depicted traffic counts are summarized as below:

Jefferson West Bound Traffic at La Cienega Boulevard (Vehicles per hour)			
	Left turn	Thru	Right Turn
AM	524	921	104
PM	453	515	81
(Percent of AM)	(86.4%)	(55.9%)	(77.9%)

The drop in “thru” traffic for the PM hour (**55.9%**) seems pronounced compared to the other respective turn movements. This anomaly impacts the conclusions regarding LOS at this intersection for all analyzed scenarios. A repeat traffic count at that location should be conducted to verify the data used in the traffic study.

4. The project feature of a traffic signal at the proposed driveway on La Cienega Boulevard has not been justified (see mitigation measure MM-L-3). Traffic signal warrants for the proposed signal have not been included in the traffic study. More importantly, the traffic impacts of this project feature have not been reported.

This new traffic signal is likely to impact access and egress to the LCHA neighborhood at Boden Street because of its close spacing. The developer should consider an additional coordinated traffic signal at Boden Street and La Cienega, or alternatively, moving the project driveway to opposite Boden Street.

5. The FEIR concludes that no feasible mitigation measure exists for the significantly impacted intersection of Jefferson/La Cienega Boulevards. An opportunity exists to free up right-turns from west bound Jefferson Boulevard to north bound La Cienega Boulevard by relocating the existing bus stop. Another alternative would be to install queue detection features to the traffic signal to further manage potential for developer related “cut-through” traffic affecting LCHA residential neighborhood. The developer should explore these suggestions as part of its TSM mitigation efforts (see MM-L-2).

Please call me if you have questions regarding these comments.

Very truly yours,



Allyn D. Rifkin, PE

Attachment 1 – Allyn D. Rifkin, PE statement of qualifications

Attachment 2 – Potential Project Related Cut-Thru Traffic Affecting the La Cienega Heights Association (LCHA) Residential Neighborhood.

ATTACHMENT 1

**Allyn Rifkin, P.E.
Experience and Qualifications**

Mr. Rifkin has over 30 years of experience in the field of transportation engineering and planning. Included in that experience are assignments in both the private and public sectors, ranging from consultant for developers to research for the Automobile Club of Southern California. Until recently, he was the Chief of the Los Angeles Department of Transportation's Bureau of Planning and Land Use Development, responsible for managing a staff of 38 professionals and serving as the key department liaison between the development community and City Council on traffic mitigation and transportation planning issues. He supervised the completion of numerous project EIRs for the City of Los Angeles. His latest projects focused on transit oriented development along various rail alignments in the Los Angeles area. As a private consultant, Mr. Rifkin has worked closely with residential neighborhood associations and developers to negotiate consensus on traffic mitigation measures in association with proposed development projects. Other consultant efforts of interest include assistance to the Eagle Rock neighborhood in the formation of the Colorado Boulevard Pilot Community Parking program and to County Supervisor Yaroslavsky in the initial proposal to convert Olympic and Pico Boulevards into a one-way pair.

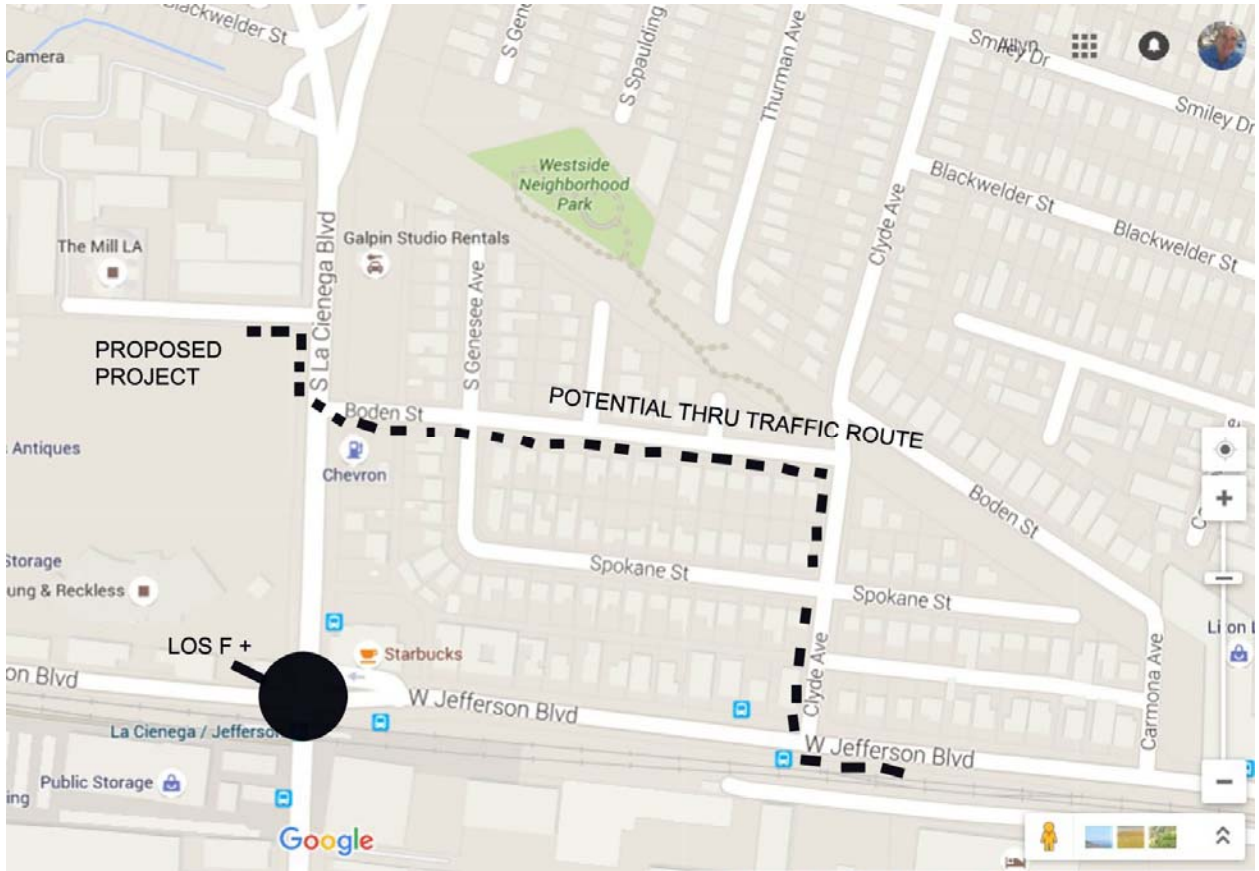
Professionally, Allyn is a registered professional engineer (PE) in the State of California. He is active in the Urban Land Institute (ULI) and the Institute of Transportation Engineers (ITE), and has served as the president of the ITE'S largest Chapter of ITE, the Southern California Chapter, with over 1,100 members. In addition to serving on the ITE National Transit and Transportation Planning committees, he has been instrumental on national steering committees for the ITE Trip Generation Committee and the Urban Goods Movement Committee. He has lectured extensively on the topics of traffic impact mitigation and on neighborhood traffic controls.

His college education began with a B.S. in Systems Engineering at UCLA and led to an M.S. in Transportation Engineering at Northwestern University. Rifkin is nationally recognized for his expertise in travel demand forecasting. His more recent work has involved traffic plans to relieve congestion in various hot spots of development in Southern California including the South Coast Plaza area of Orange County, Downtown Los Angeles, Westwood, the LAX Transportation Corridor (the initial area in Los Angeles to adopt a traffic impact mitigation fee), and Warner Center.

He was involved in the creation of five transportation trust funds with current balances exceeding \$23 million for transportation improvements. In his role as mediator of development traffic impact Mr. Rifkin launched a neighborhood traffic safety program currently exceeding \$1.5 million in neighborhood traffic controls and negotiated pedestrian safety mitigations from the Los Angeles Unified School District.

ATTACHMENT 2

POTENTIAL PROJECT RELATED “CUT-THRU” TRAFFIC AFFECTING THE LA CIENEGA HEIGHTS (LCHA) RESIDENTIAL NEIGHBORHOOD



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concluded that the Project would not cause any significant neighborhood traffic impacts. Accordingly, we urge the City to deny the Appeals.

Very truly yours,



Edward J. Casey

EJC/ysr
Enclosure

cc: Sergio Ibarra, City Planner, Major Projects
(w/encl.) [Via Email]
Neils Cotter (CP V Cumulus, LLC)
(w/encl.) [Via Email]

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