

**DEPARTMENT OF
CITY PLANNING**

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

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DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

October 30, 2024

Owner / Applicant

La Cienega Owner, LLC
515 South Flower Street, Suite 600
Los Angeles, CA 90071

Representative

Haas Consulting Group, Inc.
Lynda Haas
2360 Plaza Del Amo, #105
Torrance, CA 90503

RE: Vesting Tentative Tract No. 83550-CN-1A
Related Cases: CPC-2021-6877-DB-SPR-CUB;
ADM-2021-6878-CPIOC
Address: 3401 South La Cienega Boulevard
Community Plan: West Adams-Baldwin Hills-
Leimert
Council District: 10 - Hutt
Zone: CM-2D-CPIO
CEQA: ENV-2021-6879-SCEA

EXTENSION OF TIME

On March 21, 2022 the Deputy Advisory Agency conditionally approved Vesting Tentative Tract Map No. 83550-CN to subdivide one lot, totaling 153,608 square-feet into one ground lot and four airspace lots with one of the airspace lots to have up to 260 residential condominium units, along with a waiver of the required 2-foot dedication for sidewalk widening purposes along South La Cienega Boulevard; and a Haul Route for the export of approximately 170,000 cubic yards of soil in the CM-2D-CPIO zone, pursuant to the Los Angeles Municipal Code (LAMC) Sections 17.06 and 17.15 of Chapter 1, as shown on map stamp-dated September 14, 2021, in the CM-2D-CPIO Zone, located at 3401 South La Cienega Boulevard within the West Adams - Baldwin Hills - Leimert Community Plan.

On June 14, 2022, under Case No. VTT-83550-CN-1A, the Los Angeles City Planning Commission denied one appeal regarding the Vesting Tentative Tract Map's CEQA clearance, thereby sustaining the Deputy Advisory Agency's Determination of March 21, 2022 to grant the approval to subdivide the property into five airspace lots with one of the airspace lots to have up to 260 residential condominiums units, along with a waiver of the required two-foot dedication for sidewalk widening purposes along South La Cienega Boulevard. The Deputy Advisory Agency's Determination became final and was not further appealable. Additionally, at the same meeting, under associated Case No. CPC-2021-6877-DB-SPR-CUB, the City Planning Commission approved the following: a Density Bonus Compliance Review for a project totaling 260 units, including 22 units for Very-Low Income Households and an additional seven units designated as workforce housing with Off-Menu Incentives to allow 92 feet in height in lieu of 75 feet for the commercial building and 149 feet and six inches in height in lieu of 75 feet for the residential, and to allow 785 parking spaces in lieu of the maximum parking of 453 parking spaces; a Conditional Use Permit to allow for the on-site sale of a full line of alcoholic beverages for one commercial

establishment, with the incidental sale of beer and wine for off-site consumption only in conjunction with a retail use; and, a Site Plan Review for a development project which creates more than 50 residential units and over 50,000 square feet of commercial area.

Pursuant to LAMC Section 17.07 A.1 of Chapter 1, the final map must be recorded within three years of the approval. In accordance with the provisions of Section 66452.6(e), Article 2, Chapter 3 of the Government Code, and LAMC Section 17.07 A.2 of Chapter 1, the Deputy Advisory Agency is authorized to grant a six-year extension for the recording of the final Vesting Tentative Tract Map No. 83550-CN.

In addition, pursuant to Chapter 1, LAMC Section 12.36 G.2 quasi-judicial approvals granted in conjunction with a subdivision approval pursuant to these multiple entitlement procedures may be extended for the full time limit of the subdivision approval, including time extensions pursuant to Article 7 of this Code, for the purpose of recordation of an approved map.

Therefore, the new expiration date for the subject map and related Case No.s CPC-2021-6877-DB-SPR-CUB and ADM-2021-6878-CPIOC is **June 14, 2031**.

VINCENT P. BERTONI, AICP
Director of Planning

Andrew Jorgensen

Digitally signed by Andrew
Jorgensen
Date: 2024.10.30 10:47:36 -07'00'

Andrew Jorgensen
Deputy Advisory Agency
VPB:AJ:RV:MV

cc: Councilmember Heather Hutt

TIME EXTENSION PER CHAPTER 1 OF LAMC

City of Los Angeles – Department of City Planning

1. TIME EXTENSION REQUESTCASE #: VTT-83550-CN PROJECT ADDRESS: 3401 S LA CIENEGA BLVDDATE OF APPROVAL: 05/12/22 EFFECTIVE DATE OF APPROVAL: 06/24/22**2. JUSTIFICATION/REASON FOR TIME EXTENSION**

The applicant must set forth the reasons for requesting the extension and provide sufficient factual material to support a finding that the subject project could not have a valid permit from LADBS issued, and that construction could not have begun and carried on diligently without suspension or abandonment of work; or in the case of an approval that does not require permits, that operations of the use could not have commenced.

An extension of time is needed for final map checking and clearing of conditions that are in progress.

Therefore, additional time is needed to record the map.

3. ADDITIONAL INFORMATION/REQUIREMENTS

- Time extensions for approvals determined by the Director of Planning, the Zoning Administrator, or the Area/City Planning Commission can only be granted for cases filed on or prior to May 19th, 2012 (effective date of Multiple Approvals Ordinance – Ord. 182,106).
- By-Right Time Extensions per Ordinance 182,106 are not granted via this form. See the form titled “By-Right Time Extensions per Ordinance 182,106” (CP-7746.1) to effectuate by-right extensions.
- Tract Maps, Parcel Maps, Private Streets, and other approvals determined by the Advisory Agency are allowed a 6 year extension pursuant to LAMC Section 17.07 A2. An additional 1 year extension may be granted for approvals that were *already* granted a 5 year time extension pursuant to LAMC Section 17.07 A2, *prior* to the effective date of Ordinance 180,647, effective 04/30/09 (which extended the time extension life from 5 years to 6 years).
- Time extension application must be filed with a copy of the *final* Letter of Determination. If an application was approved after an appeal to the APC, CPC, or City Council, a copy of the Letter of Determination approved by that body must be filed.

4. OWNER/APPLICANT INFORMATION

Applicant: La Cienega Owner, LLC

Company: La Cienega Owner, LLC

Address: 515 S Flower St., Ste 600

Telephone: 213-430-4660

Zip: Los Angeles, CA 90071

E-mail: ryan.burton@lendlease.com

Property Owner: La Cienega Owner, LLC

Company: La Cienega Owner, LLC

Address: 515 S Flower St., Ste 600

Telephone: 213-430-4660

Zip: Los Angeles, CA 90071

E-mail: ryan.burton@lendlease.com

Representative: Ryan Burton

Company: La Cienega Owner, LLC

Address: 515 S Flower St., Ste 600

Telephone: 213-430-4660

Zip: Los Angeles, CA 90071

E-mail: ryan.burton@lendlease.com

5. APPLICANT'S AFFIDAVIT

Under penalty of perjury the following declarations are made:

- The undersigned is the owner or lessee if entire site is leased, or authorized agent of the owner with power of attorney or officers of a corporation (submit proof). (NOTE: for zone changes lessee may not sign).
- The information presented is true and correct to the best of my knowledge.
- In exchange for the City's processing of this Application, the undersigned Applicant agrees to defend, indemnify and hold harmless the City, its agents, officers or employees, against any legal claim, action, or proceeding against the City or its agents, officers, or employees, to attack, set aside, void or annul any approval given as a result of this Application.

Signature: 

Print: RYAN BURTON

ALL-PURPOSE ACKNOWLEDGMENT

State of California

County of Los Angeles

, On August 21, 2024

before me, Adrian Trola Syed, Notary Public
(Insert Name of Notary Public and Title)

personally appeared Ryan Kevlarik Burton, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf on which the person(s) acted, executed the instrument. I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct. WITNESS my hand and official seal.


Signature

(Seal)

Planning Staff Use Only

Amount	Invoice No.	Reviewed and Accepted by	Date
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ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Los Angeles

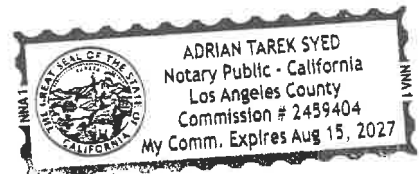
On August 21, 2024 before me, Adrian Tarek Syed, Notary Public
(insert name and title of the officer)

personally appeared Ryan Koolrik Burton
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature  (Seal)





LOS ANGELES CITY PLANNING COMMISSION

200 North Spring Street, Room 272, Los Angeles, California, 90012-4801, (213) 978-1300

www.planning.lacity.org

LETTER OF DETERMINATION

MAILING DATE: **JUN 14 2022**

Case No. VTT-83550-CN-1A

Council District: 10 – Wesson

CEQA: ENV-2021-6879-SCEA

Plan Area: West Adams – Baldwin Hills – Leimert

Related Case: CPC-2021-6877-DB-SPR-CUB

Project Site: 3401 South La Cienega Boulevard

Applicant: Arden Hearing, La Cienega Owner, LLC
Representatives: Fernando Villa, Margaret Akerblom,
Allen Matkins Leck Gamble Mallory and Natsis LLP

Appellant: Supporters Alliance for Environmental Responsibility (SAFER)
Representative: Bryan Flynn, Lozeau Drury LPP

At its meeting of **May 12, 2022**, the Los Angeles City Planning Commission took the actions below in conjunction with the approval of the following Project:

Subdivision of one lot totaling 153,608 square feet into one ground lot and four airspace lots, with one of the airspace lots to have up to 260 residential condominium units, along with a waiver of the required two-foot dedication for sidewalk widening purposes along South La Cienega Boulevard; and a Haul Route for the export of approximately 170,000 cubic yards of soil in the CM-2D-CPIO Zone.

1. **Found**, pursuant to Public Resources Code (PRC) Section 21155.2, after consideration of the whole of the administrative record, including the SB 375 Sustainable Communities Environmental Assessment, No. ENV-2021-6979-SCEA ("SCEA"), and all comments received, after imposition of all mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment; **Found** the Project is a transit priority project pursuant to PRC Section 21155 and the Project has incorporated all feasible mitigation measures, performance standards, or criteria set forth in prior EIR(s), including SCAG's 2020-2045 RTP/SCS Program EIR, the West Adams-Baldwin Hills-Leimert Community Plan EIR, and the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) Mid-City Redevelopment Plan EIR; **Found** all potentially significant effects required to be identified in the initial study have been identified and analyzed in the SCEA; **Found** with respect to each significant effect on the environment required to be identified in the initial study for the SCEA that avoid or mitigate the significant effects to a level of insignificance or those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency; **Found** the SCEA reflects the independent judgment and analysis of the City; **Found** the mitigation measures have been made enforceable conditions on the Project; and **Adopted** the SCEA and the Mitigation Monitoring Program prepared for the SCEA;
2. **Denied** the appeal and **sustained** the Deputy Advisory Agency's Determination dated March 21, 2022;
3. **Approved**, pursuant to Sections 17.06 and 17.15 of the Los Angeles Municipal Code, a Vesting Tentative Tract Map to subdivide the Property into five airspace lots with one of the

airspace lots to have up to 260 residential condominium units, along with a waiver of the required two-foot dedication for sidewalk widening purposes along South La Cienega Boulevard; and a Haul Route for the export of approximately 170,000 cubic yard of soil;

4. **Adopted** the attached Conditions of Approval; and
5. **Adopted** the attached Findings.

The vote proceeded as follows:

Moved: Millman
Second: Perlman
Ayes: Campbell, Choe, Hornstock, Leung, López-Ledesma, Mack, Dake Wilson

Vote: 9 – 0



Cecilia Lamas, Commission Executive Assistant
Los Angeles City Planning Commission

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

Effective Date/Appeals: The decision of the Los Angeles City Planning Commission is further appealable to the Los Angeles City Council within 10 days after the mailing date of this determination letter. Any appeal not filed within the 10-day period shall not be considered by the Council and the decision of the City Planning Commission will become final and effective upon the close of the 10-day appeal period. All appeals shall be filed on forms provided at the Planning Department's Development Service Centers located at: 201 North Figueroa Street, Fourth Floor, Los Angeles; 6262 Van Nuys Boulevard, Suite 251, Van Nuys; or 1828 Sawtelle Boulevard, West Los Angeles.

FINAL APPEAL DATE: JUN 24 2022

Notice: An appeal of the CEQA clearance for the Project pursuant to Public Resources Code Section 21151(c) is only available if the Determination of the non-elected decision-making body (e.g., ZA, AA, APC, CPC) **is not further appealable** and the decision is final.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Deputy Advisory Agency's Determination dated March 21, 2022, Interim Appeal Filing Procedures

c: Heather Bleemers, Senior City Planner
Oliver Netburn, City Planner
Stephanie Escobar, Planning Assistant

**DEPARTMENT OF
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CITY PLANNING COMMISSION

SAMANTHA MILLMAN
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ERIC GARCETTI
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DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

Decision Date: March 31, 2022

La Cienega Owner LLC (O)(A)
515 South Flower Street, Suite 600
Los Angeles, CA 90071

Fernando Villa Esq.; Margaret R.
Akerblom, Esq.
Allen Matkins Leck Gamble Mallory &
Natsis LLP (R)
865 South Figueroa Street, 28th Floor
Los Angeles, CA 90017

RE: Vesting Tentative Tract No. VTT-83550-CN
Related Case: CPC-2021-6877-DB-SPR-CUB;
ADM-2021-6878-CPIOC
Address: 3401 South La Cienega Boulevard
Community Plan: West Adams – Baldwin Hills -
Leimert
Zone: CM-2D-CPIO
District Map: 120B173
Council District: 10
CEQA No.: ENV-2021-6879-SCEA
Legal Description: Lot PT LT 12, M R 53-25 Tract
Subdivision of the southern portion of the Rancho
Rincon de los Bueyes

Appeal End Date: April 11, 2022

In accordance with provisions of Section 17.03 and Section 12.22.C.27 of the Los Angeles Municipal Code (LAMC), the Advisory Agency determined based on the whole of the administrative record that the project is exempt from CEQA pursuant to California Public Resource Code Section 21155.2, the Sustainable Communities Environmental Assessment prepared for this project (ENV-2021-6879-SCEA) dated January 2022, as well as the whole of the administrative record, and approved Vesting Tentative Tract No. VTT-83550-CN located at 3401 South La Cienega Boulevard, to subdivide one (1) lot, totaling 153,608 square-feet into one (1) ground lot and four (4) airspace lots with one of the airspace lots to have up to 260 residential condominium units, along with a waiver of the required 2-foot dedication for sidewalk widening purposes along South La Cienega Boulevard; and a Haul Route for the export of approximately 170,000 cubic yard of soil in the CM-2D-CPIO zone, pursuant to the Los Angeles Municipal Code (LAMC) Sections 17.06 and 17.15, as shown on map stamp-dated September 14, 2021 in the West Adams - Baldwin Hills - Leimert Community Plan. (The subdivider is hereby advised that the LAMC may not permit this maximum approved density. Therefore, verification should be obtained from the Department of Building and Safety which will legally interpret the Zoning Code as it applies to this particular property.) For an appointment with the Development Services Center call (213) 482-7077 or (818) 374-5050. The Advisory Agency's approval is subject to the following conditions:

Note on clearing conditions: When two or more **agencies** must clear a condition, subdivider should follow the sequence indicated in the condition. For the benefit of the applicant, subdivider shall maintain record of all conditions

cleared, including all material supporting clearances and be prepared to present copies of the clearances to each reviewing agency as may be required by its staff at the time of its review.

BUREAU OF ENGINEERING - SPECIFIC CONDITIONS

1. That the existing public sanitary sewer easement along Corbett Street (private street) be properly shown on the final map.
2. That the subdivider make a request to the Central District Office of the Bureau of Engineering to determine the capacity of existing sewers in this area.
3. That all tract boundary lines be properly established in accordance with Section 17.07D of the Los Angeles Municipal Code prior to recordation of the final map satisfactory to the City Engineer.
4. That a set of drawings for airspace lots be submitted to the City Engineer showing the followings:
 - a. Plan view at different elevations.
 - b. Isometric views.
 - c. Elevation views.
 - d. Section cuts at all locations where air space lot boundaries change.
5. That the owners of the property record an agreement satisfactory to the City Engineer stating that they will grant the necessary private easements for ingress and egress purposes to serve proposed airspace lots to use upon the sale of the respective lots and they will maintain the private easements free and clear of obstructions and in safe conditions for use at all times.

DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION

6. Provide a complete geotechnical engineering report per the Department requirements and LABC with appropriate design recommendations and supporting engineering analyses. (P/BC 2014-044, P/BC 2014-049, P/BC 2014-068, P/BC 2014-113).
7. Provide liquefaction analysis in conformance with the most recent version of CGS Special Publication 117 (i.e. SP 117 A), Guidelines for Evaluating and Mitigating Seismic Hazards in California (1803. 7), and with Information Bulletin P/BC 2020-151.
8. Provide a copy of the City approval letter for the existing fill, which was placed after April 25, 1963.
9. Provide a complete laboratory testing report prepared by a City of Los Angeles approved testing agency. The report shall be signed and stamped by the engineer in responsible charge of the testing and shall include the testing descriptions and procedures. P/BC 2020-113.
10. Provide design calculations and recommendations for temporary excavations and permanent walls for a minimum factor of safety of 1.25 and 1.5 respectively.

Notes: Calculations shall be determined using the limit equilibrium method (free-body-diagram, and vectors) and with tension cracks. Basement walls and other walls in which horizontal

movement is restricted at the top shall be designed for at-rest pressure in accordance to the Jaky formula and Section 1610.1 of the 2020 LABC. For walls over 6 feet, lateral earth pressure due to earthquake motions shall be considered, as required by section 1803.5.12 of the Los Angeles Building Code. For restrained walls, the higher value obtained for at-rest pressure and using the limit equilibrium method shall be recommended for design.

DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION

11. Prior to recordation of the final map, the Department of Building and Safety, Zoning Division, shall issue a clearance letter stating that no Building or Zoning Code violations existing relating to the subdivision on the subject site once the following items have been satisfied:
- a. Obtain permits for the demolition or removal of all existing structures on the site and no building shall straddle over the exiting property line. Accessory structures and uses are not permitted to remain on lots without a main structure or use. Provide copies of the demolition permits and signed inspection cards to show completion of the demolition work.
 - b. Provide a copy of D condition(s). Show compliance with the above condition(s) as applicable or Department of City Planning approval is required.
 - c. Provide a copy of affidavit AFF-55742, AFF-56043 and AFF-58293. Show compliance with all the conditions/requirements of the above affidavit(s) as applicable. Termination of above affidavit(s) may be required after the Map has been recorded. Obtain approval from the Department, on the termination form, prior to recording.
 - d. Provide a copy of CPC case CPC-2021-6877-DB-SPR-CUB. Show compliance with all the conditions/requirements of the CPC case as applicable.
 - e. Show all street dedication(s) as required by Bureau of Engineering and provide net lot area after all dedication. "Area" requirements shall be re-checked as per net lot area after street dedication. Front yard requirements shall be required to comply with current code as measured from new property lines after dedication.
 - f. The submitted Map does not comply with the and maximum density (800 s.f. of lot area/dwelling unit) requirement of the CM-2D-CPIO Zone. Revise the Map to show compliance with the above requirement or obtain approval from the Department of City Planning.
 - g. Record a Covenant and Agreement to treat the buildings and structures located in an Air Space Subdivision as if they were within a single lot.

Note:

Each Air Space lot shall have access to a street by one or more easements or other entitlements to use in a form satisfactory to the Advisory Agency and the City Engineer.

This Proposed Project is subject to Density Bonus Ordinance to increase the maximum allowed density.

This property is located in a Liquefaction Zone.

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 insufficient numbers of parking spaces, obtain approval from the Department of City Planning.

The submitted Map may not comply with the number of guest parking spaces required by the Advisory Agency.

The existing or proposed building plans have not been checked for and shall comply with Building and Zoning Code requirements. With the exception of revised health or safety standards, the subdivider shall have a vested right to proceed with the proposed development in substantial compliance with the ordinances, policies, and standards in effect at the time the subdivision application was deemed complete. Plan check will be required before any construction, occupancy or change of use.

If the proposed development does not comply with the current Zoning Code, all zoning violations shall be indicated on the Map.

An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Eric Wong at (213) 482-6876 to schedule an appointment.

DEPARTMENT OF TRANSPORTATION

12. A. CEQA-Related Requirements

Per the transportation analysis, the applicant will implement the following TDM measures:

- Ride-Share Program – This strategy involves the use of ride-share matching services, designated preferred parking for ride-share participants, adequate passenger loading/unloading and waiting areas for ride share vehicles, and a website or message board to connect riders and coordinate rides in order to increase vehicle occupancy. The Project assumes that every employee would be eligible for the ride-share program.

B. Non-CEQA-Related Requirements and Considerations

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Transportation Systems Management (TSM) Improvements

LADOT's goal is to improve the efficiency of the study intersections, by optimally allocating green time to different modes and in different directions and provide the capability to remotely monitor and adjust signal timing in real-time to respond to specific traffic conditions or occurrences. The following Automated Traffic Surveillance and Control system (ATSAC) improvements will maximize intersection throughput or manage queues and improve system performance:

The project would contribute up to approximately \$80,000 to \$90,000 toward TSM improvements within the project area that may be considered to better accommodate intersection operations and increase network capacity throughout the study area.

LADOT's ATSAC Section has identified the improvement of approximately 12,000 feet of fiber optic cable from National Boulevard/Jefferson Boulevard to the hub located at La Brea Avenue and Washington Boulevard.

The installation of the fiber optic cables would improve the network capacity and the TSM improvement provides a system wide benefit by reducing delays experienced by motorists within the project area.

Should the project be approved, then a final determination on how to implement the ATSAC improvements listed above will be made by DOT prior to the issuance of the first building permit. These improvements will be implemented either by the applicant through the B-Permit process of the Bureau of Engineering (BOE), or through a direct payment to DOT to fund the cost of the upgrades and improvements. If the upgrades and improvements are implemented by the applicant through the B-Permit process, then these improvements must be guaranteed prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT.

All proposed street improvements within the City of Los Angeles must be guaranteed through BOE's B-Permit process, prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor contact LADOT's B-Permit Coordinator, ladot.planprocessing@lacity.org, to arrange a pre-design meeting to finalize the proposed design.

2. Parking Requirements

The project would provide parking for 785 vehicle parking spaces and 222 bicycle parking spaces (36 short-term spaces and 186 long-term spaces). The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project.

3. Highway Dedication and Street Widening Requirements

Per the new Mobility Element of the General Plan, **La Cienega Boulevard**, has been designated a Modified Boulevard II, which would require a 40-foot half-width roadway within a 52-foot half-width right-of-way and **Jefferson Boulevard**, has been designated a Modified Avenue II, which would require a 30-foot half-width roadway within a 45-foot half-width right-of-way. For all applicable highway dedication, street widening and/or sidewalk requirements of the project, the applicant should check with the Bureau of Engineering's Land Development Group.

4. Highway Dedication and Street Widening Requirements

The conceptual site plan for the project (see **Attachment A**) is acceptable to LADOT. As indicated previously, vehicular access will be provided via one driveway on South La Cienega Boulevard and a secondary, one-way exit, via a 20-foot strip of land connecting the project site to Corbett Street. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of a new driveway should be coordinated with LADOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. The applicant should check with City Planning regarding the project's vehicular access and design.

5. Worksite Traffic Control Requirements

LADOT recommends that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/businesses/temporary-traffic-control-plans> to determine which section to coordinate review of the work site traffic control plan. 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 all construction related truck traffic be restricted to off-peak hours to the extent feasible.

6. Development Review Fees

Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Kevin Arucan at (213) 972-4970.

DEPARTMENT OF RECREATION AND PARKS

Pursuant to Los Angeles Municipal Code sections 12.33.E and 19.17, Recreation and Parks recommends the following be added as a condition of the approval of AA-2021-1147-PMLA-SL-HCA:

13. That the Park Fee paid to the Department of Recreation and Parks be calculated as a Subdivision (Quimby in-lieu) fee.

DEPARTMENT OF WATER AND POWER

14. Contact LAFD for private fire hydrant requirement.
15. Street/sewer/storm drain plans shall be submitted.

Note: On January 1, 2018, LADWP implemented a new policy regarding water services for multi-unit residential structures. If a development allows LADWP to install an individual meter in front of each house and the water main serving that development fronts the property and is in a public right-of-way, then this is a conventional installation and LADWP will provide

individual meters. However, if the small lot is completely and within private property and the request is for a manifold type installation of consecutive meters in a coffin-type configuration, LADWP can provide up to five meters in that manifold setting. LADWP can provide a master meter if the number of meters required is greater than five.

BUREAU OF STREET LIGHTING

16. The Bureau of Street Lighting's recommended condition of approval for the subject city planning case is as follows: (Improvement condition added to S-3 (c) where applicable.)

Note: The quantity of streetlights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

BUREAU OF STREET SERVICES – URBAN FORESTRY

17. a. Project shall preserve all healthy mature street trees whenever possible. All feasible alternatives in project design should be considered and implemented to retain healthy mature street trees. A permit is required for the removal of any street tree and shall be replaced 2: 1 as approved by the Board of Public Works and Urban Forestry Division.

b. Plant street trees at all feasible planting locations within dedicated streets as directed and required by the Bureau of Street Services, Urban Forestry Division. All tree plantings shall be installed to current tree planting standards when the City has previously been paid for tree plantings. The subdivider or contractor shall notify the Urban Forestry Division at: (213) 847- 3077 upon completion of construction for tree planting direction and instructions.

Note: Removal of street trees requires approval from the Board of Public Works. All projects must have environmental (CEQA) documents that appropriately address any removal and replacement of street trees. Contact Urban Forestry Division at: (213) 847-3077 for tree removal permit information.

FIRE DEPARTMENT

18. That prior to the recordation of the final map, a suitable arrangement shall be made satisfactory to the Fire Department, binding the subdivider and all successors to the following:
- a. During demolition, the Fire Department access will remain clear and unobstructed.
- b. Access for Fire Department apparatus and personnel to and into all structures shall be required.

- c. One or more Knox Boxes will be required to be installed for LAFD access to the project. Location and number to be determined by LAFD Field Inspector. (Refer to FPB Req # 75).
- d. 505.1 Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.
- e. 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.
- f. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- g. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.
- h. 2014 CITY OF LOS ANGELES FIRE CODE, SECTION 503.1.4 (EXCEPTION)
 - i. When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.
 - ii. It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building.
 - iii. This policy does not apply to single-family dwellings or to non-residential buildings.
- i. 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 onto the roof.
- j. Entrance to the main lobby shall be located off the address side of the building.
- k. Any required Fire Annunciator panel or Fire Control Room shall be located within a 20ft visual line of sight of the main entrance stairwell or to the satisfaction of the Fire Department.
- l. 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.

- m. The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.
- n. **FPB #105**
5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication

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 email lafdhydrants@lacity.org. You should advise any consultant representing you of this requirement as well.

BUREAU OF SANITATION

- 19. Bureau of Sanitation has reviewed the sewer/storm drain lines serving the subject parcels/areas, and found no potential problems to our structures and/or potential maintenance issues.

Note: This Approval is for the Tract Map only and represents the office of LA Sanitation/CWCDs. The applicant may be required to obtain other necessary Clearances/Permits from LA Sanitation and appropriate District office of the Bureau of Engineering. If you have any questions, please contact Rafael Yanez at (323) 342-1563.

DEPARTMENT OF CITY PLANNING – SITE SPECIFIC CONDITIONS

- 20. 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. Limit the proposed development to one (1) ground lot and four (4) airspace lots including a maximum of 230,412 square feet of residential space with a maximum of 260 residential units, and 230,412 square feet of commercial space. This density is only allowed per the approval and requirements of Case No. CPC-2021-6877-DB-SPR-CUB. In the event that Case No. CPC-2021-6877-DB-SPR-CUB is not approved, the project shall comply with Ordinance No. 184,794.
 - b. Off-street parking for residential and commercial uses shall comply with the requirements of Case No. CPC-2021-6877-DB-SPR-CUB. In the event that Case No. CPC-2021-6877-DB-SPR-CUB is not approved, the project shall comply with Ordinance No. 184,794 and LAMC Section 12.21-A,4.

Directions to guest parking spaces shall be clearly posted. Tandem parking

spaces shall not be used for guest parking.

In addition, prior to issuance of a building permit, a parking plan showing off-street parking spaces, as required by the Advisory Agency, be submitted for review and approval by the Department of City Planning (221 North Figueroa Street, Suite 1350).

- c. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit.
 - d. That the subdivider consider the use of natural gas and/or solar energy and consult with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.
 - e. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.
 - f. Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent properties or the public right-of-way.
 - g. A 2-foot wide private pedestrian walk easement shall be provided along La Cienega Boulevard adjoining the tract and shall be open for public use. This pedestrian walk shall be kept open at all times, from the ground plane up to the first 10 feet of the ground floor, and any structures within the easement walk area shall be reviewed and approved by the Department of Building and Safety. The subdivider shall be responsible for maintenance and security of the private easement. The property's Floor Area, Buildable Area, Lot Area, yards, and other applicable standards in the Municipal Code shall continue to be calculated and determined in the same manner they were prior to granting the easement.
22. Prior to the issuance of a grading permit, the subdivider shall record and execute a Covenant and Agreement (Planning Department General Form CP-6770), binding the subdivider to the following haul route conditions:

Haul Route General Conditions

- a. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind, at the sole discretion of the grading inspector.
- b. Hauling and grading equipment shall be kept in good operating condition and muffled as required by law.
- c. The Emergency Operations Division, Specialized Enforcement Section of the Los Angeles Police Department shall be notified at least 24 hours prior to the start of hauling, (213) 486-0777.
- d. Loads shall be secured by trimming or watering or may be covered to prevent the spilling or blowing of the earth material. If the load, where it contacts the sides, front, and back of the truck cargo container area, remains six inches from the upper edge of the container area, and if the load does not extend, at its peak, above any part of the upper edge of the cargo container area, the load is not required to be covered, pursuant to California Vehicle Code Section 23114 (e) (4).
- e. Trucks and loads are to be watered at the import site to prevent blowing dirt and are to be cleaned of loose earth at the import site to prevent spilling.

- f. Streets shall be cleaned of spilled materials during grading and hauling, and at the termination of each workday.
- g. The owner/contractor shall be in conformance with the State of California, Department of Transportation policy regarding movements of reducible loads.
- h. The owner/contractor shall comply with all regulations set forth by the State of California Department of Motor Vehicles pertaining to the hauling of earth.
- i. A copy of the approval letter from the City, the approved haul route and the approved grading plans shall be available on the job site at all times.
- j. The owner/contractor shall notify the Street Services Investigation and Enforcement Division, (213) 847-6000, at least 72 hours prior to the beginning of hauling operations and shall also notify the Division immediately upon completion of hauling operations. Any change to the prescribed routes, staging and/or hours of operation must be approved by the concerned governmental agencies. Contact the Street Services Investigation and Enforcement Division prior to effecting any change.
- k. Hauling vehicles shall not stage on any streets adjacent to the project, unless specifically approved as a special condition in this report.
- l. Hauling vehicles shall be spaced so as to discourage a convoy affect.
- m. This approval pertains only to the City of Los Angeles streets. Those segments of the haul route outside the jurisdiction of the City of Los Angeles may be subject to permit requirements and to the approval of other municipal or governmental agencies and appropriate clearances or permits is the responsibility of the contractor.

Haul Route Specific Conditions

- n. Loaded haul vehicles traveling from the project site shall travel to Hansen Aggregates, exiting the site on La Cienega, head south, right turn onto Obama Blvd, right turn onto Jefferson, stay right on Jefferson Blvd, turn left onto La Cienega, slight right onto Fairfax, right onto Washington, right onto I-10, take CA-60 to I-605 N, take exit 24 for Lower Azusa Rd/Los Angeles St.
- o. Empty haul vehicles traveling to the project site facility shall head east onto Graham Access Road, turn left onto Live Oak Ave, turn left to merge onto I-605 S, right onto I-10 W, take exit 7B for Washington towards Fairfax Ave, turn left onto Washington Blvd, turn left onto Fairfax Ave, turn left onto La Cienega Blvd.
- p. Hauling hours of operation are restricted to the hours between 7:00 A.M. and 6:00 P.M., Monday through Saturday with no hauling on Sundays or holidays.
- q. An average of approximately 130 truck trips per day will occur over an estimated 3 years of hauling.
- r. Haul vehicles are bottom dump trucks with 18 wheels, carrying 14 cubic yards per truck, and a maximum gross weight of 80,000 pounds.
- s. There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any adjacent residential streets.
- t. Total net export of material is approximately 170,000 cubic yards.
- u. "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction.
- v. A minimum of two flag attendants, each with two-way radios, will be required during hauling hours to assist with staging and getting trucks in and out of the project area. Additional flag attendants may be required by the LADBS Inspector, LADOT, or BOSS to mitigate a hazardous situation (e.g. blind curves, uncontrolled intersections, narrow portions of roads or where obstacles are present). Flag attendants and warning signs shall be in compliance with Part II of the latest Edition of "Work Area Traffic Control Handbook."
- w. A surety or cash bond shall be posted in an amount satisfactory to the City Engineer for maintenance of haul route streets. The forms for the bond will be issued by the

Central District Engineering Office, 100 S. Main Street 9th Floor, Los Angeles, CA, 90012. Further information regarding the bond may be obtained by calling 213-972-4990.

23. Prior to the issuance of the building permit or the recordation of the final map, a copy of CPC-2021-6877-DB-SPR-CUB shall be submitted to the satisfaction of the Advisory Agency. In the event CPC-2021-6877-DB-SPR-CUB is not approved, the subdivider shall submit a tract modification.
24. Paleontological Resources Inadvertent Discovery. In the event an unanticipated paleontological resource is uncovered during earthwork or construction, all work shall cease within a minimum distance of 50 feet from the find until a Qualified Paleontologist (1. Paleontologist who meets the Society of Vertebrate Paleontology standards for a Principal Investigator or Project Paleontologist; 2. Has demonstrated competence in field techniques, preparation, identification, curation, and reporting and/or a graduate degree in paleontology or geology or a publication record in peer reviewed journals; 3. At least two years professional experience with administration and project management experience; 4. Proficiency in recognizing fossils in the field and determining their significance; expertise in local geology, stratigraphy, and biostratigraphy; and 5. Experience collecting vertebrate fossils in the field) has been retained by the applicant to evaluate the find in accordance with the Society of Vertebrate Paleontology's Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. The Qualified Paleontologist may adjust this avoidance area, ensuring appropriate temporary protection measures of the find are taken while also considering ongoing construction needs in the surrounding area. Temporary staking and delineation of the avoidance area shall be installed around the find in order to avoid any disturbance from construction equipment. Any paleontological materials that are uncovered shall not be moved or collected by anyone other than a Qualified Paleontologist or his/her designated representative such as a Paleontological Monitor (1. A paleontologist who has a minimum of a bachelor's or equivalent degree in geology or paleontology; 2. No less than one year of experience performing paleontological monitoring and salvaging fossil materials in the relevant geologic province; or 3. An equivalent degree in biology or pursuit of a degree in geology or paleontology and no less than two years of comparable experience). If cleared by the Qualified Paleontologist, Ground Disturbance Activities may continue unimpeded on other portions of the site. The found deposit(s) shall be treated in accordance with the Society of Vertebrate Paleontology's Standard Procedures. Ground Disturbance Activities in the area where resource(s) were found may recommence once the identified resources are properly assessed and processed by a Qualified Paleontologist. A report that describes the resource and its disposition, as well as the assessment methodology, shall be prepared by the Qualified Paleontologist according to current professional standards for submittal to the Department of City Planning. If appropriate, the report should also contain the Qualified Paleontologist's recommendations for the preservation, conservation, and curation of the resource at a suitable repository, such as the Natural History Museum of Los Angeles County, with which the Applicant or Owner must comply.
25. Tribal Cultural Resource Inadvertent Discovery. In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities¹, all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

- a. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and OHR.
- b. If OHR determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant, or its successor, and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
- c. The Applicant, or its successor, shall implement the tribe's recommendations if a qualified archaeologist retained by the City and paid for by the Applicant, or its successor, in consultation with the tribal monitor, reasonably conclude that the tribe's recommendations are reasonable and feasible.
- d. In addition to any recommendations from the applicable tribe(s), a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation.
- e. If the Applicant, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or qualified tribal monitor, the Applicant, or its successor, may request mediation by a mediator agreed to by the Applicant, or its successor, and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the dispute. After making a reasonable effort to mediate this particular dispute, the City may (1) require the recommendation be implemented as originally proposed by the archaeologist or tribal monitor; (2) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (4) not require the recommendation be implemented because it is not necessary to mitigate an significant impacts to tribal cultural resources. The Applicant, or its successor, shall pay all costs and fees associated with the mediation.
- f. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by both the qualified archaeologist and qualified tribal monitor and determined to be reasonable and appropriate.
- g. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 5 above.
- h. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.

- i. Notwithstanding paragraph 8 above, any information that the Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and handled in compliance with the City's AB 52 Confidentiality Protocols.

26. INDEMNIFICATION AND REIMBURSEMENT OF LITIGATION COSTS.

Applicant shall do all of the following:

- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate

at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

“City” shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

“Action” shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Action includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

DEPARTMENT OF CITY PLANNING-ENVIRONMENTAL MITIGATION MEASURES

27. Implementation. The Mitigation Monitoring Program (MMP), that is part of the case file (Exhibit B), shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each Project Design Features (PDF) and Mitigation Measure (MM) and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.

28. Construction Monitor. During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the PDFs and MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

29. Substantial Conformance and Modification. After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed

change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

BUREAU OF ENGINEERING - STANDARD CONDITIONS

- S-1. (a) That the sewerage facilities charge be deposited prior to recordation of the final map over all of the parcel in conformance with Section 64.11.2 of the Los Angeles Municipal Code (LAMC).
- (b) That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.
- (c) That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.
- (d) That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.
- (e) That drainage matters be taken care of satisfactory to the City Engineer.
- (f) That satisfactory street, sewer and drainage plans and profiles as required, together with a lot grading plan of the parcel and any necessary topography of adjoining areas be submitted to the City Engineer.
- (g) That any required slope easements be dedicated by the final map.

- (h) That each lot in the parcel comply with the width and area requirements of the Zoning Ordinance.
 - (i) That 1-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting un-subdivided property. The 1-foot dedications on the map shall include a restriction against their use of access purposes until such time as they are accepted for public use.
 - (j) That any 1-foot future street and/or alley adjoining the parcel be dedicated for public use by the parcel, or that a suitable resolution of acceptance be transmitted to the City Council with the final map.
 - (k) That no public street grade exceeds 15%.
 - (l) That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 1990.
- S-2. That the following provisions be accomplished in conformity with the improvements constructed herein:
- (a) Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary monuments requires that other procedures be followed.
 - (b) Make satisfactory arrangements with the Department of Traffic with respect to street name, warning, regulatory and guide signs.
 - (c) All grading done on private property outside the parcel boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.
 - (d) All improvements within public streets, private streets, alleys and easements shall be constructed under permit in conformity with plans and specifications approved by the Bureau of Engineering.
 - (e) Any required bonded sewer fees shall be paid prior to recordation of the final map.
- S-3. That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:
- (a) Construct on-site sewers to serve the parcel as determined by the City Engineer.
 - (b) Construct any necessary drainage facilities.
 - (c) No street lighting improvements if no street widening per BOE improvement conditions. Otherwise relocate and upgrade street lights; three (3) on La Cienega Blvd. and two (2) pedestrian lights on La Cienega Blvd.
 - (d) Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Street Tree Division of the Bureau

of Street Maintenance. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider or conparcelor shall notify the Urban Forestry Division ((213) 847-3077) upon completion of construction to expedite tree planting.

- (e) Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.
- (f) Construct access ramps for the handicapped as required by the City Engineer.
- (g) Close any unused driveways satisfactory to the City Engineer.
- (h) Construct any necessary additional street improvements to comply with the Americans with Disabilities Act (ADA) of 1990.
- (i) 1. Construct any necessary on-site mainline and house connection sewers satisfactory to the City Engineer.

Note: This project is located near the Metro Right-of-way Project Area. Consultation with the Los Angeles County Metropolitan Transportation Authority (Metro) may be required prior to the issuance of any building permit for projects within 100 feet of Metro-owned Rail or Bus Rapid Transit (BRT) right-of-way (ROW) to ensure safe access to, and operations of, transportation services and facilities (213) 922-2785. Any questions regarding this report should be directed to Quyen Phan of the Permit Case Management Division located at 201 N. Figueroa Street, Suite 290 or by calling (213) 808-8604.

Notes: The Advisory Agency approval is the maximum number of units permitted under the parcel action. However the existing or proposed zoning may not permit this number of units. This vesting map does not constitute approval of any variations from the Los Angeles Municipal Code (LAMC), unless approved specifically for this project under separate conditions.

Any removal of the existing street trees shall require Board of Public Works approval.

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 Section 17.05-N of the LAMC.

The final map must be recorded 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 parcel 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.

FINDINGS OF FACT (CEQA)

Introduction

Senate Bill 375 (SB 375) enacted on September 30, 2008, created a Sustainable Communities Environmental Assessment (SCEA) process for environmental review under the California Environmental Quality Act (CEQA) for some transit priority projects meeting rigorous requirements. A transit priority project is defined by Public Resources Code (PRC) Section 21155(b) as a project that (1) contains at least 50 percent residential use, based on total building square footage and a floor area ratio of not less than 0.75; (2) provide a minimum net density of at least 20 dwelling units per acre; and (3) is located within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. Specifically, when a project in the City of Los Angeles (City) meets the definition of a transit priority project and is consistent with the general use designation, density, building intensity and applicable policies specific for the project area in the Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy, the City may review the environmental impacts of the project with a SCEA. The City prepares an initial study for the SCEA that identifies all potentially significant effects of the project, with the exception of growth-inducing impacts and project-specific or cumulative impacts from cars and light trucks on global warming or the regional transportation network. The initial study must contain mitigation measures that reduce or avoid all the potentially significant impacts identified in the initial study to a level of less than significance and it must incorporate all applicable mitigation measures from prior relevant environmental impacts reports (EIRs).

After circulation for public comments, and a public hearing, the City may approve the SCEA for the project if it finds that all potentially significant effects have been identified and analyzed, and that all potentially significant impacts have been mitigated to a level of insignificance by either the City, as Lead Agency, or another agency with the responsibility and authority to implement the mitigation measure.

Findings

The City, having independently reviewed the SCEA for the 3401 La Cienega Project (Project) including the initial study and technical reports, and considered all public comments and all other matters in the administrative record, hereby determines and finds, that based on the whole of the administrative record:

1. The Project is a mixed-use project including 260 residential units, with approximately 15 percent of the total units (22 units) reserved for Very-Low Income households and seven total units (7 units) reserved for Workforce households. The 260 residential units would consist of 26 studios, 143 one-bedroom units, 78 two-bedroom units, and 13 three-bedroom units, with a range of unit sizes from approximately 440 to 1,436 square feet. The Project also includes 460,824 square feet of floor area with a FAR of 3:1, made up of 230,412 square feet for the residential component and 230,412 square feet for the commercial office and restaurant component.
2. The Project is consistent with the general land use designation, density and building intensity in the Southern California Association of Government's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS).
3. The Project is a transit priority project in that it: (a) contains approximately 50 percent residential use, which is equivalent to the minimum requirement of at least 50 percent

residential use; (b) provides a net density of 74 units per acre which is greater than the minimum required at least 20 dwelling units per acre; and, (c) is located less than 500 feet from the Metro E Line Jefferson/La Cienega Station and is, therefore, located less than one-half mile from a major transit stop, and the Project is also located within an existing high quality transit corridor as shown in the 2020-2045 RTP/SCS.

4. Pursuant to PRC Section 21155.2, the Project has incorporated all feasible mitigation measures, performance standards, or criteria set forth in three prior applicable EIRs: the 2020-2045 RTP/SCS Program EIR, the West Adams-Baldwin Hills-Leimert Community Plan EIR, and the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) Mid-City Redevelopment Plan EIR.
5. An initial study has been prepared for the Project that identifies all significant or potentially significant impacts of the Project, other than those that do not need to be reviewed pursuant to PRC Section 21155.2(b), based on substantial evidence in light of the whole record. The initial study identifies cumulative effects that have been adequately addressed and mitigated in the prior applicable certified EIRs. Cumulative effects have been found to be adequately addressed and mitigated in the prior applicable certified EIRs and are not considered cumulatively considerable for the purposes of the SCEA.
6. The SCEA includes measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the Project required to be identified in the initial study.
7. The SCEA was completed, noticed and circulated in accordance with the requirements of the CEQA, the State CEQA Guidelines and the City's procedures as follows:
 - a. On January 20, 2022 a Notice of Availability (NOA) and Notice of Intent to Adopt (NOI) were issued for the Draft SCEA dated January 2022 that was circulated for public comments for 30 days. The NOI was sent to those public agencies that have jurisdiction by law with respect to the Project and to other interested parties and agencies, including property owners within 500 feet of the boundaries of the Project and the comments of such persons and agencies were sought.
 - b. On January 20, 2022 the NOI was published in the Daily Journal, a newspaper of general circulation, and the NOI was posted with the Office of Planning and Research.
8. The City has reviewed and considered the information contained in the SCEA, including the initial study, the mitigation measures and conditions incorporated into the Project, and the comments received during the public review process and the hearing on the Project and, based on that review and consideration, the City has determined that the SCEA constitutes an adequate, accurate, objective and complete review of the environmental effects of the Project.
9. Based on its review of the SCEA and on the basis of the whole record, the City finds that all potentially significant or significant effects required to be identified in the initial study have been identified and analyzed, and with respect to each significant effect on the environment required to be identified in the initial study, changes or alterations,

including mitigation measures, have been required in or incorporated into the Project that avoid or mitigate the significant effects to a level of insignificance.

10. Based on its review of the SCEA and on the basis of the whole record, the City finds that the SCEA reflects the City Council's independent judgment and analysis and that there is no substantial evidence that the Project will have a significant effect on the environment.
11. Based on its review of the SCEA and on the basis of the whole record, the City finds that the Project complies with the requirements of CEQA for using a SCEA as authorized pursuant to PRC Section 21155.2(b).

Based on its review of the SCEA and on the basis of the whole record, the City finds that the Mitigation and Monitoring Program for the Project requires all reasonably feasible mitigation measures, including mitigation measures from the three prior applicable EIRs, as appropriate, and that those mitigation measures will be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Program.

FINDINGS OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of Vesting Tentative Tract Map No. VTT-83550-CN, the Advisory Agency of the City of Los Angeles, pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

- (a) **THE PROPOSED MAP IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.**

The site is zoned CM-2D-CPIO. The property is currently developed with a Public Storage facility proposed to be demolished as a part of the project and is located within the West Adams - Baldwin Hills - Leimert Community Plan, which designates the site for Hybrid Industrial land uses. The proposed project is to subdivide one (1) lot, totaling 153,720 square-feet into one (1) ground lot and four (4) airspace lots with one of the airspace lots to have up to 260 residential condominium units, along with a waiver of the required 2-foot dedication for sidewalk widening purposes along South La Cienega Boulevard; and a Haul Route for the export of approximately 170,000 cubic yard of soil. The subdivision will be for the construction, use and maintenance of a new 460,824 square-foot mixed-use residential and commercial development, including one Residential Building and one Commercial Building on a site totaling approximately 3.59 acres. The approximately 230,412 square-foot Residential Building contains 260 residential units for rent; 22 units are reserved for "very low income" households and 7 units are reserved for workforce housing within a 149'-6"-tall Residential Building up to 13 stories high on the western portion of the Project Site. The approximately 230,412 square-foot Commercial Building includes 2,869 square-feet of ground floor retail within a 92-foot-tall Commercial Building (office and ground floor retail) up to six stories high on the eastern end of the Project Site. The Project proposes up to 785 parking spaces, including 130 residential and 242 commercial parking spaces. The 413 remaining spaces would be unassigned and available for residential or commercial uses.

Although designated and zoned for Hybrid Industrial uses, the subject site is located within a unique area of the City known as the Jefferson/ La Cienega TOD. While the Community

Plan encourages the protection of industrially zoned properties, it recognizes that due to the location of the site, there may be more appropriate uses for the site. The Community Plan “advances the creation of an employment destination outside of the City Center where a mix of uses that feature emerging and innovative commercial, office, and other high-tech uses can locate in proximity to existing and future residences within a medium to high intensity transit hub.”

Adjoining the Project Site, South La Cienega Boulevard is a “Modified Boulevard II” per the Mobility Plan 2035. Because it is a “modified” classification, none of the BOE’s Standard Street Dimensions apply to this stretch of La Cienega. BOE’s NavigateLA identifies a “Right-of-Way Width (Designated)” of 104 feet and a “Roadway Width (Designated)” of 80 feet. According to NavigateLA and ZIMAS, the existing roadway is greater than 80-foot wide adjoining the Project Site. Therefore, the existing roadway appears to be over-dedicated per current classification. Also, the existing dedicated right-of-way is already 107 feet, 3 feet wider than required by the Modified Boulevard II classification, along most of the Project Site.

CPIO Section V-2.D.1.a. requires that the project provide no more than a 2-foot setback along the Primary Frontage. The Project has been designed to provide no more than a 2’ setback along La Cienega Blvd, from the 2nd floor and above, to honor this provision. However, the Project is set back 5’ at the ground floor along La Cienega Blvd and the 2nd floor cantilevers out to create a Pedestrian Amenity of a covered pedestrian “arcade” along the Primary Frontage. This is consistent with CPIO Section V-2.D.1.b, which provides that the maximum Primary Frontage setback may be exceeded up to 20 feet if the street facing façade is accessible to the public and incorporates Pedestrian Amenities into that area. This Pedestrian Amenity will be improved as an extension of the publicly accessible sidewalk and further setback near the adjoining Metro transit plaza to provide an expanded plaza and gathering space. The Project design incorporated the intent of the full 52-foot half right-of-way requirements in designing the setback, structure, and improvements. As designed, no portion of the proposed structures would encroach into that 2-foot setback on the ground level. Additionally, pursuant to Condition 21.g of this report, a minimum 2-foot-wide private pedestrian walk easement shall be provided along La Cienega Boulevard adjoining the tract and shall be open for public use. This pedestrian walk shall be kept open at all times and any structures within the easement walk area shall be reviewed and approved by the Department of Building and Safety. The subdivider shall be responsible for maintenance and security of the private easement. Therefore, as designed and conditioned, the project achieves the purpose of the Mobility Plan 2035.

In addition, the southerly adjoining parcel (3431 S. La Cienega Blvd) contains a See’s Candies manufacturing facility dating from 1946. The iconic Southern California candy company was founded in Los Angeles in 1921. The See’s Candies factory is listed as an historic resource on the City of LA’s Historic Places LA. Due to the historic significance of the neighboring site, it is doubtful that portions of La Cienega south of the property will ever be dedicated to the full designated width. Mobility Plan 2035 Policy 2.17 requires staff to “carefully consider the overall implications of widening a street before requiring the widening,” citing the “often unique nature of a street segment where widening could change the character of a street in an undesirable way, proved unnecessarily expensive relative to the resulting benefits, or result in other adverse changes. Dedication at the Project Site would create an occurrence of discontinuous, intermittent dedications that may create a negative impact to the urban form and pedestrian experience of the Project with no identifiable benefit to the City.

As proposed, The Project is consistent with the General Plan, including the General Plan Framework, the West Adams-Baldwin Hills-Leimert Community Plan, the Mobility Plan 2035, and the West Adams-Baldwin Hills-Leimert CPIO. The Property is not located within a Specific Plan. As set forth above in Section IV, the Project complies with the Property's zoning and applicable development standards, including those imposed by the LAMC and CPIO, as permitted to be modified by the State Density Bonus Law and the City's implementing ordinance. The Project's proposed mixed-use residential, creative office, and retail uses are consistent with, and expressly advanced by, the Property's General Plan Hybrid Industrial designation, which calls for "creative industry, office, or mixed use."

While 100-percent residential developments are prohibited by the West Adams – Baldwin Hills – Leimert CPIO, the residential component of Mixed-Use Projects are allowed to occupy a maximum of 50-percent of the Project's total floor area. The proposed Project includes 460,824 total square feet. The residential component is approximately 230,412 square feet, therefore in compliance with the CPIO. The Project also substantially conforms with the objectives, policies and provisions of the General Plan Framework, set forth as follows.

General Plan Framework: Land Use (Chapter 3)

Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.

The Project's redevelopment of a low-intensity self-storage use into a vibrant mix of residential, commercial and retail uses and verdant landscaped areas that collocate jobs, housing and retail services and the Project's encouragement of public transit and other active modes of transportation will contribute to the City's long-term fiscal and economic viability, facilitate the ongoing transformation of the West Adams and Baldwin Hills neighborhoods, and foster a more livable community for the existing residents and businesses.

The Project's proposed new 227,543 square feet of office use, 2,869 square feet of ground floor retail space, 260 residential units (including 22 units for Very Low-Income households and 7 units for workforce housing), 34,214 square feet of publicly available open space amenities, and pedestrian activated streetscape revitalize a 3.53-acre property that is currently underutilized with aging masonry buildings primarily used for low-intensity storage and warehousing uses. The Project's landscaped, pedestrian-oriented open space, such as the Crossings plaza and tree-lined Cienega Square, and neighborhood-serving retail will improve and beautify the Jefferson/La Cienega Metro station and existing bicycle path, thereby activating the streetscape for pedestrians and further encouraging walking, biking, and use of public transit by the community at large. The existing self-storage use provides no pedestrian amenities or public access and does not utilize the adjacent Metro or other public transportation options. The Property is therefore an infill

opportunity to revitalize this key commercial and transit corridor, providing a healthful living environment.

The Project is centrally and ideally located along La Cienega Boulevard, a designated Modified Boulevard II and transit corridor in West Adams and is adjacent to the La Cienega & Jefferson Metro Station E (Expo) Line and near multiple bus lines. Like the Property, the West Adams neighborhood is undergoing a transformation from light industrial to a thriving mixed use center bringing jobs, housing, and lifestyle together. West of the Property along the Metro E Line rail are the communities of Culver City, West Los Angeles and Santa Monica, containing high population and access to other employment hubs. The Project Site also has convenient access to Downtown Los Angeles and other destinations within the Regional Commercial Center areas of Los Angeles.

This access is facilitated by the Metro E Line which is adjacent to the Property and has a local connection to the Metro B (Red) Line, Metro D (Purple) Line and Metro A (Blue) Line. This mass transit infrastructure enhances connectivity to the Downtown Los Angeles, the Wilshire Center Koreatown and the Long Beach business hubs. These Metro Lines further connect to other points throughout the City and the Greater Los Angeles area.

Additionally, the Los Angeles Metropolitan Authority (MTA) routes a number of bus lines with stops conveniently located near the Property. The Metro Bus system provides local service along S. La Cienega Blvd. and Jefferson Blvd. Route 105 travels north/south along S. La Cienega Blvd. The southeastern bound route begins at Santa Monica Blvd. and San Vicente Blvd., adjacent to the City of West Hollywood, and travels through Beverly Hills, Los Angeles, and Leimert Park, with a final stop at Pacific Blvd. and Santa Fe Ave. in the City of Vernon. The Metro Route 105 runs approximately every 10 minutes, 7 days a week. Route 38 travels east/west along Jefferson Blvd. The westbound route begins at Spring St. and 7th St. in Downtown Los Angeles and travels through the Mid-City area with a loop layover at Jefferson Blvd. and 11th Ave. The Metro Route 38 runs approximately every 30 minutes, 7 days a week. Route 217 travels north/east along S. La Cienega Blvd. The northeastern route begins at the La Cienega Station Terminal near the project site and travels through Beverly Hills, West Hollywood and Los Angeles, with a final stop at the Hollywood/Vine Station. The Metro Route 217 runs approximately every 20 minutes, 7 days a week.

The Project's introduction of additional first class office space, residential serving retail, hundreds of new units for a variety of income levels, and well-designed open space into this transit rich corridor will foster the growing push in the West Adams area and surrounding communities towards transit, pedestrian travel, and other active modes of transportation, which in turn would reduce vehicle use, vehicles miles traveled, and congestion, and contribute to the goals of improving air quality and creating a healthier, supportive living environment for the Project's future users and community.

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

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

Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

The Project includes 231 market rate, 22 Very Low Income restricted affordable units, 7 workforce units, approximately 227,543 SF of office, 2,869 SF of retail, most likely food and beverage, and 34,214 SF of publicly accessible landscaped plazas and paseos that will activate the streetscape along Jefferson Blvd. and enhance access to and use of the bicycle path and Metro station. As noted above and below, the mixed-use and mixed-income nature of the Project will promote the ongoing revitalization of West Adams and an improved quality of life for the Project's future residents and tenants and community at large.

The Project's vibrant mix of uses and amenities will provide a supportive, resilient community for the Project's future residents and tenants and will also support the needs of the existing community by introducing new housing for a variety of income levels, job opportunities, and neighborhood-serving retail. The City's need for market rate and affordable housing is identified in the City's Housing Element (adopted by the Los Angeles City Council on December 3, 2013 and approved by the State of California Department of Housing and Community Development on April 2, 2014). The amount of housing needed to accommodate citywide growth is estimated to be 82,002 dwelling units (through 2021) of which 46,590 units (57%) need to be for Very Low Income and Low-Income households. Further, according to Mayor Eric Garcetti's 2015 Sustainable City pLAn (issued April 2015), "if we do not act to increase in supply of housing units, the Department of Planning estimates that Los Angeles could have a backlog of over 100,000 units by 2021."

Project users will also be served by the Project's abundant publicly accessible open space providing seating and extensive shading and landscaping that will provide much needed contrast from the bustle and dense, urban landscape of the Jefferson/La Cienega intersection and Metro station. The mix of residential and retail uses would further facilitate pedestrian activity in this neighborhood on the evenings and weekends, creating a more vibrant and livable community. The Project's landscaped, pedestrian-oriented Crossings plaza and the Project's tree-lined Cienega Square will improve and beautify the Jefferson/La Cienega Metro station and existing bicycle path, encouraging active modes of transportation for the community at large.

The Project is centrally and ideally located at the heart of the transit rich La Cienega/Jefferson corridor, directly adjacent to the La Cienega & Jefferson Metro Station E (Expo) Line, and close to multiple bus lines. By locating jobs, housing, retail and neighborhood amenities at this transit-rich location, the need to travel by car for these opportunities will be reduced, with a corresponding decrease in vehicle miles traveled and air pollution. The Project will also provide hundreds of bicycle parking spaces per LAMC § 12.21-A.16 and end-of-trip facilities to encourage bicycle commuting, including secure bicycle storage with bicycle repair equipment, and showers. The Project's supportive mix of uses and landscaped open spaces will also elevate the pedestrian experience. These bicycle and pedestrian amenities further encourage less reliance on vehicle travel.

Multi-Family Residential (Chapter 3)

Goal 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.

Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services, and the residents' quality of life can be maintained or improved.

As discussed above, the Project will improve the quality of life for future and existing West Adams residents and workers by removing a low-intensity self-storage facility completely fenced off from the public to provide in its place new housing for a variety of income levels, job opportunities, and neighborhood-serving retail, as well as ample green open space in an otherwise dense, urban landscape.

The Project is ideally situated for its future residents and tenants to take advantage of the multitude of public transit options in the immediate vicinity, resulting in a reduction in vehicles miles traveled, congestion, and air pollution and corresponding improvement in the quality of life for existing residents. West of the Project Site along the Metro E Line rail are the densely populated communities of Culver City, West Los Angeles, and Santa Monica containing other employment hubs for the Project's future residents. The adjacent Metro will provide the Project convenient access to Downtown Los Angeles and other destinations within the Regional Commercial Center areas of Los Angeles.

The Project's location in the existing and expanding commercial, multifamily residential neighborhood along La Cienega Boulevard is adequately served by public infrastructure and services to meet the Project's demand. The Project would include numerous measures to reduce its demand on infrastructure and services, including measures such as water, energy conservation and security plans.

Housing Element (Chapter 6)

Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.

Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.

Policy 1.3.1 Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.

Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.

The proposed Project will provide both market rate and affordable housing for Very Low-Income and workforce households, thus offering a range of housing opportunities by type

and cost which would be accessible to City residents of various income levels. In addition, to provide a range of housing opportunities by type and cost, the Project would include a mix of unit types - 26 studio apartments, 143 one-bedroom apartments, 78 two-bedroom apartments and 13 three-bedroom apartments.

The Project would provide needed housing on a major transportation corridor (La Cienega Blvd) in close proximity to entertainment and job opportunities and in an area well-served by public transportation, including Metro E Line and several MTA Bus Lines. According to the City of Los Angeles Housing Element, the population of the City of Los Angeles will grow by over 140,000 persons between 2014 and 2021. The amount of housing needed to accommodate citywide growth is estimated to be 82,002 dwelling units (through 2021) of which 46,590 units (57%) need to be for Very Low- and Low-Income households. The Project's proposed 260 residential apartment dwelling units (including 22 Very Low-Income restricted affordable units and 7 workforce units) would help to alleviate this current severe housing deficit in Los Angeles.

In addition to LAMC Section 17.06 B, Section 17.05 C requires that the Vesting Tentative Tract map be designed in compliance with the zoning regulations applicable to the subject property. The Land Use Element of the General Plan consists of the 35 Community Plans within the City of Los Angeles. The Community Plans establish goals, objectives, and policies for future developments at a neighborhood level. Additionally, through the Land Use Map, the Community Plan designates parcels with a land use designation and zone. The Land Use Element is further implemented through the LAMC. The zoning regulations contained within the LAMC regulates, but is not limited to, the maximum permitted density, height, parking, and the subdivision of land.

The proposed merger and re-subdivision of the Project Site into a ground lot and airspace lots for a mixed-use development with multi-family residential, and commercial uses, would be consistent with these regulations. The project is consistent with the General Plan and demonstrates compliance with Sections 17.06 of the Los Angeles Municipal Code as well as with the intent and purpose of the General Plan, with regard to lot size, height, density and use. Therefore, as conditioned, the proposed parcel map is consistent with the intent and purpose of the applicable General Plan.

The CPIO's Jefferson/La Cienega TOD Subarea is intended to "advance the creation of an employment destination outside of the City Center where a mix of uses that feature emerging and innovative commercial, office, 'clean-tech,' 'information technology,' and other 'high tech' uses can locate in proximity to existing and future residences within a medium to high intensity transit hub." The intent of the Jefferson/La Cienega TOD is to "facilitate revitalization of properties that can capitalize upon proximity to the La Cienega Station of the Metro Expo Line." The Project's proposed creative office, apartments, and retail uses immediately adjacent to the La Cienega/Jefferson Metro station and multiple bus lines squarely align with this intent.

The Project is also consistent with and promotes the following purposes of the West Adams-Baldwin Hills-Leimert CPIO set forth in CPIO Section 3:

Purpose C: To foster revitalization of properties along the commercial corridors and at major intersection nodes throughout the Community Plan Area.

- Purpose D:** To promote and facilitate revitalization of properties that can capitalize upon close proximity to the La Brea, Farmdale, La Cienega and Culver City stations along the MidCity Exposition Light Rail Transit Corridor (Expo Line).
- Purpose I:** To encourage the creation of pedestrian-friendly, multi-modal transit villages where jobs, housing, goods and services, as well as access to open space, are all located within walking distance of the station area.
- Purpose S:** To support transit-oriented business districts outside of the City Center where emerging and innovative commercial, office, and “clean-tech” uses can locate within contextually appropriate medium intensity transit hubs.

The Property’s current low-intensity self-storage use provides no pedestrian amenities, no public access, and does not utilize the adjacent Metro or other public transportation options. The mixed-use, transit-oriented Project is therefore an ideal infill opportunity to revitalize this key commercial and transit corridor.

The Project will promote its central location and proximity to transit, by dominating the Property’s approximately 707-foot length along Jefferson Blvd. with pedestrian, bicycle, and transit activity. The Project’s plazas along Jefferson Blvd. will connect directly to the existing bicycle path, which itself connects to the Ballona Creek Bike Path that runs to the ocean. The Crossings plaza seamlessly transitions into the Jefferson/La Cienega Metro station and light rail system. The Project’s abundant landscaping will include shade trees lining the bicycle path creating a paseo affect. These landscaping, open space and streetscape improvements activate the Project’s ground floor, encourage bicycle and transit use, and celebrate the pedestrian experience, thus reducing the necessity of automobile travel.

The Project will also provide an inclusive development that is consistent with, and will support the needs of, the existing community. The Project will provide much needed affordable housing, including very-low income and workforce, in furtherance of the City’s Housing Element goals, and will provide high quality job opportunities and neighborhood-serving retail. The Project is proposing 22,836 square feet of open space in addition to the 28,925 square feet of open space required by LAMC Section 12.21.G. for a total of 51,761 square feet of open space. The Project’s abundant publicly accessible open space with seating and extensive shading and landscaping will contrast with and provide much needed relief from the bustle and the dense urban landscape of the Jefferson/La Cienega intersection and Metro station. The Project’s plazas, paseos, and ground floor retail will activate the streetscape along Jefferson Blvd. along a stretch that is currently completely fenced off from public access. The mix of residential and retail uses would also increase pedestrian activity in this neighborhood on the evenings and weekends, creating a more vibrant and livable community. The landscaped, pedestrian-oriented Crossings Plaza and the Project’s tree-lined Cienega Square will improve and beautify the Jefferson/La Cienega Metro station and existing bicycle path, encouraging active modes of transportation for the community at large. Bringing jobs, housing, and lifestyle amenities to one site and community will greatly reduce vehicle miles traveled and congestion and improve air quality and promote the overall health and sustainability of the existing West Adams residents.

- (b) THE DESIGN OR IMPROVEMENT OF THE PROPOSED SUBDIVISION IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

For the purposes of a subdivision, “design” and “improvement” is defined by Subdivision Map Act Section 66418, 66427, and LAMC Section 17.02. Pursuant to Section 66418 of the Map Act, “design” of a map refers to street alignments, grades and widths; drainage and sanitary facilities and utilities, including alignments and grades thereof; location and size of all required easements and rights-of-way; fire roads and firebreaks; lot size and configuration; traffic access; grading; land to be dedicated for park or recreational purposes; and other such specific physical requirements in the plan and configuration of the entire subdivision as may be necessary to ensure consistency with, or implementation of, the general plan or any applicable specific plan. In addition, Section 66427 of the Map Act expressly states that the “design and location of buildings are not part of the map review process” for subdivisions. Improvements, as defined by the Map Act and Section 17.02 refers to the infrastructure facilities serving the subdivision.

The subject site is zoned CM-2D-CPIO, which would permit a maximum of 192 dwelling units and a maximum height of 75 feet on the approximately 153,720 square-foot site. The proposed project is for a new 460,824 square-foot mixed-use residential and commercial development, including one Residential Building and one Commercial Building on a site totaling approximately 3.53 acres. The approximately 230,412 square-foot Residential Building contains 260 residential units for rent; 22 units are reserved for “very low income” households and 7 units are reserved for workforce housing within a 149'-6”-tall Residential Building up to 13 stories high on the western portion of the Project Site and the approximately 230,412 square-foot Commercial Building includes 2,869 square-feet of ground floor retail within a 92-foot-tall Commercial Building (office and ground floor retail) up to six stories high on the eastern end of the Project Site, are consistent with the density and height permitted by the Density Bonus Incentives pursuant to LAMC Section 12.22.A.25, and subject to condition 21.a of this report. Access is provided along La Cienega Boulevard through a shared driveway and via the private street Corbett Street, south of the subject site.

In addition, LAMC Section 17.05.C enumerates design standards for subdivisions and requires that each subdivision map be designed in conformance with the Street Design Standards and the General Plan. The design and layout of the tract map are consistent with the design standards established by the Subdivision Map Act and Division of Land Regulations of the LAMC. The Vesting Tentative Tract map was distributed to the various departments and bureaus of the Subdivision Committee for review, and their comments and conditions are included herein.

The Bureau of Engineering has reviewed the proposed subdivision and found the subdivision layout generally satisfactory with existing sewers in the streets adjoining the subdivision and will not result in violation of the California Water Code. The Bureau of Sanitation reviewed the sewer/storm drain lines serving the proposed subdivision and found no potential problems to their structures or potential maintenance problems.

Therefore, as conditioned, the proposed map is substantially consistent with the applicable General and Specific Plans affecting the project site, and demonstrates compliance with LAMC Sections 17.01, 17.05 C, and 12.22.C.27.

- (c) THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT.

The project site consists of one lot totaling approximately 153,719 square feet in area. The site has approximately 200 feet of frontage along the west side of South La Cienega Boulevard. The site is zoned CM-2D-CPIO. The property is currently developed with a Public Storage facility proposed to be demolished as a part of the project and is located within the West Adams – Baldwin Hills – Leimert Community Plan, which designates the site for Hybrid Industrial. The existing topography is relatively flat, with slight change in elevation from the front of the property to the rear.

In addition, the environmental analysis conducted for the Project found that the tract map and development of the Project would not result in any significant impacts in terms of geological or seismic impacts, hazards and hazardous materials, and safety. In general, compliance with existing regulations, tract map conditions, and mitigation measures identified in the SCEA ensure that proposed development could be feasibly and safely constructed and operated on the site. Therefore, the Project Site is physically suitable for the proposed type of development.

The Vesting Tentative Tract map was distributed to the various departments and bureaus of the Subdivision Committee for review. Their comments are incorporated into the project's conditions of approval. The Grading Division of the Department of Building and Safety has reviewed the subject Vesting Tentative Tract Map No. VTT-83550-CN and the associated soils report determined the Liquefaction study included as part of the report dated September 23, 2021 demonstrates that the site is located in a designated liquefaction hazard zone as shown on the Seismic Hazard Zones map issued by the State of California. However, the settlement magnitudes are considered by the Department of Building and Safety Grading Division to be within acceptable levels. As such, the requirements of the 2020 City of Los Angeles Building Code have been satisfied per the Department of Building and Safety. The property is located outside of a City of Los Angeles Hillside Area; is exempt or located outside of a fault-rupture hazard zone. A supplemental report shall be submitted to the Grading Division of the Department containing recommendations for shoring, underpinning, and sequence of construction in the event that any excavation would remove lateral support to the public way, adjacent property, or adjacent structures (3307.3). A plot plan and cross-section(s) showing the construction type, number of stories, and location of the structures adjacent to the excavation shall be part of the excavation plans (7006.2).

Therefore, the project site is physically suitable for the proposed type of development.

(d) **THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.**

The General Plan identifies, through its Community and Specific Plans, geographic locations where planned and anticipated densities are permitted. Zoning standards for density are applied to sites throughout the city and are allocated based on the type of land use, physical suitability, and future population growth expected to occur.

The Vesting Tentative Tract map design includes the merger and re-subdivision of an approximately 3.59-acre (153,719 square feet) project site. The Project site is zoned CM-2D-CPIO, which permits a maximum FAR of 3:1 for mixed-use projects, and a maximum density of 800 square feet per dwelling unit. The Project site is 153,719 square feet which allows for a density of 192 units. The Project is proposing 260 units, which complies with

the maximum permitted density through the Density Bonus Incentives pursuant to LAMC Section 12.22.A.25. The total floor area proposed for both buildings is approximately 460,824 square feet, which results in an FAR for the Project of 3:1, which complies with the 3:1 maximum FAR allowed pursuant to the CPIO.

Upon approval of the entitlement requests, and as conditioned therein per Condition 21.a of this report, the project's proposed density is consistent with the general provisions and area requirements of the Planning and Zoning Code. The area is easily accessible via improved streets, highways, and transit systems. The environmental review conducted by the Department of City Planning (Case No. ENV-2021-6879-SCEA), establishes that the physical characteristics of the site and the proposed density of development are generally consistent with existing development and urban character of the surrounding community. Therefore, the Project Site is physically suitable for the proposed density of development.

- (e) THE DESIGN OF THE SUBDIVISION OR THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The Project proposes an infill development within an area designated for Hybrid Industrial land use, which also allows for commercial, medium and high-medium density residential uses within the West Adams-Baldwin Hills-Leimert Community Plan area in the City of Los Angeles. The vesting tentative tract map design includes the merger and re-subdivision of the project site, into one ground lot and 4 airspace lots for a mixed-use development and a haul route for the export of soil, and a waiver of the required 2-foot dedication for sidewalk widening purposes along South La Cienega Boulevard.

The subdivision design and improvements are consistent with the existing urban development of the area. There are no habitat conservation plans or natural community conservation plans which presently govern any portion of the Project Site or vicinity.

The SCEA prepared for the Project identifies no potential adverse impacts on fish or wildlife resources. The Project Site vicinity is highly urbanized and generally built out and does not contain riparian or other sensitive natural community, and does not provide a natural habitat for either fish or wildlife. No water bodies or federally protected wetlands as defined by Section 404 of the Clean Water Act exist on the Project Site. The Project Site does not contain any natural open spaces, act as a wildlife corridor, contain riparian habitat, wetland habitat, migratory corridors, conflict with a Habitat Conservation Plan, nor possess any areas of significant biological resource value.

Because of the urban nature of the project site and surrounding area, the project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native nursery sites. There are no trees located on the subject site. Therefore, the Project would not have an adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. With regard to nesting birds, the Project would comply with the Migratory Bird Treaty Act, which prohibits the take, possession, import, export, transport, sell, purchase, barter, or offer for sale, purchase, or barter, any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued pursuant to federal regulations.

The Project would not conflict with any protected tree ordinance or Habitat Conservation Plan, nor possess any areas of significant biological resource value. Therefore, the design of the subdivision would not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

- (f) THE DESIGN OF THE SUBDIVISION OR TYPE OF IMPROVEMENTS IS NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

There appear to be no potential public health problems caused by the design or improvement of the proposed subdivision.

The development is required to be connected to the City's sanitary sewer system, where the sewage will be directed to the LA Hyperion Treatment Plant, which has been upgraded to meet statewide ocean discharge standards. The Bureau of Engineering has reported that the proposed subdivision does not violate the existing California Water Code because the subdivision will be connected to the public sewer system and will have only a minor incremental impact on the quality of the effluent from the Hyperion Treatment Plant.

The Department of Water and Power's (LADWP) has stated the parcel can be supplied with water from the municipal system subject to the conditioned requirements.

- (g) THE DESIGN OF THE SUBDIVISION OR THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS, ACQUIRED BY THE PUBLIC AT LARGE, FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

No such easements are known to exist. Easements will be recorded with the development for community driveways. Needed public access for roads and utilities will be acquired by the City prior to the recordation of the proposed parcel.

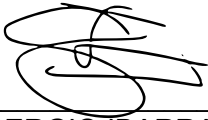
- (h) THE DESIGN OF THE PROPOSED SUBDIVISION SHALL PROVIDE, TO THE EXTENT FEASIBLE, FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES IN THE SUBDIVISION. (REF. SECTION 66473.1)

In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the applicant has prepared and submitted materials which consider the local climate, contours, configuration of the parcel(s) to be subdivided and other design and improvement requirements. Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the parcel map was filed.

The lot layout of the subdivision has taken into consideration the maximizing of the north/south orientation. The topography of the site has been considered in the maximization of passive or natural heating and cooling opportunities. In addition, prior to obtaining a building permit, the subdivider shall consider building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the site in relation to adjacent development.

These findings shall apply to both the Vesting Tentative Tract and final maps for VTT-83550-CN.

VINCENT P. BERTONI, AICP
Advisory Agency



SERGIO IBARRA
Deputy Advisory Agency

VPB:SI:KW

Note: If you wish to file an appeal, it must be filed within 10 calendar days from the decision date as noted in this letter. For an appeal to be valid to the City Planning Commission or Area Planning Commission, it must be accepted as complete by the City Planning Department and appeal fees paid, prior to expiration of the above 10-day time limit. Such appeal must be submitted on Master Appeal Form No. CP-7769 at the Department's Public Offices, located at:

Downtown
Figueroa Plaza
201 North Figueroa Street,
4th Floor
Los Angeles, CA 90012
[\(213\) 482-7077](tel:(213)482-7077)

San Fernando Valley
Marvin Braude San Fernando
Valley Constituent Service Center
6262 Van Nuys Boulevard, Rm 251
Van Nuys, CA 91401
[\(818\) 374-5050](tel:(818)374-5050)

West Los Angeles
West Los Angeles Development
Services Center
1828 Sawtelle Boulevard, 2nd Floor
Los Angeles, CA 90025
[\(310\) 231-2598](tel:(310)231-2598)

Forms are also available on-line at <http://planning.lacity.org>

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedure Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

COVID-19 UPDATE

Interim Appeal Filing Procedures

Fall 2020



Consistent with Mayor Eric Garcetti's "Safer At Home" directives to help slow the spread of COVID-19, City Planning has implemented new procedures for the filing of appeals for non-applicants that eliminate or minimize in-person interaction.

OPTION 1: Online Appeal Portal

(planning.lacity.org/development-services/appeal-application-online)

Entitlement and CEQA appeals can be submitted online and payment can be made by credit card or e-check. The online appeal portal allows appellants to fill out and submit the appeal application directly to the Development Services Center (DSC). Once the appeal is accepted, the portal allows for appellants to submit a credit card payment, enabling the appeal and payment to be submitted entirely electronically. A 2.7% credit card processing service fee will be charged - there is no charge for paying online by e-check.

Appeals should be filed early to ensure DSC staff has adequate time to review and accept the documents, and to allow Appellants time to submit payment. On the final day to file an appeal, the application must be submitted and paid for by 4:30PM (PT). Should the final day fall on a weekend or legal holiday, the time for filing an appeal shall be extended to 4:30PM (PT) on the next succeeding working day. Building and Safety appeals (LAMC Section 12.26K) can only be filed using Option 2 below.

OPTION 2: Drop off at DSC

An appellant may continue to submit an appeal application and payment at any of the three Development Services Center (DSC) locations. City Planning established drop off areas at the DSCs with physical boxes where appellants can drop.

Metro DSC

(213) 482-7077
201 N. Figueroa Street
Los Angeles, CA 90012

Van Nuys DSC

(818) 374-5050
6262 Van Nuys Boulevard
Van Nuys, CA 91401

West Los Angeles DSC

(310) 231-2901
1828 Sawtelle Boulevard
West Los Angeles, CA 90025

City Planning staff will follow up with the Appellant via email and/or phone to:

- Confirm that the appeal package is complete and meets the applicable LAMC provisions
- Provide a receipt for payment

**DEPARTMENT OF
CITY PLANNING**

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

CAROLINE CHOE
VICE-PRESIDENT

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HELEN LEUNG

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**CITY OF LOS ANGELES
CALIFORNIA**



ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES

200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

VINCENT P. BERTONI, AICP
DIRECTOR

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

Decision Date: March 31, 2022

La Cienega Owner LLC (O)(A)
515 South Flower Street, Suite 600
Los Angeles, CA 90071

Fernando Villa Esq.; Margaret R.
Akerblom, Esq.
Allen Matkins Leck Gamble Mallory &
Natsis LLP (R)
865 South Figueroa Street, 28th Floor
Los Angeles, CA 90017

RE: Vesting Tentative Tract No. VTT-83550-CN
Related Case: CPC-2021-6877-DB-SPR-CUB;
ADM-2021-6878-CPIOC
Address: 3401 South La Cienega Boulevard
Community Plan: West Adams – Baldwin Hills -
Leimert
Zone: CM-2D-CPIO
District Map: 120B173
Council District: 10
CEQA No.: ENV-2021-6879-SCEA
Legal Description: Lot PT LT 12, M R 53-25 Tract
Subdivision of the southern portion of the Rancho
Rincon de los Bueyes

Appeal End Date: April 11, 2022

In accordance with provisions of Section 17.03 and Section 12.22.C.27 of the Los Angeles Municipal Code (LAMC), the Advisory Agency determined based on the whole of the administrative record that the project is exempt from CEQA pursuant to California Public Resource Code Section 21155.2, the Sustainable Communities Environmental Assessment prepared for this project (ENV-2021-6879-SCEA) dated January 2022, as well as the whole of the administrative record, and approved Vesting Tentative Tract No. VTT-83550-CN located at 3401 South La Cienega Boulevard, to subdivide one (1) lot, totaling 153,608 square-feet into one (1) ground lot and four (4) airspace lots with one of the airspace lots to have up to 260 residential condominium units, along with a waiver of the required 2-foot dedication for sidewalk widening purposes along South La Cienega Boulevard; and a Haul Route for the export of approximately 170,000 cubic yard of soil in the CM-2D-CPIO zone, pursuant to the Los Angeles Municipal Code (LAMC) Sections 17.06 and 17.15, as shown on map stamp-dated September 14, 2021 in the West Adams - Baldwin Hills - Leimert Community Plan. (The subdivider is hereby advised that the LAMC may not permit this maximum approved density. Therefore, verification should be obtained from the Department of Building and Safety which will legally interpret the Zoning Code as it applies to this particular property.) For an appointment with the Development Services Center call (213) 482-7077 or (818) 374-5050. The Advisory Agency's approval is subject to the following conditions:

Note on clearing conditions: When two or more **agencies** must clear a condition, subdivider should follow the sequence indicated in the condition. For the benefit of the applicant, subdivider shall maintain record of all conditions

cleared, including all material supporting clearances and be prepared to present copies of the clearances to each reviewing agency as may be required by its staff at the time of its review.

BUREAU OF ENGINEERING - SPECIFIC CONDITIONS

1. That the existing public sanitary sewer easement along Corbett Street (private street) be properly shown on the final map.
2. That the subdivider make a request to the Central District Office of the Bureau of Engineering to determine the capacity of existing sewers in this area.
3. That all tract boundary lines be properly established in accordance with Section 17.07D of the Los Angeles Municipal Code prior to recordation of the final map satisfactory to the City Engineer.
4. That a set of drawings for airspace lots be submitted to the City Engineer showing the followings:
 - a. Plan view at different elevations.
 - b. Isometric views.
 - c. Elevation views.
 - d. Section cuts at all locations where air space lot boundaries change.
5. That the owners of the property record an agreement satisfactory to the City Engineer stating that they will grant the necessary private easements for ingress and egress purposes to serve proposed airspace lots to use upon the sale of the respective lots and they will maintain the private easements free and clear of obstructions and in safe conditions for use at all times.

DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION

6. Provide a complete geotechnical engineering report per the Department requirements and LABC with appropriate design recommendations and supporting engineering analyses. (P/BC 2014-044, P/BC 2014-049, P/BC 2014-068, P/BC 2014-113).
7. Provide liquefaction analysis in conformance with the most recent version of CGS Special Publication 117 (i.e. SP 117 A), Guidelines for Evaluating and Mitigating Seismic Hazards in California (1803. 7), and with Information Bulletin P/BC 2020-151.
8. Provide a copy of the City approval letter for the existing fill, which was placed after April 25, 1963.
9. Provide a complete laboratory testing report prepared by a City of Los Angeles approved testing agency. The report shall be signed and stamped by the engineer in responsible charge of the testing and shall include the testing descriptions and procedures. P/BC 2020-113.
10. Provide design calculations and recommendations for temporary excavations and permanent walls for a minimum factor of safety of 1.25 and 1.5 respectively.

Notes: Calculations shall be determined using the limit equilibrium method (free-body-diagram, and vectors) and with tension cracks. Basement walls and other walls in which horizontal

movement is restricted at the top shall be designed for at-rest pressure in accordance to the Jaky formula and Section 1610.1 of the 2020 LABC. For walls over 6 feet, lateral earth pressure due to earthquake motions shall be considered, as required by section 1803.5.12 of the Los Angeles Building Code. For restrained walls, the higher value obtained for at-rest pressure and using the limit equilibrium method shall be recommended for design.

DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION

11. Prior to recordation of the final map, the Department of Building and Safety, Zoning Division, shall issue a clearance letter stating that no Building or Zoning Code violations existing relating to the subdivision on the subject site once the following items have been satisfied:
- a. Obtain permits for the demolition or removal of all existing structures on the site and no building shall straddle over the exiting property line. Accessory structures and uses are not permitted to remain on lots without a main structure or use. Provide copies of the demolition permits and signed inspection cards to show completion of the demolition work.
 - b. Provide a copy of D condition(s). Show compliance with the above condition(s) as applicable or Department of City Planning approval is required.
 - c. Provide a copy of affidavit AFF-55742, AFF-56043 and AFF-58293. Show compliance with all the conditions/requirements of the above affidavit(s) as applicable. Termination of above affidavit(s) may be required after the Map has been recorded. Obtain approval from the Department, on the termination form, prior to recording.
 - d. Provide a copy of CPC case CPC-2021-6877-DB-SPR-CUB. Show compliance with all the conditions/requirements of the CPC case as applicable.
 - e. Show all street dedication(s) as required by Bureau of Engineering and provide net lot area after all dedication. "Area" requirements shall be re-checked as per net lot area after street dedication. Front yard requirements shall be required to comply with current code as measured from new property lines after dedication.
 - f. The submitted Map does not comply with the and maximum density (800 s.f. of lot area/dwelling unit) requirement of the CM-2D-CPIO Zone. Revise the Map to show compliance with the above requirement or obtain approval from the Department of City Planning.
 - g. Record a Covenant and Agreement to treat the buildings and structures located in an Air Space Subdivision as if they were within a single lot.

Note:

Each Air Space lot shall have access to a street by one or more easements or other entitlements to use in a form satisfactory to the Advisory Agency and the City Engineer.

This Proposed Project is subject to Density Bonus Ordinance to increase the maximum allowed density.

This property is located in a Liquefaction Zone.

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 insufficient numbers of parking spaces, obtain approval from the Department of City Planning.

The submitted Map may not comply with the number of guest parking spaces required by the Advisory Agency.

The existing or proposed building plans have not been checked for and shall comply with Building and Zoning Code requirements. With the exception of revised health or safety standards, the subdivider shall have a vested right to proceed with the proposed development in substantial compliance with the ordinances, policies, and standards in effect at the time the subdivision application was deemed complete. Plan check will be required before any construction, occupancy or change of use.

If the proposed development does not comply with the current Zoning Code, all zoning violations shall be indicated on the Map.

An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Eric Wong at (213) 482-6876 to schedule an appointment.

DEPARTMENT OF TRANSPORTATION

12. A. CEQA-Related Requirements

Per the transportation analysis, the applicant will implement the following TDM measures:

- Ride-Share Program – This strategy involves the use of ride-share matching services, designated preferred parking for ride-share participants, adequate passenger loading/unloading and waiting areas for ride share vehicles, and a website or message board to connect riders and coordinate rides in order to increase vehicle occupancy. The Project assumes that every employee would be eligible for the ride-share program.

B. Non-CEQA-Related Requirements and Considerations

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Transportation Systems Management (TSM) Improvements

LADOT's goal is to improve the efficiency of the study intersections, by optimally allocating green time to different modes and in different directions and provide the capability to remotely monitor and adjust signal timing in real-time to respond to specific traffic conditions or occurrences. The following Automated Traffic Surveillance and Control system (ATSAC) improvements will maximize intersection throughput or manage queues and improve system performance:

The project would contribute up to approximately \$80,000 to \$90,000 toward TSM improvements within the project area that may be considered to better accommodate intersection operations and increase network capacity throughout the study area.

LADOT's ATSAC Section has identified the improvement of approximately 12,000 feet of fiber optic cable from National Boulevard/Jefferson Boulevard to the hub located at La Brea Avenue and Washington Boulevard.

The installation of the fiber optic cables would improve the network capacity and the TSM improvement provides a system wide benefit by reducing delays experienced by motorists within the project area.

Should the project be approved, then a final determination on how to implement the ATSAC improvements listed above will be made by DOT prior to the issuance of the first building permit. These improvements will be implemented either by the applicant through the B-Permit process of the Bureau of Engineering (BOE), or through a direct payment to DOT to fund the cost of the upgrades and improvements. If the upgrades and improvements are implemented by the applicant through the B-Permit process, then these improvements must be guaranteed prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT.

All proposed street improvements within the City of Los Angeles must be guaranteed through BOE's B-Permit process, prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor contact LADOT's B-Permit Coordinator, ladot.planprocessing@lacity.org, to arrange a pre-design meeting to finalize the proposed design.

2. Parking Requirements

The project would provide parking for 785 vehicle parking spaces and 222 bicycle parking spaces (36 short-term spaces and 186 long-term spaces). The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project.

3. Highway Dedication and Street Widening Requirements

Per the new Mobility Element of the General Plan, **La Cienega Boulevard**, has been designated a Modified Boulevard II, which would require a 40-foot half-width roadway within a 52-foot half-width right-of-way and **Jefferson Boulevard**, has been designated a Modified Avenue II, which would require a 30-foot half-width roadway within a 45-foot half-width right-of-way. For all applicable highway dedication, street widening and/or sidewalk requirements of the project, the applicant should check with the Bureau of Engineering's Land Development Group.

4. Highway Dedication and Street Widening Requirements

The conceptual site plan for the project (see **Attachment A**) is acceptable to LADOT. As indicated previously, vehicular access will be provided via one driveway on South La Cienega Boulevard and a secondary, one-way exit, via a 20-foot strip of land connecting the project site to Corbett Street. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of a new driveway should be coordinated with LADOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. The applicant should check with City Planning regarding the project's vehicular access and design.

5. Worksite Traffic Control Requirements

LADOT recommends that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/businesses/temporary-traffic-control-plans> to determine which section to coordinate review of the work site traffic control plan. 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 all construction related truck traffic be restricted to off-peak hours to the extent feasible.

6. Development Review Fees

Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Kevin Arucan at (213) 972-4970.

DEPARTMENT OF RECREATION AND PARKS

Pursuant to Los Angeles Municipal Code sections 12.33.E and 19.17, Recreation and Parks recommends the following be added as a condition of the approval of AA-2021-1147-PMLA-SL-HCA:

13. That the Park Fee paid to the Department of Recreation and Parks be calculated as a Subdivision (Quimby in-lieu) fee.

DEPARTMENT OF WATER AND POWER

14. Contact LAFD for private fire hydrant requirement.
15. Street/sewer/storm drain plans shall be submitted.

Note: On January 1, 2018, LADWP implemented a new policy regarding water services for multi-unit residential structures. If a development allows LADWP to install an individual meter in front of each house and the water main serving that development fronts the property and is in a public right-of-way, then this is a conventional installation and LADWP will provide

individual meters. However, if the small lot is completely and within private property and the request is for a manifold type installation of consecutive meters in a coffin-type configuration, LADWP can provide up to five meters in that manifold setting. LADWP can provide a master meter if the number of meters required is greater than five.

BUREAU OF STREET LIGHTING

16. The Bureau of Street Lighting's recommended condition of approval for the subject city planning case is as follows: (Improvement condition added to S-3 (c) where applicable.)

Note: The quantity of streetlights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

BUREAU OF STREET SERVICES – URBAN FORESTRY

17. a. Project shall preserve all healthy mature street trees whenever possible. All feasible alternatives in project design should be considered and implemented to retain healthy mature street trees. A permit is required for the removal of any street tree and shall be replaced 2: 1 as approved by the Board of Public Works and Urban Forestry Division.

b. Plant street trees at all feasible planting locations within dedicated streets as directed and required by the Bureau of Street Services, Urban Forestry Division. All tree plantings shall be installed to current tree planting standards when the City has previously been paid for tree plantings. The sub divider or contractor shall notify the Urban Forestry Division at: (213) 847- 3077 upon completion of construction for tree planting direction and instructions.

Note: Removal of street trees requires approval from the Board of Public Works. All projects must have environmental (CEQA) documents that appropriately address any removal and replacement of street trees. Contact Urban Forestry Division at: (213) 847-3077 for tree removal permit information.

FIRE DEPARTMENT

18. That prior to the recordation of the final map, a suitable arrangement shall be made satisfactory to the Fire Department, binding the subdivider and all successors to the following:
- a. During demolition, the Fire Department access will remain clear and unobstructed.
- b. Access for Fire Department apparatus and personnel to and into all structures shall be required.

- c. One or more Knox Boxes will be required to be installed for LAFD access to the project. Location and number to be determined by LAFD Field Inspector. (Refer to FPB Req # 75).
- d. 505.1 Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.
- e. 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.
- f. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- g. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.
- h. 2014 CITY OF LOS ANGELES FIRE CODE, SECTION 503.1.4 (EXCEPTION)
 - i. When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.
 - ii. It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building.
 - iii. This policy does not apply to single-family dwellings or to non-residential buildings.
- i. 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 onto the roof.
- j. Entrance to the main lobby shall be located off the address side of the building.
- k. Any required Fire Annunciator panel or Fire Control Room shall be located within a 20ft visual line of sight of the main entrance stairwell or to the satisfaction of the Fire Department.
- l. 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.

- m. The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.
- n. **FPB #105**
5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication

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 email lafdhydrants@lacity.org. You should advise any consultant representing you of this requirement as well.

BUREAU OF SANITATION

- 19. Bureau of Sanitation has reviewed the sewer/storm drain lines serving the subject parcels/areas, and found no potential problems to our structures and/or potential maintenance issues.

Note: This Approval is for the Tract Map only and represents the office of LA Sanitation/CWCDs. The applicant may be required to obtain other necessary Clearances/Permits from LA Sanitation and appropriate District office of the Bureau of Engineering. If you have any questions, please contact Rafael Yanez at (323) 342-1563.

DEPARTMENT OF CITY PLANNING – SITE SPECIFIC CONDITIONS

- 20. 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. Limit the proposed development to one (1) ground lot and four (4) airspace lots including a maximum of 230,412 square feet of residential space with a maximum of 260 residential units, and 230,412 square feet of commercial space. This density is only allowed per the approval and requirements of Case No. CPC-2021-6877-DB-SPR-CUB. In the event that Case No. CPC-2021-6877-DB-SPR-CUB is not approved, the project shall comply with Ordinance No. 184,794.
 - b. Off-street parking for residential and commercial uses shall comply with the requirements of Case No. CPC-2021-6877-DB-SPR-CUB. In the event that Case No. CPC-2021-6877-DB-SPR-CUB is not approved, the project shall comply with Ordinance No. 184,794 and LAMC Section 12.21-A,4.

Directions to guest parking spaces shall be clearly posted. Tandem parking

spaces shall not be used for guest parking.

In addition, prior to issuance of a building permit, a parking plan showing off-street parking spaces, as required by the Advisory Agency, be submitted for review and approval by the Department of City Planning (221 North Figueroa Street, Suite 1350).

- c. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit.
 - d. That the subdivider consider the use of natural gas and/or solar energy and consult with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.
 - e. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.
 - f. Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent properties or the public right-of-way.
 - g. A 2-foot wide private pedestrian walk easement shall be provided along La Cienega Boulevard adjoining the tract and shall be open for public use. This pedestrian walk shall be kept open at all times, from the ground plane up to the first 10 feet of the ground floor, and any structures within the easement walk area shall be reviewed and approved by the Department of Building and Safety. The subdivider shall be responsible for maintenance and security of the private easement. The property's Floor Area, Buildable Area, Lot Area, yards, and other applicable standards in the Municipal Code shall continue to be calculated and determined in the same manner they were prior to granting the easement.
22. Prior to the issuance of a grading permit, the subdivider shall record and execute a Covenant and Agreement (Planning Department General Form CP-6770), binding the subdivider to the following haul route conditions:

Haul Route General Conditions

- a. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind, at the sole discretion of the grading inspector.
- b. Hauling and grading equipment shall be kept in good operating condition and muffled as required by law.
- c. The Emergency Operations Division, Specialized Enforcement Section of the Los Angeles Police Department shall be notified at least 24 hours prior to the start of hauling, (213) 486-0777.
- d. Loads shall be secured by trimming or watering or may be covered to prevent the spilling or blowing of the earth material. If the load, where it contacts the sides, front, and back of the truck cargo container area, remains six inches from the upper edge of the container area, and if the load does not extend, at its peak, above any part of the upper edge of the cargo container area, the load is not required to be covered, pursuant to California Vehicle Code Section 23114 (e) (4).
- e. Trucks and loads are to be watered at the import site to prevent blowing dirt and are to be cleaned of loose earth at the import site to prevent spilling.

- f. Streets shall be cleaned of spilled materials during grading and hauling, and at the termination of each workday.
- g. The owner/contractor shall be in conformance with the State of California, Department of Transportation policy regarding movements of reducible loads.
- h. The owner/contractor shall comply with all regulations set forth by the State of California Department of Motor Vehicles pertaining to the hauling of earth.
- i. A copy of the approval letter from the City, the approved haul route and the approved grading plans shall be available on the job site at all times.
- j. The owner/contractor shall notify the Street Services Investigation and Enforcement Division, (213) 847-6000, at least 72 hours prior to the beginning of hauling operations and shall also notify the Division immediately upon completion of hauling operations. Any change to the prescribed routes, staging and/or hours of operation must be approved by the concerned governmental agencies. Contact the Street Services Investigation and Enforcement Division prior to effecting any change.
- k. Hauling vehicles shall not stage on any streets adjacent to the project, unless specifically approved as a special condition in this report.
- l. Hauling vehicles shall be spaced so as to discourage a convoy affect.
- m. This approval pertains only to the City of Los Angeles streets. Those segments of the haul route outside the jurisdiction of the City of Los Angeles may be subject to permit requirements and to the approval of other municipal or governmental agencies and appropriate clearances or permits is the responsibility of the contractor.

Haul Route Specific Conditions

- n. Loaded haul vehicles traveling from the project site shall travel to Hansen Aggregates, exiting the site on La Cienega, head south, right turn onto Obama Blvd, right turn onto Jefferson, stay right on Jefferson Blvd, turn left onto La Cienega, slight right onto Fairfax, right onto Washington, right onto I-10, take CA-60 to I-605 N, take exit 24 for Lower Azusa Rd/Los Angeles St.
- o. Empty haul vehicles traveling to the project site facility shall head east onto Graham Access Road, turn left onto Live Oak Ave, turn left to merge onto I-605 S, right onto I-10 W, take exit 7B for Washington towards Fairfax Ave, turn left onto Washington Blvd, turn left onto Fairfax Ave, turn left onto La Cienega Blvd.
- p. Hauling hours of operation are restricted to the hours between 7:00 A.M. and 6:00 P.M., Monday through Saturday with no hauling on Sundays or holidays.
- q. An average of approximately 130 truck trips per day will occur over an estimated 3 years of hauling.
- r. Haul vehicles are bottom dump trucks with 18 wheels, carrying 14 cubic yards per truck, and a maximum gross weight of 80,000 pounds.
- s. There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any adjacent residential streets.
- t. Total net export of material is approximately 170,000 cubic yards.
- u. "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction.
- v. A minimum of two flag attendants, each with two-way radios, will be required during hauling hours to assist with staging and getting trucks in and out of the project area. Additional flag attendants may be required by the LADBS Inspector, LADOT, or BOSS to mitigate a hazardous situation (e.g. blind curves, uncontrolled intersections, narrow portions of roads or where obstacles are present). Flag attendants and warning signs shall be in compliance with Part II of the latest Edition of "Work Area Traffic Control Handbook."
- w. A surety or cash bond shall be posted in an amount satisfactory to the City Engineer for maintenance of haul route streets. The forms for the bond will be issued by the

Central District Engineering Office, 100 S. Main Street 9th Floor, Los Angeles, CA, 90012. Further information regarding the bond may be obtained by calling 213-972-4990.

23. Prior to the issuance of the building permit or the recordation of the final map, a copy of CPC-2021-6877-DB-SPR-CUB shall be submitted to the satisfaction of the Advisory Agency. In the event CPC-2021-6877-DB-SPR-CUB is not approved, the subdivider shall submit a tract modification.
24. Paleontological Resources Inadvertent Discovery. In the event an unanticipated paleontological resource is uncovered during earthwork or construction, all work shall cease within a minimum distance of 50 feet from the find until a Qualified Paleontologist (1. Paleontologist who meets the Society of Vertebrate Paleontology standards for a Principal Investigator or Project Paleontologist; 2. Has demonstrated competence in field techniques, preparation, identification, curation, and reporting and/or a graduate degree in paleontology or geology or a publication record in peer reviewed journals; 3. At least two years professional experience with administration and project management experience; 4. Proficiency in recognizing fossils in the field and determining their significance; expertise in local geology, stratigraphy, and biostratigraphy; and 5. Experience collecting vertebrate fossils in the field) has been retained by the applicant to evaluate the find in accordance with the Society of Vertebrate Paleontology's Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. The Qualified Paleontologist may adjust this avoidance area, ensuring appropriate temporary protection measures of the find are taken while also considering ongoing construction needs in the surrounding area. Temporary staking and delineation of the avoidance area shall be installed around the find in order to avoid any disturbance from construction equipment. Any paleontological materials that are uncovered shall not be moved or collected by anyone other than a Qualified Paleontologist or his/her designated representative such as a Paleontological Monitor (1. A paleontologist who has a minimum of a bachelor's or equivalent degree in geology or paleontology; 2. No less than one year of experience performing paleontological monitoring and salvaging fossil materials in the relevant geologic province; or 3. An equivalent degree in biology or pursuit of a degree in geology or paleontology and no less than two years of comparable experience). If cleared by the Qualified Paleontologist, Ground Disturbance Activities may continue unimpeded on other portions of the site. The found deposit(s) shall be treated in accordance with the Society of Vertebrate Paleontology's Standard Procedures. Ground Disturbance Activities in the area where resource(s) were found may recommence once the identified resources are properly assessed and processed by a Qualified Paleontologist. A report that describes the resource and its disposition, as well as the assessment methodology, shall be prepared by the Qualified Paleontologist according to current professional standards for submittal to the Department of City Planning. If appropriate, the report should also contain the Qualified Paleontologist's recommendations for the preservation, conservation, and curation of the resource at a suitable repository, such as the Natural History Museum of Los Angeles County, with which the Applicant or Owner must comply.
25. Tribal Cultural Resource Inadvertent Discovery. In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities¹, all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

- a. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and OHR.
- b. If OHR determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant, or its successor, and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
- c. The Applicant, or its successor, shall implement the tribe's recommendations if a qualified archaeologist retained by the City and paid for by the Applicant, or its successor, in consultation with the tribal monitor, reasonably conclude that the tribe's recommendations are reasonable and feasible.
- d. In addition to any recommendations from the applicable tribe(s), a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation.
- e. If the Applicant, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or qualified tribal monitor, the Applicant, or its successor, may request mediation by a mediator agreed to by the Applicant, or its successor, and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the dispute. After making a reasonable effort to mediate this particular dispute, the City may (1) require the recommendation be implemented as originally proposed by the archaeologist or tribal monitor; (2) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (4) not require the recommendation be implemented because it is not necessary to mitigate an significant impacts to tribal cultural resources. The Applicant, or its successor, shall pay all costs and fees associated with the mediation.
- f. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by both the qualified archaeologist and qualified tribal monitor and determined to be reasonable and appropriate.
- g. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 5 above.
- h. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.

- i. Notwithstanding paragraph 8 above, any information that the Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and handled in compliance with the City's AB 52 Confidentiality Protocols.

26. INDEMNIFICATION AND REIMBURSEMENT OF LITIGATION COSTS.

Applicant shall do all of the following:

- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate

at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

“City” shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

“Action” shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Action includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

DEPARTMENT OF CITY PLANNING-ENVIRONMENTAL MITIGATION MEASURES

27. Implementation. The Mitigation Monitoring Program (MMP), that is part of the case file (Exhibit B), shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each Project Design Features (PDF) and Mitigation Measure (MM) and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.

28. Construction Monitor. During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the PDFs and MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

29. Substantial Conformance and Modification. After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed

change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

BUREAU OF ENGINEERING - STANDARD CONDITIONS

- S-1. (a) That the sewerage facilities charge be deposited prior to recordation of the final map over all of the parcel in conformance with Section 64.11.2 of the Los Angeles Municipal Code (LAMC).
- (b) That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.
- (c) That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.
- (d) That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.
- (e) That drainage matters be taken care of satisfactory to the City Engineer.
- (f) That satisfactory street, sewer and drainage plans and profiles as required, together with a lot grading plan of the parcel and any necessary topography of adjoining areas be submitted to the City Engineer.
- (g) That any required slope easements be dedicated by the final map.

- (h) That each lot in the parcel comply with the width and area requirements of the Zoning Ordinance.
 - (i) That 1-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting un-subdivided property. The 1-foot dedications on the map shall include a restriction against their use of access purposes until such time as they are accepted for public use.
 - (j) That any 1-foot future street and/or alley adjoining the parcel be dedicated for public use by the parcel, or that a suitable resolution of acceptance be transmitted to the City Council with the final map.
 - (k) That no public street grade exceeds 15%.
 - (l) That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 1990.
- S-2. That the following provisions be accomplished in conformity with the improvements constructed herein:
- (a) Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary monuments requires that other procedures be followed.
 - (b) Make satisfactory arrangements with the Department of Traffic with respect to street name, warning, regulatory and guide signs.
 - (c) All grading done on private property outside the parcel boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.
 - (d) All improvements within public streets, private streets, alleys and easements shall be constructed under permit in conformity with plans and specifications approved by the Bureau of Engineering.
 - (e) Any required bonded sewer fees shall be paid prior to recordation of the final map.
- S-3. That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:
- (a) Construct on-site sewers to serve the parcel as determined by the City Engineer.
 - (b) Construct any necessary drainage facilities.
 - (c) No street lighting improvements if no street widening per BOE improvement conditions. Otherwise relocate and upgrade street lights; three (3) on La Cienega Blvd. and two (2) pedestrian lights on La Cienega Blvd.
 - (d) Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Street Tree Division of the Bureau

of Street Maintenance. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider or conparcelor shall notify the Urban Forestry Division ((213) 847-3077) upon completion of construction to expedite tree planting.

- (e) Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.
- (f) Construct access ramps for the handicapped as required by the City Engineer.
- (g) Close any unused driveways satisfactory to the City Engineer.
- (h) Construct any necessary additional street improvements to comply with the Americans with Disabilities Act (ADA) of 1990.
- (i) 1. Construct any necessary on-site mainline and house connection sewers satisfactory to the City Engineer.

Note: This project is located near the Metro Right-of-way Project Area. Consultation with the Los Angeles County Metropolitan Transportation Authority (Metro) may be required prior to the issuance of any building permit for projects within 100 feet of Metro-owned Rail or Bus Rapid Transit (BRT) right-of-way (ROW) to ensure safe access to, and operations of, transportation services and facilities (213) 922-2785. Any questions regarding this report should be directed to Quyen Phan of the Permit Case Management Division located at 201 N. Figueroa Street, Suite 290 or by calling (213) 808-8604.

Notes: The Advisory Agency approval is the maximum number of units permitted under the parcel action. However the existing or proposed zoning may not permit this number of units. This vesting map does not constitute approval of any variations from the Los Angeles Municipal Code (LAMC), unless approved specifically for this project under separate conditions.

Any removal of the existing street trees shall require Board of Public Works approval.

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 Section 17.05-N of the LAMC.

The final map must be recorded 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 parcel 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.

FINDINGS OF FACT (CEQA)

Introduction

Senate Bill 375 (SB 375) enacted on September 30, 2008, created a Sustainable Communities Environmental Assessment (SCEA) process for environmental review under the California Environmental Quality Act (CEQA) for some transit priority projects meeting rigorous requirements. A transit priority project is defined by Public Resources Code (PRC) Section 21155(b) as a project that (1) contains at least 50 percent residential use, based on total building square footage and a floor area ratio of not less than 0.75; (2) provide a minimum net density of at least 20 dwelling units per acre; and (3) is located within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. Specifically, when a project in the City of Los Angeles (City) meets the definition of a transit priority project and is consistent with the general use designation, density, building intensity and applicable policies specific for the project area in the Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy, the City may review the environmental impacts of the project with a SCEA. The City prepares an initial study for the SCEA that identifies all potentially significant effects of the project, with the exception of growth-inducing impacts and project-specific or cumulative impacts from cars and light trucks on global warming or the regional transportation network. The initial study must contain mitigation measures that reduce or avoid all the potentially significant impacts identified in the initial study to a level of less than significance and it must incorporate all applicable mitigation measures from prior relevant environmental impacts reports (EIRs).

After circulation for public comments, and a public hearing, the City may approve the SCEA for the project if it finds that all potentially significant effects have been identified and analyzed, and that all potentially significant impacts have been mitigated to a level of insignificance by either the City, as Lead Agency, or another agency with the responsibility and authority to implement the mitigation measure.

Findings

The City, having independently reviewed the SCEA for the 3401 La Cienega Project (Project) including the initial study and technical reports, and considered all public comments and all other matters in the administrative record, hereby determines and finds, that based on the whole of the administrative record:

1. The Project is a mixed-use project including 260 residential units, with approximately 15 percent of the total units (22 units) reserved for Very-Low Income households and seven total units (7 units) reserved for Workforce households. The 260 residential units would consist of 26 studios, 143 one-bedroom units, 78 two-bedroom units, and 13 three-bedroom units, with a range of unit sizes from approximately 440 to 1,436 square feet. The Project also includes 460,824 square feet of floor area with a FAR of 3:1, made up of 230,412 square feet for the residential component and 230,412 square feet for the commercial office and restaurant component.
2. The Project is consistent with the general land use designation, density and building intensity in the Southern California Association of Government's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS).
3. The Project is a transit priority project in that it: (a) contains approximately 50 percent residential use, which is equivalent to the minimum requirement of at least 50 percent

residential use; (b) provides a net density of 74 units per acre which is greater than the minimum required at least 20 dwelling units per acre; and, (c) is located less than 500 feet from the Metro E Line Jefferson/La Cienega Station and is, therefore, located less than one-half mile from a major transit stop, and the Project is also located within an existing high quality transit corridor as shown in the 2020-2045 RTP/SCS.

4. Pursuant to PRC Section 21155.2, the Project has incorporated all feasible mitigation measures, performance standards, or criteria set forth in three prior applicable EIRs: the 2020-2045 RTP/SCS Program EIR, the West Adams-Baldwin Hills-Leimert Community Plan EIR, and the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) Mid-City Redevelopment Plan EIR.
5. An initial study has been prepared for the Project that identifies all significant or potentially significant impacts of the Project, other than those that do not need to be reviewed pursuant to PRC Section 21155.2(b), based on substantial evidence in light of the whole record. The initial study identifies cumulative effects that have been adequately addressed and mitigated in the prior applicable certified EIRs. Cumulative effects have been found to be adequately addressed and mitigated in the prior applicable certified EIRs and are not considered cumulatively considerable for the purposes of the SCEA.
6. The SCEA includes measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the Project required to be identified in the initial study.
7. The SCEA was completed, noticed and circulated in accordance with the requirements of the CEQA, the State CEQA Guidelines and the City's procedures as follows:
 - a. On January 20, 2022 a Notice of Availability (NOA) and Notice of Intent to Adopt (NOI) were issued for the Draft SCEA dated January 2022 that was circulated for public comments for 30 days. The NOI was sent to those public agencies that have jurisdiction by law with respect to the Project and to other interested parties and agencies, including property owners within 500 feet of the boundaries of the Project and the comments of such persons and agencies were sought.
 - b. On January 20, 2022 the NOI was published in the Daily Journal, a newspaper of general circulation, and the NOI was posted with the Office of Planning and Research.
8. The City has reviewed and considered the information contained in the SCEA, including the initial study, the mitigation measures and conditions incorporated into the Project, and the comments received during the public review process and the hearing on the Project and, based on that review and consideration, the City has determined that the SCEA constitutes an adequate, accurate, objective and complete review of the environmental effects of the Project.
9. Based on its review of the SCEA and on the basis of the whole record, the City finds that all potentially significant or significant effects required to be identified in the initial study have been identified and analyzed, and with respect to each significant effect on the environment required to be identified in the initial study, changes or alterations,

including mitigation measures, have been required in or incorporated into the Project that avoid or mitigate the significant effects to a level of insignificance.

10. Based on its review of the SCEA and on the basis of the whole record, the City finds that the SCEA reflects the City Council's independent judgment and analysis and that there is no substantial evidence that the Project will have a significant effect on the environment.
11. Based on its review of the SCEA and on the basis of the whole record, the City finds that the Project complies with the requirements of CEQA for using a SCEA as authorized pursuant to PRC Section 21155.2(b).

Based on its review of the SCEA and on the basis of the whole record, the City finds that the Mitigation and Monitoring Program for the Project requires all reasonably feasible mitigation measures, including mitigation measures from the three prior applicable EIRs, as appropriate, and that those mitigation measures will be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Program.

FINDINGS OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of Vesting Tentative Tract Map No. VTT-83550-CN, the Advisory Agency of the City of Los Angeles, pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

- (a) **THE PROPOSED MAP IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.**

The site is zoned CM-2D-CPIO. The property is currently developed with a Public Storage facility proposed to be demolished as a part of the project and is located within the West Adams - Baldwin Hills - Leimert Community Plan, which designates the site for Hybrid Industrial land uses. The proposed project is to subdivide one (1) lot, totaling 153,720 square-feet into one (1) ground lot and four (4) airspace lots with one of the airspace lots to have up to 260 residential condominium units, along with a waiver of the required 2-foot dedication for sidewalk widening purposes along South La Cienega Boulevard; and a Haul Route for the export of approximately 170,000 cubic yard of soil. The subdivision will be for the construction, use and maintenance of a new 460,824 square-foot mixed-use residential and commercial development, including one Residential Building and one Commercial Building on a site totaling approximately 3.59 acres. The approximately 230,412 square-foot Residential Building contains 260 residential units for rent; 22 units are reserved for "very low income" households and 7 units are reserved for workforce housing within a 149'-6"-tall Residential Building up to 13 stories high on the western portion of the Project Site. The approximately 230,412 square-foot Commercial Building includes 2,869 square-feet of ground floor retail within a 92-foot-tall Commercial Building (office and ground floor retail) up to six stories high on the eastern end of the Project Site. The Project proposes up to 785 parking spaces, including 130 residential and 242 commercial parking spaces. The 413 remaining spaces would be unassigned and available for residential or commercial uses.

Although designated and zoned for Hybrid Industrial uses, the subject site is located within a unique area of the City known as the Jefferson/ La Cienega TOD. While the Community

Plan encourages the protection of industrially zoned properties, it recognizes that due to the location of the site, there may be more appropriate uses for the site. The Community Plan “advances the creation of an employment destination outside of the City Center where a mix of uses that feature emerging and innovative commercial, office, and other high-tech uses can locate in proximity to existing and future residences within a medium to high intensity transit hub.”

Adjoining the Project Site, South La Cienega Boulevard is a “Modified Boulevard II” per the Mobility Plan 2035. Because it is a “modified” classification, none of the BOE’s Standard Street Dimensions apply to this stretch of La Cienega. BOE’s NavigateLA identifies a “Right-of-Way Width (Designated)” of 104 feet and a “Roadway Width (Designated)” of 80 feet. According to NavigateLA and ZIMAS, the existing roadway is greater than 80-foot wide adjoining the Project Site. Therefore, the existing roadway appears to be over-dedicated per current classification. Also, the existing dedicated right-of-way is already 107 feet, 3 feet wider than required by the Modified Boulevard II classification, along most of the Project Site.

CPIO Section V-2.D.1.a. requires that the project provide no more than a 2-foot setback along the Primary Frontage. The Project has been designed to provide no more than a 2’ setback along La Cienega Blvd, from the 2nd floor and above, to honor this provision. However, the Project is set back 5’ at the ground floor along La Cienega Blvd and the 2nd floor cantilevers out to create a Pedestrian Amenity of a covered pedestrian “arcade” along the Primary Frontage. This is consistent with CPIO Section V-2.D.1.b, which provides that the maximum Primary Frontage setback may be exceeded up to 20 feet if the street facing façade is accessible to the public and incorporates Pedestrian Amenities into that area. This Pedestrian Amenity will be improved as an extension of the publicly accessible sidewalk and further setback near the adjoining Metro transit plaza to provide an expanded plaza and gathering space. The Project design incorporated the intent of the full 52-foot half right-of-way requirements in designing the setback, structure, and improvements. As designed, no portion of the proposed structures would encroach into that 2-foot setback on the ground level. Additionally, pursuant to Condition 21.g of this report, a minimum 2-foot-wide private pedestrian walk easement shall be provided along La Cienega Boulevard adjoining the tract and shall be open for public use. This pedestrian walk shall be kept open at all times and any structures within the easement walk area shall be reviewed and approved by the Department of Building and Safety. The subdivider shall be responsible for maintenance and security of the private easement. Therefore, as designed and conditioned, the project achieves the purpose of the Mobility Plan 2035.

In addition, the southerly adjoining parcel (3431 S. La Cienega Blvd) contains a See’s Candies manufacturing facility dating from 1946. The iconic Southern California candy company was founded in Los Angeles in 1921. The See’s Candies factory is listed as an historic resource on the City of LA’s Historic Places LA. Due to the historic significance of the neighboring site, it is doubtful that portions of La Cienega south of the property will ever be dedicated to the full designated width. Mobility Plan 2035 Policy 2.17 requires staff to “carefully consider the overall implications of widening a street before requiring the widening,” citing the “often unique nature of a street segment where widening could change the character of a street in an undesirable way, proved unnecessarily expensive relative to the resulting benefits, or result in other adverse changes. Dedication at the Project Site would create an occurrence of discontinuous, intermittent dedications that may create a negative impact to the urban form and pedestrian experience of the Project with no identifiable benefit to the City.

As proposed, The Project is consistent with the General Plan, including the General Plan Framework, the West Adams-Baldwin Hills-Leimert Community Plan, the Mobility Plan 2035, and the West Adams-Baldwin Hills-Leimert CPIO. The Property is not located within a Specific Plan. As set forth above in Section IV, the Project complies with the Property's zoning and applicable development standards, including those imposed by the LAMC and CPIO, as permitted to be modified by the State Density Bonus Law and the City's implementing ordinance. The Project's proposed mixed-use residential, creative office, and retail uses are consistent with, and expressly advanced by, the Property's General Plan Hybrid Industrial designation, which calls for "creative industry, office, or mixed use."

While 100-percent residential developments are prohibited by the West Adams – Baldwin Hills – Leimert CPIO, the residential component of Mixed-Use Projects are allowed to occupy a maximum of 50-percent of the Project's total floor area. The proposed Project includes 460,824 total square feet. The residential component is approximately 230,412 square feet, therefore in compliance with the CPIO. The Project also substantially conforms with the objectives, policies and provisions of the General Plan Framework, set forth as follows.

General Plan Framework: Land Use (Chapter 3)

Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.

The Project's redevelopment of a low-intensity self-storage use into a vibrant mix of residential, commercial and retail uses and verdant landscaped areas that collocate jobs, housing and retail services and the Project's encouragement of public transit and other active modes of transportation will contribute to the City's long-term fiscal and economic viability, facilitate the ongoing transformation of the West Adams and Baldwin Hills neighborhoods, and foster a more livable community for the existing residents and businesses.

The Project's proposed new 227,543 square feet of office use, 2,869 square feet of ground floor retail space, 260 residential units (including 22 units for Very Low-Income households and 7 units for workforce housing), 34,214 square feet of publicly available open space amenities, and pedestrian activated streetscape revitalize a 3.53-acre property that is currently underutilized with aging masonry buildings primarily used for low-intensity storage and warehousing uses. The Project's landscaped, pedestrian-oriented open space, such as the Crossings plaza and tree-lined Cienega Square, and neighborhood-serving retail will improve and beautify the Jefferson/La Cienega Metro station and existing bicycle path, thereby activating the streetscape for pedestrians and further encouraging walking, biking, and use of public transit by the community at large. The existing self-storage use provides no pedestrian amenities or public access and does not utilize the adjacent Metro or other public transportation options. The Property is therefore an infill

opportunity to revitalize this key commercial and transit corridor, providing a healthful living environment.

The Project is centrally and ideally located along La Cienega Boulevard, a designated Modified Boulevard II and transit corridor in West Adams and is adjacent to the La Cienega & Jefferson Metro Station E (Expo) Line and near multiple bus lines. Like the Property, the West Adams neighborhood is undergoing a transformation from light industrial to a thriving mixed use center bringing jobs, housing, and lifestyle together. West of the Property along the Metro E Line rail are the communities of Culver City, West Los Angeles and Santa Monica, containing high population and access to other employment hubs. The Project Site also has convenient access to Downtown Los Angeles and other destinations within the Regional Commercial Center areas of Los Angeles.

This access is facilitated by the Metro E Line which is adjacent to the Property and has a local connection to the Metro B (Red) Line, Metro D (Purple) Line and Metro A (Blue) Line. This mass transit infrastructure enhances connectivity to the Downtown Los Angeles, the Wilshire Center Koreatown and the Long Beach business hubs. These Metro Lines further connect to other points throughout the City and the Greater Los Angeles area.

Additionally, the Los Angeles Metropolitan Authority (MTA) routes a number of bus lines with stops conveniently located near the Property. The Metro Bus system provides local service along S. La Cienega Blvd. and Jefferson Blvd. Route 105 travels north/south along S. La Cienega Blvd. The southeastern bound route begins at Santa Monica Blvd. and San Vicente Blvd., adjacent to the City of West Hollywood, and travels through Beverly Hills, Los Angeles, and Leimert Park, with a final stop at Pacific Blvd. and Santa Fe Ave. in the City of Vernon. The Metro Route 105 runs approximately every 10 minutes, 7 days a week. Route 38 travels east/west along Jefferson Blvd. The westbound route begins at Spring St. and 7th St. in Downtown Los Angeles and travels through the Mid-City area with a loop layover at Jefferson Blvd. and 11th Ave. The Metro Route 38 runs approximately every 30 minutes, 7 days a week. Route 217 travels north/east along S. La Cienega Blvd. The northeastern route begins at the La Cienega Station Terminal near the project site and travels through Beverly Hills, West Hollywood and Los Angeles, with a final stop at the Hollywood/Vine Station. The Metro Route 217 runs approximately every 20 minutes, 7 days a week.

The Project's introduction of additional first class office space, residential serving retail, hundreds of new units for a variety of income levels, and well-designed open space into this transit rich corridor will foster the growing push in the West Adams area and surrounding communities towards transit, pedestrian travel, and other active modes of transportation, which in turn would reduce vehicle use, vehicles miles traveled, and congestion, and contribute to the goals of improving air quality and creating a healthier, supportive living environment for the Project's future users and community.

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

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

Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

The Project includes 231 market rate, 22 Very Low Income restricted affordable units, 7 workforce units, approximately 227,543 SF of office, 2,869 SF of retail, most likely food and beverage, and 34,214 SF of publicly accessible landscaped plazas and paseos that will activate the streetscape along Jefferson Blvd. and enhance access to and use of the bicycle path and Metro station. As noted above and below, the mixed-use and mixed-income nature of the Project will promote the ongoing revitalization of West Adams and an improved quality of life for the Project's future residents and tenants and community at large.

The Project's vibrant mix of uses and amenities will provide a supportive, resilient community for the Project's future residents and tenants and will also support the needs of the existing community by introducing new housing for a variety of income levels, job opportunities, and neighborhood-serving retail. The City's need for market rate and affordable housing is identified in the City's Housing Element (adopted by the Los Angeles City Council on December 3, 2013 and approved by the State of California Department of Housing and Community Development on April 2, 2014). The amount of housing needed to accommodate citywide growth is estimated to be 82,002 dwelling units (through 2021) of which 46,590 units (57%) need to be for Very Low Income and Low-Income households. Further, according to Mayor Eric Garcetti's 2015 Sustainable City pLAn (issued April 2015), "if we do not act to increase in supply of housing units, the Department of Planning estimates that Los Angeles could have a backlog of over 100,000 units by 2021."

Project users will also be served by the Project's abundant publicly accessible open space providing seating and extensive shading and landscaping that will provide much needed contrast from the bustle and dense, urban landscape of the Jefferson/La Cienega intersection and Metro station. The mix of residential and retail uses would further facilitate pedestrian activity in this neighborhood on the evenings and weekends, creating a more vibrant and livable community. The Project's landscaped, pedestrian-oriented Crossings plaza and the Project's tree-lined Cienega Square will improve and beautify the Jefferson/La Cienega Metro station and existing bicycle path, encouraging active modes of transportation for the community at large.

The Project is centrally and ideally located at the heart of the transit rich La Cienega/Jefferson corridor, directly adjacent to the La Cienega & Jefferson Metro Station E (Expo) Line, and close to multiple bus lines. By locating jobs, housing, retail and neighborhood amenities at this transit-rich location, the need to travel by car for these opportunities will be reduced, with a corresponding decrease in vehicle miles traveled and air pollution. The Project will also provide hundreds of bicycle parking spaces per LAMC § 12.21-A.16 and end-of-trip facilities to encourage bicycle commuting, including secure bicycle storage with bicycle repair equipment, and showers. The Project's supportive mix of uses and landscaped open spaces will also elevate the pedestrian experience. These bicycle and pedestrian amenities further encourage less reliance on vehicle travel.

Multi-Family Residential (Chapter 3)

Goal 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.

Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services, and the residents' quality of life can be maintained or improved.

As discussed above, the Project will improve the quality of life for future and existing West Adams residents and workers by removing a low-intensity self-storage facility completely fenced off from the public to provide in its place new housing for a variety of income levels, job opportunities, and neighborhood-serving retail, as well as ample green open space in an otherwise dense, urban landscape.

The Project is ideally situated for its future residents and tenants to take advantage of the multitude of public transit options in the immediate vicinity, resulting in a reduction in vehicles miles traveled, congestion, and air pollution and corresponding improvement in the quality of life for existing residents. West of the Project Site along the Metro E Line rail are the densely populated communities of Culver City, West Los Angeles, and Santa Monica containing other employment hubs for the Project's future residents. The adjacent Metro will provide the Project convenient access to Downtown Los Angeles and other destinations within the Regional Commercial Center areas of Los Angeles.

The Project's location in the existing and expanding commercial, multifamily residential neighborhood along La Cienega Boulevard is adequately served by public infrastructure and services to meet the Project's demand. The Project would include numerous measures to reduce its demand on infrastructure and services, including measures such as water, energy conservation and security plans.

Housing Element (Chapter 6)

Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.

Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.

Policy 1.3.1 Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.

Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.

The proposed Project will provide both market rate and affordable housing for Very Low-Income and workforce households, thus offering a range of housing opportunities by type

and cost which would be accessible to City residents of various income levels. In addition, to provide a range of housing opportunities by type and cost, the Project would include a mix of unit types - 26 studio apartments, 143 one-bedroom apartments, 78 two-bedroom apartments and 13 three-bedroom apartments.

The Project would provide needed housing on a major transportation corridor (La Cienega Blvd) in close proximity to entertainment and job opportunities and in an area well-served by public transportation, including Metro E Line and several MTA Bus Lines. According to the City of Los Angeles Housing Element, the population of the City of Los Angeles will grow by over 140,000 persons between 2014 and 2021. The amount of housing needed to accommodate citywide growth is estimated to be 82,002 dwelling units (through 2021) of which 46,590 units (57%) need to be for Very Low- and Low-Income households. The Project's proposed 260 residential apartment dwelling units (including 22 Very Low-Income restricted affordable units and 7 workforce units) would help to alleviate this current severe housing deficit in Los Angeles.

In addition to LAMC Section 17.06 B, Section 17.05 C requires that the Vesting Tentative Tract map be designed in compliance with the zoning regulations applicable to the subject property. The Land Use Element of the General Plan consists of the 35 Community Plans within the City of Los Angeles. The Community Plans establish goals, objectives, and policies for future developments at a neighborhood level. Additionally, through the Land Use Map, the Community Plan designates parcels with a land use designation and zone. The Land Use Element is further implemented through the LAMC. The zoning regulations contained within the LAMC regulates, but is not limited to, the maximum permitted density, height, parking, and the subdivision of land.

The proposed merger and re-subdivision of the Project Site into a ground lot and airspace lots for a mixed-use development with multi-family residential, and commercial uses, would be consistent with these regulations. The project is consistent with the General Plan and demonstrates compliance with Sections 17.06 of the Los Angeles Municipal Code as well as with the intent and purpose of the General Plan, with regard to lot size, height, density and use. Therefore, as conditioned, the proposed parcel map is consistent with the intent and purpose of the applicable General Plan.

The CPIO's Jefferson/La Cienega TOD Subarea is intended to "advance the creation of an employment destination outside of the City Center where a mix of uses that feature emerging and innovative commercial, office, 'clean-tech,' 'information technology,' and other 'high tech' uses can locate in proximity to existing and future residences within a medium to high intensity transit hub." The intent of the Jefferson/La Cienega TOD is to "facilitate revitalization of properties that can capitalize upon proximity to the La Cienega Station of the Metro Expo Line." The Project's proposed creative office, apartments, and retail uses immediately adjacent to the La Cienega/Jefferson Metro station and multiple bus lines squarely align with this intent.

The Project is also consistent with and promotes the following purposes of the West Adams-Baldwin Hills-Leimert CPIO set forth in CPIO Section 3:

Purpose C: To foster revitalization of properties along the commercial corridors and at major intersection nodes throughout the Community Plan Area.

- Purpose D:** To promote and facilitate revitalization of properties that can capitalize upon close proximity to the La Brea, Farmdale, La Cienega and Culver City stations along the MidCity Exposition Light Rail Transit Corridor (Expo Line).
- Purpose I:** To encourage the creation of pedestrian-friendly, multi-modal transit villages where jobs, housing, goods and services, as well as access to open space, are all located within walking distance of the station area.
- Purpose S:** To support transit-oriented business districts outside of the City Center where emerging and innovative commercial, office, and “clean-tech” uses can locate within contextually appropriate medium intensity transit hubs.

The Property’s current low-intensity self-storage use provides no pedestrian amenities, no public access, and does not utilize the adjacent Metro or other public transportation options. The mixed-use, transit-oriented Project is therefore an ideal infill opportunity to revitalize this key commercial and transit corridor.

The Project will promote its central location and proximity to transit, by dominating the Property’s approximately 707-foot length along Jefferson Blvd. with pedestrian, bicycle, and transit activity. The Project’s plazas along Jefferson Blvd. will connect directly to the existing bicycle path, which itself connects to the Ballona Creek Bike Path that runs to the ocean. The Crossings plaza seamlessly transitions into the Jefferson/La Cienega Metro station and light rail system. The Project’s abundant landscaping will include shade trees lining the bicycle path creating a paseo affect. These landscaping, open space and streetscape improvements activate the Project’s ground floor, encourage bicycle and transit use, and celebrate the pedestrian experience, thus reducing the necessity of automobile travel.

The Project will also provide an inclusive development that is consistent with, and will support the needs of, the existing community. The Project will provide much needed affordable housing, including very-low income and workforce, in furtherance of the City’s Housing Element goals, and will provide high quality job opportunities and neighborhood-serving retail. The Project is proposing 22,836 square feet of open space in addition to the 28,925 square feet of open space required by LAMC Section 12.21.G. for a total of 51,761 square feet of open space. The Project’s abundant publicly accessible open space with seating and extensive shading and landscaping will contrast with and provide much needed relief from the bustle and the dense urban landscape of the Jefferson/La Cienega intersection and Metro station. The Project’s plazas, paseos, and ground floor retail will activate the streetscape along Jefferson Blvd. along a stretch that is currently completely fenced off from public access. The mix of residential and retail uses would also increase pedestrian activity in this neighborhood on the evenings and weekends, creating a more vibrant and livable community. The landscaped, pedestrian-oriented Crossings Plaza and the Project’s tree-lined Cienega Square will improve and beautify the Jefferson/La Cienega Metro station and existing bicycle path, encouraging active modes of transportation for the community at large. Bringing jobs, housing, and lifestyle amenities to one site and community will greatly reduce vehicle miles traveled and congestion and improve air quality and promote the overall health and sustainability of the existing West Adams residents.

- (b) THE DESIGN OR IMPROVEMENT OF THE PROPOSED SUBDIVISION IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

For the purposes of a subdivision, “design” and “improvement” is defined by Subdivision Map Act Section 66418, 66427, and LAMC Section 17.02. Pursuant to Section 66418 of the Map Act, “design” of a map refers to street alignments, grades and widths; drainage and sanitary facilities and utilities, including alignments and grades thereof; location and size of all required easements and rights-of-way; fire roads and firebreaks; lot size and configuration; traffic access; grading; land to be dedicated for park or recreational purposes; and other such specific physical requirements in the plan and configuration of the entire subdivision as may be necessary to ensure consistency with, or implementation of, the general plan or any applicable specific plan. In addition, Section 66427 of the Map Act expressly states that the “design and location of buildings are not part of the map review process” for subdivisions. Improvements, as defined by the Map Act and Section 17.02 refers to the infrastructure facilities serving the subdivision.

The subject site is zoned CM-2D-CPIO, which would permit a maximum of 192 dwelling units and a maximum height of 75 feet on the approximately 153,720 square-foot site. The proposed project is for a new 460,824 square-foot mixed-use residential and commercial development, including one Residential Building and one Commercial Building on a site totaling approximately 3.53 acres. The approximately 230,412 square-foot Residential Building contains 260 residential units for rent; 22 units are reserved for “very low income” households and 7 units are reserved for workforce housing within a 149'-6”-tall Residential Building up to 13 stories high on the western portion of the Project Site and the approximately 230,412 square-foot Commercial Building includes 2,869 square-feet of ground floor retail within a 92-foot-tall Commercial Building (office and ground floor retail) up to six stories high on the eastern end of the Project Site, are consistent with the density and height permitted by the Density Bonus Incentives pursuant to LAMC Section 12.22.A.25, and subject to condition 21.a of this report. Access is provided along La Cienega Boulevard through a shared driveway and via the private street Corbett Street, south of the subject site.

In addition, LAMC Section 17.05.C enumerates design standards for subdivisions and requires that each subdivision map be designed in conformance with the Street Design Standards and the General Plan. The design and layout of the tract map are consistent with the design standards established by the Subdivision Map Act and Division of Land Regulations of the LAMC. The Vesting Tentative Tract map was distributed to the various departments and bureaus of the Subdivision Committee for review, and their comments and conditions are included herein.

The Bureau of Engineering has reviewed the proposed subdivision and found the subdivision layout generally satisfactory with existing sewers in the streets adjoining the subdivision and will not result in violation of the California Water Code. The Bureau of Sanitation reviewed the sewer/storm drain lines serving the proposed subdivision and found no potential problems to their structures or potential maintenance problems.

Therefore, as conditioned, the proposed map is substantially consistent with the applicable General and Specific Plans affecting the project site, and demonstrates compliance with LAMC Sections 17.01, 17.05 C, and 12.22.C.27.

- (c) THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT.

The project site consists of one lot totaling approximately 153,719 square feet in area. The site has approximately 200 feet of frontage along the west side of South La Cienega Boulevard. The site is zoned CM-2D-CPIO. The property is currently developed with a Public Storage facility proposed to be demolished as a part of the project and is located within the West Adams – Baldwin Hills – Leimert Community Plan, which designates the site for Hybrid Industrial. The existing topography is relatively flat, with slight change in elevation from the front of the property to the rear.

In addition, the environmental analysis conducted for the Project found that the tract map and development of the Project would not result in any significant impacts in terms of geological or seismic impacts, hazards and hazardous materials, and safety. In general, compliance with existing regulations, tract map conditions, and mitigation measures identified in the SCEA ensure that proposed development could be feasibly and safely constructed and operated on the site. Therefore, the Project Site is physically suitable for the proposed type of development.

The Vesting Tentative Tract map was distributed to the various departments and bureaus of the Subdivision Committee for review. Their comments are incorporated into the project's conditions of approval. The Grading Division of the Department of Building and Safety has reviewed the subject Vesting Tentative Tract Map No. VTT-83550-CN and the associated soils report determined the Liquefaction study included as part of the report dated September 23, 2021 demonstrates that the site is located in a designated liquefaction hazard zone as shown on the Seismic Hazard Zones map issued by the State of California. However, the settlement magnitudes are considered by the Department of Building and Safety Grading Division to be within acceptable levels. As such, the requirements of the 2020 City of Los Angeles Building Code have been satisfied per the Department of Building and Safety. The property is located outside of a City of Los Angeles Hillside Area; is exempt or located outside of a fault-rupture hazard zone. A supplemental report shall be submitted to the Grading Division of the Department containing recommendations for shoring, underpinning, and sequence of construction in the event that any excavation would remove lateral support to the public way, adjacent property, or adjacent structures (3307.3). A plot plan and cross-section(s) showing the construction type, number of stories, and location of the structures adjacent to the excavation shall be part of the excavation plans (7006.2).

Therefore, the project site is physically suitable for the proposed type of development.

(d) **THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.**

The General Plan identifies, through its Community and Specific Plans, geographic locations where planned and anticipated densities are permitted. Zoning standards for density are applied to sites throughout the city and are allocated based on the type of land use, physical suitability, and future population growth expected to occur.

The Vesting Tentative Tract map design includes the merger and re-subdivision of an approximately 3.59-acre (153,719 square feet) project site. The Project site is zoned CM-2D-CPIO, which permits a maximum FAR of 3:1 for mixed-use projects, and a maximum density of 800 square feet per dwelling unit. The Project site is 153,719 square feet which allows for a density of 192 units. The Project is proposing 260 units, which complies with

the maximum permitted density through the Density Bonus Incentives pursuant to LAMC Section 12.22.A.25. The total floor area proposed for both buildings is approximately 460,824 square feet, which results in an FAR for the Project of 3:1, which complies with the 3:1 maximum FAR allowed pursuant to the CPIO.

Upon approval of the entitlement requests, and as conditioned therein per Condition 21.a of this report, the project's proposed density is consistent with the general provisions and area requirements of the Planning and Zoning Code. The area is easily accessible via improved streets, highways, and transit systems. The environmental review conducted by the Department of City Planning (Case No. ENV-2021-6879-SCEA), establishes that the physical characteristics of the site and the proposed density of development are generally consistent with existing development and urban character of the surrounding community. Therefore, the Project Site is physically suitable for the proposed density of development.

- (e) THE DESIGN OF THE SUBDIVISION OR THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The Project proposes an infill development within an area designated for Hybrid Industrial land use, which also allows for commercial, medium and high-medium density residential uses within the West Adams-Baldwin Hills-Leimert Community Plan area in the City of Los Angeles. The vesting tentative tract map design includes the merger and re-subdivision of the project site, into one ground lot and 4 airspace lots for a mixed-use development and a haul route for the export of soil, and a waiver of the required 2-foot dedication for sidewalk widening purposes along South La Cienega Boulevard.

The subdivision design and improvements are consistent with the existing urban development of the area. There are no habitat conservation plans or natural community conservation plans which presently govern any portion of the Project Site or vicinity.

The SCEA prepared for the Project identifies no potential adverse impacts on fish or wildlife resources. The Project Site vicinity is highly urbanized and generally built out and does not contain riparian or other sensitive natural community, and does not provide a natural habitat for either fish or wildlife. No water bodies or federally protected wetlands as defined by Section 404 of the Clean Water Act exist on the Project Site. The Project Site does not contain any natural open spaces, act as a wildlife corridor, contain riparian habitat, wetland habitat, migratory corridors, conflict with a Habitat Conservation Plan, nor possess any areas of significant biological resource value.

Because of the urban nature of the project site and surrounding area, the project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native nursery sites. There are no trees located on the subject site. Therefore, the Project would not have an adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. With regard to nesting birds, the Project would comply with the Migratory Bird Treaty Act, which prohibits the take, possession, import, export, transport, sell, purchase, barter, or offer for sale, purchase, or barter, any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued pursuant to federal regulations.

The Project would not conflict with any protected tree ordinance or Habitat Conservation Plan, nor possess any areas of significant biological resource value. Therefore, the design of the subdivision would not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

- (f) THE DESIGN OF THE SUBDIVISION OR TYPE OF IMPROVEMENTS IS NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

There appear to be no potential public health problems caused by the design or improvement of the proposed subdivision.

The development is required to be connected to the City's sanitary sewer system, where the sewage will be directed to the LA Hyperion Treatment Plant, which has been upgraded to meet statewide ocean discharge standards. The Bureau of Engineering has reported that the proposed subdivision does not violate the existing California Water Code because the subdivision will be connected to the public sewer system and will have only a minor incremental impact on the quality of the effluent from the Hyperion Treatment Plant.

The Department of Water and Power's (LADWP) has stated the parcel can be supplied with water from the municipal system subject to the conditioned requirements.

- (g) THE DESIGN OF THE SUBDIVISION OR THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS, ACQUIRED BY THE PUBLIC AT LARGE, FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

No such easements are known to exist. Easements will be recorded with the development for community driveways. Needed public access for roads and utilities will be acquired by the City prior to the recordation of the proposed parcel.

- (h) THE DESIGN OF THE PROPOSED SUBDIVISION SHALL PROVIDE, TO THE EXTENT FEASIBLE, FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES IN THE SUBDIVISION. (REF. SECTION 66473.1)

In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the applicant has prepared and submitted materials which consider the local climate, contours, configuration of the parcel(s) to be subdivided and other design and improvement requirements. Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the parcel map was filed.

The lot layout of the subdivision has taken into consideration the maximizing of the north/south orientation. The topography of the site has been considered in the maximization of passive or natural heating and cooling opportunities. In addition, prior to obtaining a building permit, the subdivider shall consider building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the site in relation to adjacent development.

These findings shall apply to both the Vesting Tentative Tract and final maps for VTT-83550-CN.

VINCENT P. BERTONI, AICP
Advisory Agency



SERGIO IBARRA
Deputy Advisory Agency

VPB:SI:KW

Note: If you wish to file an appeal, it must be filed within 10 calendar days from the decision date as noted in this letter. For an appeal to be valid to the City Planning Commission or Area Planning Commission, it must be accepted as complete by the City Planning Department and appeal fees paid, prior to expiration of the above 10-day time limit. Such appeal must be submitted on Master Appeal Form No. CP-7769 at the Department's Public Offices, located at:

Downtown
Figueroa Plaza
201 North Figueroa Street,
4th Floor
Los Angeles, CA 90012
[\(213\) 482-7077](tel:(213)482-7077)

San Fernando Valley
Marvin Braude San Fernando
Valley Constituent Service Center
6262 Van Nuys Boulevard, Rm 251
Van Nuys, CA 91401
[\(818\) 374-5050](tel:(818)374-5050)

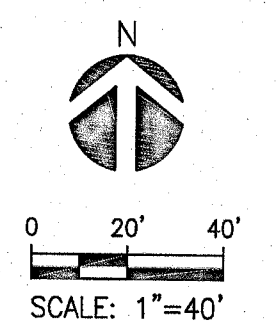
West Los Angeles
West Los Angeles Development
Services Center
1828 Sawtelle Boulevard, 2nd Floor
Los Angeles, CA 90025
[\(310\) 231-2598](tel:(310)231-2598)

Forms are also available on-line at <http://planning.lacity.org>

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedure Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

FOR SUBDIVISION AND CONDOMINIUM PURPOSES
260 RESIDENTIAL UNITS AND 230,412 SQ. FT. COMMERCIAL AREA

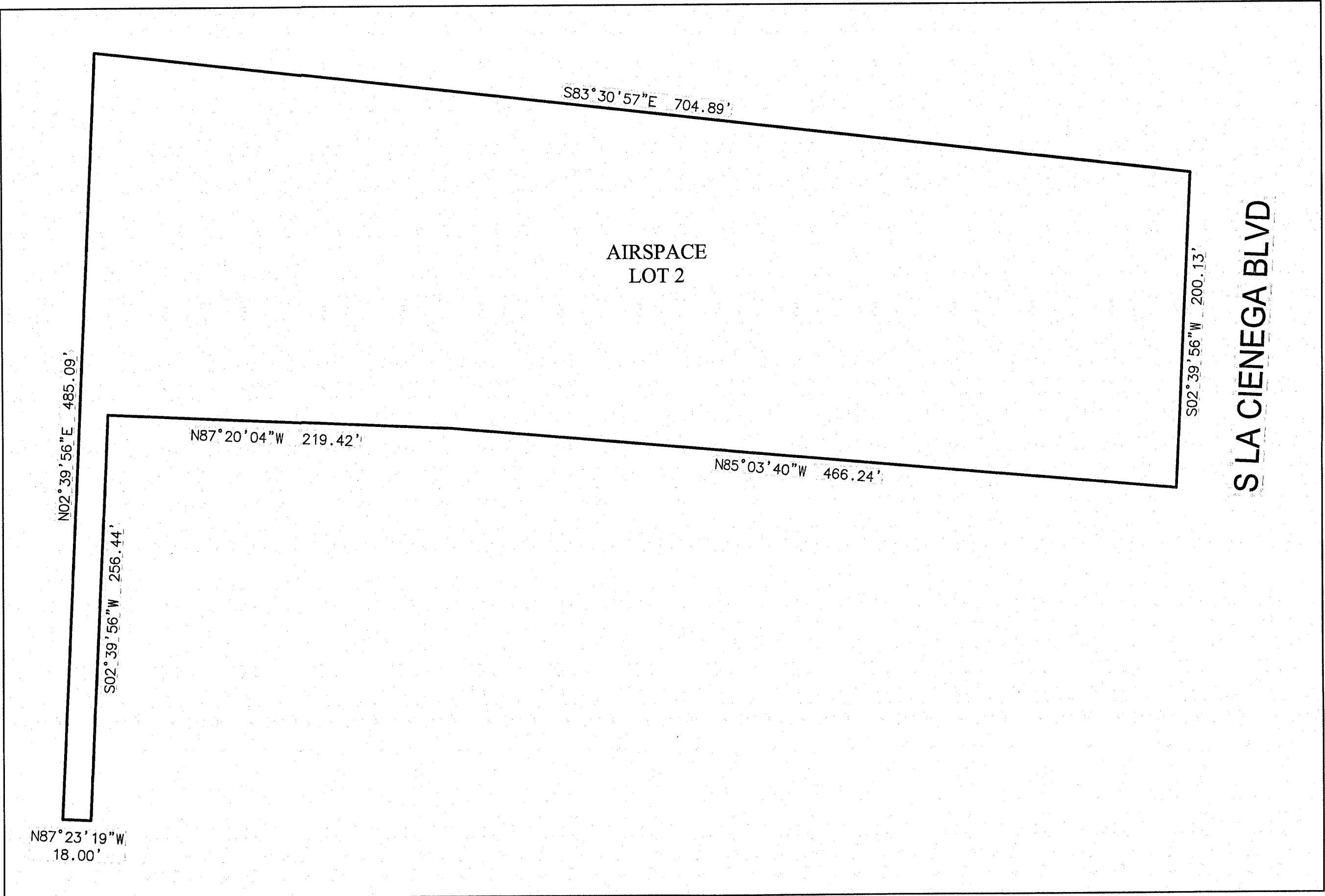
SHEET 1 OF 3



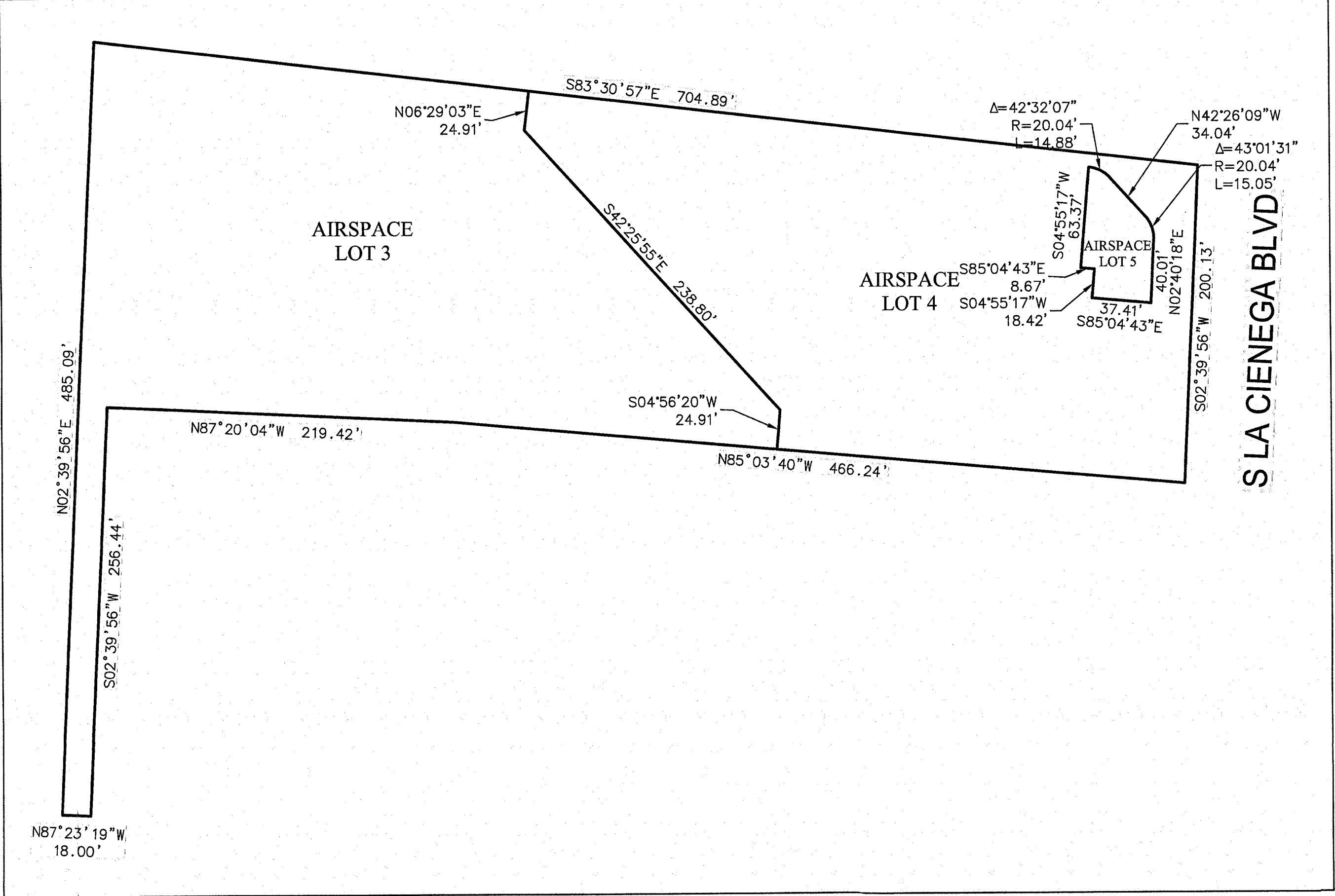
VESTING TENTATIVE TRACT MAP No. 83550



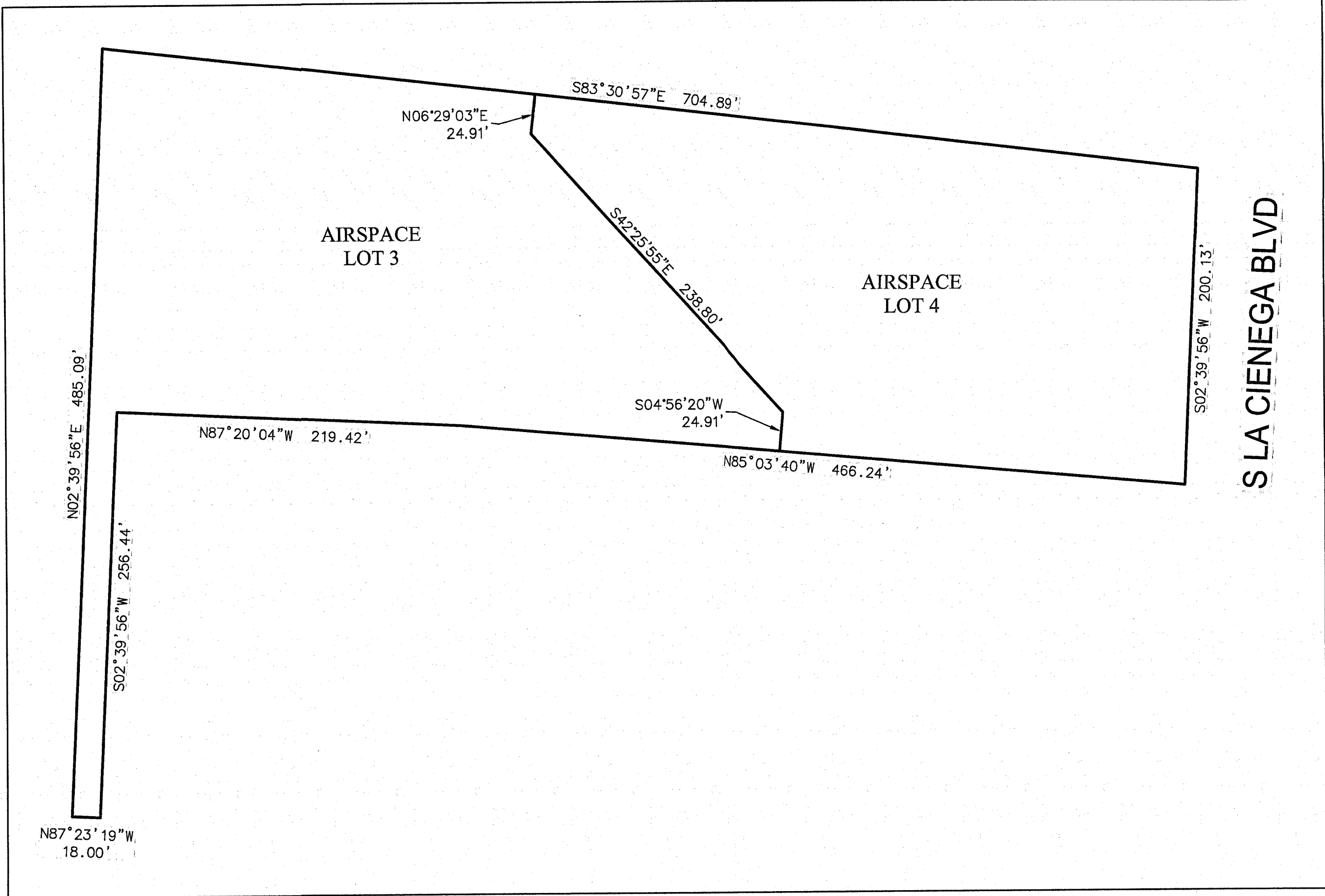
700 FLOWER ST., Suite 2100
Los Angeles, CA 90017
O: 213.418.0201
F: 213.266.5294
www.kpff.com



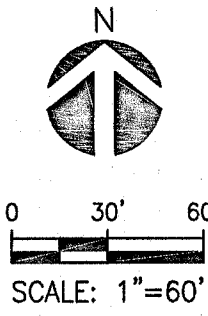
LEVEL B2-B1
L.E. = CENTER OF THE EARTH, U.E. = 100.00' - 106.00' (VARIES)



LEVEL 01
L.E. = 100.00' - 106.00' (VARIES), U.E. = 121.00' (AIR SPACE LOT 3)
L.E. = 106.00', U.E. = 122.50' (AIR SPACE LOT 4)



LEVELS 02-ROOF
L.E. = 121.00', U.E. = TO THE HEAVENS (AIR SPACE LOT 3)
L.E. = 122.50', U.E. = TO THE HEAVENS (AIR SPACE LOT 4)



ABBREVIATION LEGEND

L.E. = LOWER ELEVATION
U.E. = UPPER ELEVATION

REVISIONS		
DATE		ISSUED FOR

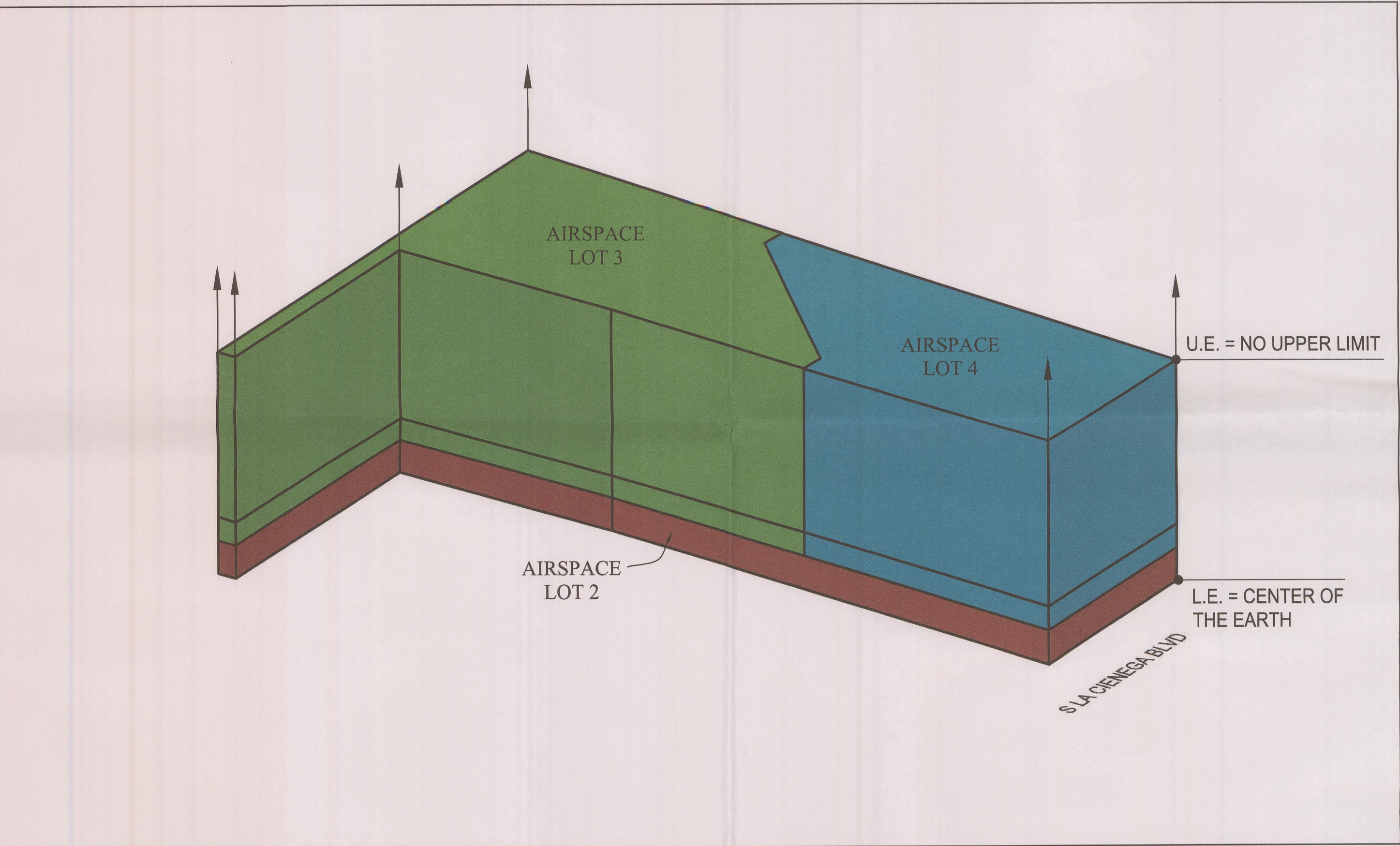
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DRAWN BY	NL
CHECKED BY	CJ
SCALE	AS SPECIFIED
PROJECT DESCRIPTION	

SHEET NUMBER

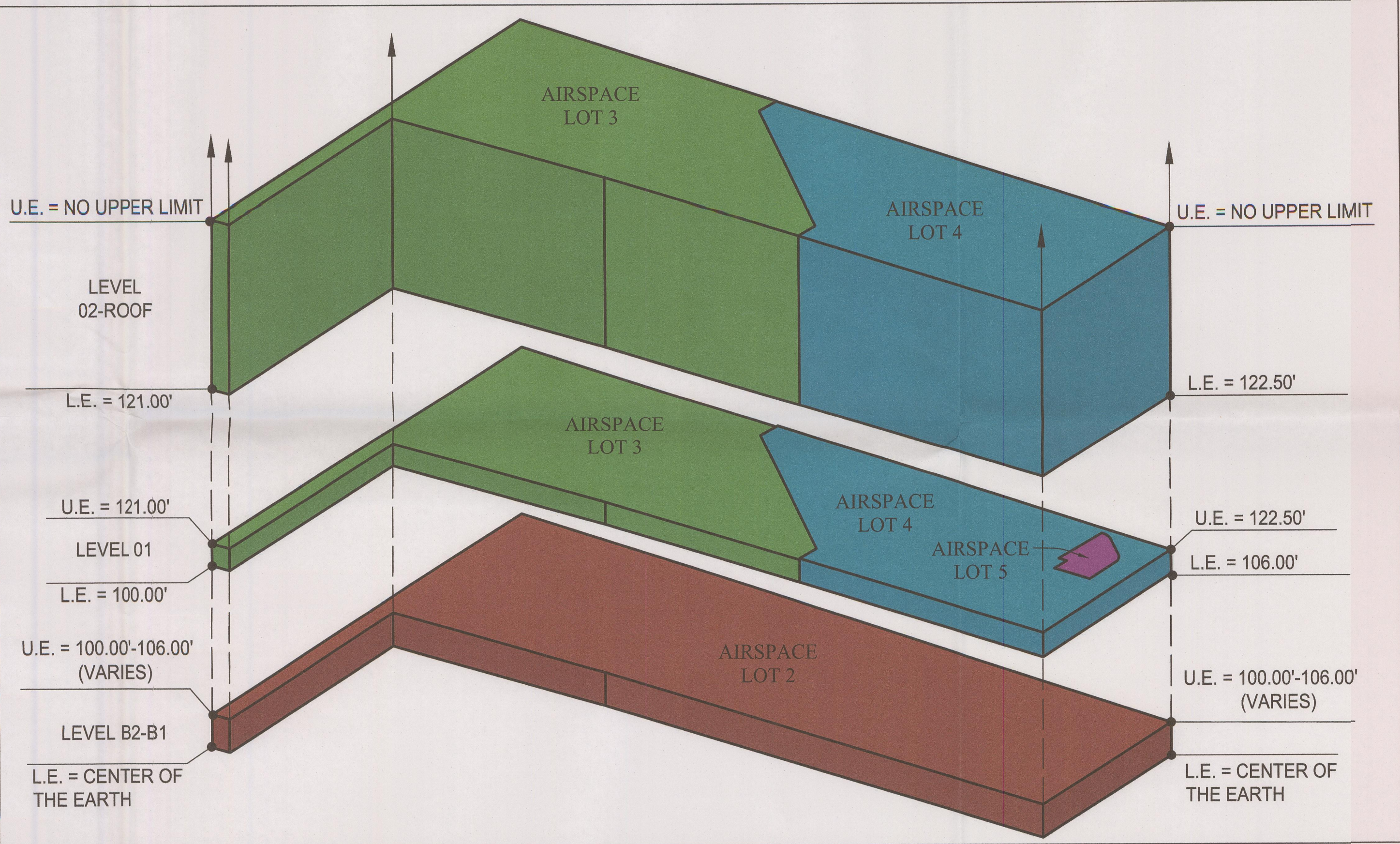
VESTING TENTATIVE TRACT MAP No. 83550

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OVERALL VIEW



FLOOR VIEW



0 40' 80'
SCALE: 1"=80'

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