



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date:	September 27, 2018	Case No.:	CPC-2016-1462-GPA-ZC-HD-CU-SPR
Time:	After 8:30 A.M.		
Place:	Van Nuys City Hall Council Chamber, 2nd Floor 14410 Sylvan Street Van Nuys, CA 91401	CEQA No.:	ENV-2016-1463-EIR (SCH No. 2017011045)
		Incidental Cases:	None
Public Hearing Completed:	June 27, 2018	Related Cases:	VTT-74399-CN and DA-2016-3880-DA
Appeal Status:	Appealable to City Council	Council No.:	11 – Mike Bonin
Expiration Date:	September 27, 2018	Plan Area:	West Los Angeles
Multiple Approval:	The General Plan Amendment and Zone Change are appealable by the applicant to the City Council if disapproved in whole or in part. Conditional Use and Site Plan Review are appealable Council by party.	Specific Plan:	West LA TIMP
		Certified NC:	West Los Angeles Sawtelle
		General Plan:	General Commercial
		Zone:	<i>Existing:</i> [Q]C2-1 <i>Proposed:</i> (T)(Q)C2-2D
		Applicant:	Edward W. Cook III, Westside Campus, LLC
		Representative:	Marcos D. Velayos, Park & Velayos, LLP

PROJECT LOCATION: 11355 and 11377 Olympic Boulevard

PROPOSED PROJECT: The project involves the renovation of two existing 10-story office towers with 342,078 square feet and the addition of a 120,000 square-foot expansion that includes connecting the towers on levels five, seven, and nine; a two-story podium element that would connect the towers on floors two through three; and the addition of ground floor dining uses. Additionally, updated outdoor and recreational amenities, including roof gardens and an outdoor recreation deck and pedestrian improvements along Olympic Boulevard would be provided. The existing two-10 story office towers are connected by a parking structure that includes three levels of above-grade and two levels of subterranean parking. Development of the project would increase the buildings' total square footage, adding 115,000 gross square feet of office and 5,000 gross square feet of restaurant use to the existing 330,758 square feet of office and 11,320 square feet of retail. The total square footage would be 462,078 square feet. The height of the existing office towers will remain. Upon completion, the Project would result in a total maximum floor area ratio (FAR) of 3:1.

REQUESTED ACTIONS

ENV-2016-1463-EIR

1. Pursuant to CEQA Guidelines Sections 15162 and 15164, in consideration of the whole of the administrative record, that the project was assessed in the previously **Certified Environmental Impact Report** No. ENV-2016-1463-EIR, certified on June 27, 2018, and no subsequent EIR, negative declaration, or addendum is required for approval of the project;

CPC-2016-1462-GPA-ZC-HD-CU-SPR

2. Pursuant to City Charter Section 555 and Section 11.5.6 of the Los Angeles Municipal Code (LAMC), a **General Plan Amendment** to amend Footnote 1 of the West Los Angeles Community Plan Land Use Map to indicate that Height District 2 is applicable to the site;
3. Pursuant to LAMC Section 12.32 F and 12.32 G, a **Zone Change and Height District Change** from [Q]C2-1 to (T)(Q)C2-2D;
4. Pursuant to LAMC Section 12.24 U.14, a **Conditional Use Permit** for a **Major Development Project** for a project that results in the addition of more than 100,000 square feet of nonresidential floor area; and
5. Pursuant to LAMC Section 16.05, a **Site Plan Review** for a project which results in an increase of 50,000 gross square feet or more of nonresidential floor area.

II. RECOMMENDED ACTIONS**ENV-2016-1463-EIR**

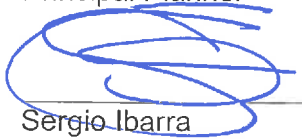
1. **Find**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in the previously certified Trident Center Modernization Project Environmental Impact Report (EIR), which includes the Draft EIR, No. ENV-2016-1463-EIR (SCH No. 22017011045), dated December 21, 2017, the Final EIR, dated June 15, 2018; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR or addendum is required for approval of the project.

CPC-2016-1462-GPA-ZC-HD-CU-SPR

2. **Recommend** that the City Council **Approve** a **General Plan Amendment** to amend Footnote 1 of the West Los Angeles Community Plan Land Use Map to indicate that Height District 2 is applicable to the site;
3. **Recommend** that the City Council **Approve** a **Zone and Height District Change** from [Q]C2-1 to (T)(Q)C2-2D;
4. **Approve** a Major Development Project **Conditional Use Permit** for a project creating 100,000 square feet or more of floor area in other non-residential uses in the C2 Zone;
5. Approve a **Site Plan Review** for a project resulting in a net increase of 50,000 gross square feet or more of nonresidential floor area; and
6. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning


Charles J. Rausch, Jr.
Principal Planner


Sergio Ibarra
City Planner


Heather Bleemers
Senior City Planner


Kathleen King
Planning Associate
(213) 847-3746

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, 200 North Spring Street, Room 272, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent out the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, 200 North Spring Street, Room 272, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent out the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendaized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to this programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

TABLE OF CONTENTS

Project Analysis	A-1
Project Description	
Background	
Analyses	
Discussion of Issues	
Conclusion	
(T) Tentative Conditions	T-1
(Q) Qualified Conditions	Q-1
(D) Development Limitations	D-1
Conditions of Approval	C-1
Findings	F-1
General Plan Amendment	
Zone and Height District Change	
Major Development Project Conditional Use Permit	
Community Design Overlay	
Site Plan Review	
Environmental Findings	
Public Hearing and Communications	P-1

Exhibits:

- A – Project Plans and Renderings
- B – Mitigation Monitoring Program
- C – LADOT Traffic Impact Assessment Approval Letter

Environmental Impact Report links:

Draft EIR:

<https://planning.lacity.org/eir/TridentCenter/deir/DEIR%20Trident%20Center%20Modernization%20Project.html>

Final EIR:

<https://planning.lacity.org/eir/TridentCenter/FEIR/Index.html>

I. PROJECT BACKGROUND

The project proposes to retain and renovate the Trident Center, pictured below and includes the addition of a 120,000 square-foot expansion on the 3.58-acre project site which is located in the West Los Angeles Community Plan Area.



Figure 1 Trident Center Modernization Project Existing Site Conditions

The 120,000 square-foot expansion will include connecting the towers on levels five, seven, and nine; a two-story podium element that would connect the towers on floors two through three; and the addition of ground floor dining uses. Development of the project would increase the buildings' total square footage, adding 115,000 gross square feet of office and 5,000 gross square feet of restaurant use to the existing 330,758 square feet of office and 11,320 square feet of retail. The total building square footage will be 462,078 square feet. While there would be slight changes to the roof parapets of the two towers, the height of each tower will remain at 158 feet tall. The existing two-10 story office towers are connected by a parking structure that includes three levels of above-grade and two levels of subterranean parking with 1,383 parking spaces. Upon completion, the Project would result in a total maximum floor area ratio (FAR) of 3:1.

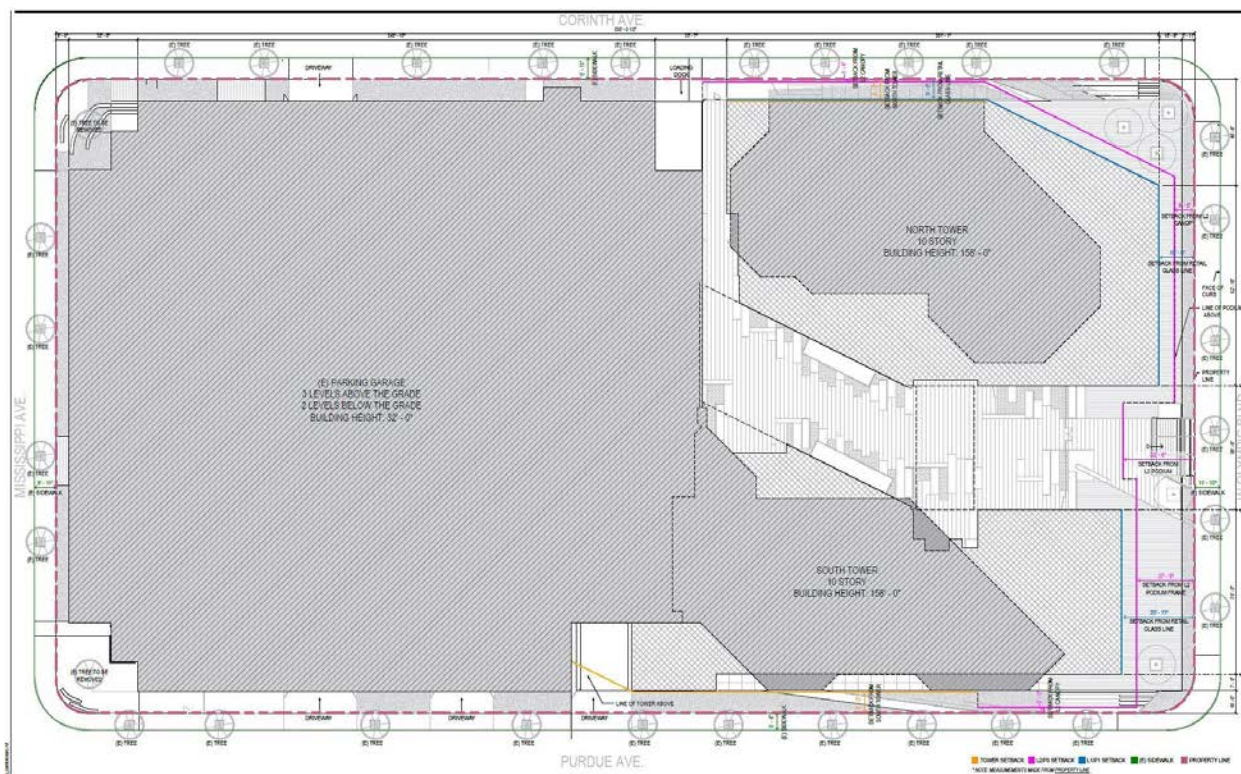


Figure 2 Trident Center Modernization Project Site Plan Figure

The project will provide 108,619 square-feet of public and private open space. Employee amenities will include a 43,820 square-foot private recreation deck (atop the parking structure), a 12,160 private roof terrace (located on the roof of the proposed podium element), and 2,035 square feet of internal open space on the sixth, eighth, and tenth floors. Public open space, open to visitors and employees, will include an 1,853 square-foot dog park at the northwest corner of Mississippi Avenue and Purdue Avenue and a 1,155 square-foot pocket park located at the northeast corner of Mississippi Avenue and Corinth Avenue, and a ground floor plaza area with two deck areas totaling 6,414 square feet.

Office Use

Approximately half of the additional 115,000 square feet of office space will be created by squaring off the two existing towers and constructing new connecting bridges on the fifth, seventh, and ninth levels. The remaining office space will be located in the two-story podium that will link the two towers on the second and third floors, provide a roof top terrace for tenants on the fourth level and create a more active street frontage along Olympic Boulevard. The podium will be 46 feet tall. No new square footage is proposed along Mississippi Avenue. Building employees will enter the ground level courtyard/plaza area as they arrive from the parking structure levels: B1, B2, ground level, P2 and P3. After entering the plaza area from the parking structure area, building employees will access the towers through the main lobby located at the ground level of each tower.

Ground Floor Dining Use

The project includes 5,000 square-feet of ground floor dining fronting Olympic Boulevard. The ground floor dining uses will be located at the east and west corners of the site, with a public plaza area and an exterior stairway that will provide employees direct street access to the recreation deck and parking structure.



Figure 3 Trident Center Modernization Project Ground Floor Landscape Plan Figure

Open Space

In total, 108,619 square feet of open space, consisting of approximately 6,105 square feet of interior amenity space, 9,422 square feet of common open space, and approximately 62,085 square feet of private open space (i.e., recreation deck, roof terrace, and employee common space) will be provided. In accordance with LAMC Section 12.21 G, multi-family residential projects with six or more units on a lot are required to provide usable open space, however the LAMC does not require commercial projects to provide open space. However, the plaza, deck, and pocket park will feature hardscape paving, movable furniture, planters, seatwalls, and outdoor tables and seating. The project will also provide 26 new on-site trees, including roof deck trees and trees along the plaza. Tree types will include: Deodar Cedar, Southern Live Oak, and Fern Pine. Improvements to the surrounding sidewalks and parkway planters were made in 2013 and thus the project will not replace the existing 28 street trees and/or be required to make sidewalk improvements. Additionally, 28 trees are located on the sidewalk right-of-way along the perimeter of the site. The project will not remove any of the 28 trees located along the sidewalk right-of-way.



Figure 4 Trident Center Modernization Project Exterior Stairway

Project Access

Through the reduction of the required setback along Olympic Boulevard, the Project will improve pedestrian access to the site by providing a landscaped plaza having seating areas and ground floor dining uses. A proposed exterior stairway will be located in the center of the site, linking the plaza and recreation deck, as well as providing access to the office and parking levels.

Vehicular access to the site will not be changed. No changes to the existing parking structure and the vehicular access driveways will occur, including the three driveways along Purdue Avenue and one driveway along Corinth Avenue.

Vehicle Parking

Parking for employees and visitors will be provided in the existing parking garage. The project does not propose any changes to the existing number of parking spaces given that the existing office development exceeds the code required parking spaces. The existing parking garage will be improved as part of the project by restriping to ensure spaces meet required dimensions and adding additional ADA parking. Pursuant to LAMC Section 12.21 A.4, the 1,383 provided spaces exceeds the number of required spaces by 405 spaces. In accordance with PDF-GHG-1, included in the project's certified MMP, the 20 percent of the code required parking will be upgraded to be capable of supporting future electric vehicle supply equipment (EVSE), with five percent of the spaces upgraded with electric vehicle (EV) chargers. As part of the project's development agreement, the project applicant has agreed to allow at least 150 parking spaces to be available for public parking on weekday evenings (beginning at 6 PM) and on weekends (beginning at 11 AM).

Bicycle Parking

Short and long-term bicycle parking spaces will be located on the ground floor parking level along Purdue Avenue. Access will be provided via Olympic Boulevard and via the driveways along

Purdue Avenue. In total, the project will provide the required 149 spaces (97 long-term and 52 short-term) for bicycle parking.

Project Site Conditions

The project site is located in the West Los Angeles Community Plan (Community Plan) Area near the intersection of Olympic Boulevard and Sawtelle Boulevard, two blocks southwest of Sawtelle Japantown. The Project Site has a General Commercial land use designation and is zoned [Q]C2-1. The Project Site is a relatively flat, rectangular-shaped 3.58 net acre site. The site is bordered by Olympic Boulevard to the south, Purdue Avenue to the west, Mississippi Avenue to the north, and Corinth Avenue to the east. The Project Site is currently developed with two existing 10-story office towers that are connected by a parking structure that includes three levels of above-grade and two levels of subterranean parking. Vehicular access to the site is provided from Purdue Avenue and Corinth Avenue. Pedestrian access is provided via Olympic Boulevard. Street trees are planted along Olympic Boulevard, Purdue Avenue, Mississippi Avenue, and Corinth Avenue. None of the trees are protected trees under City ordinance, however the 11 total on-site trees are "Non-Protected Significant Trees," and pursuant to PDF-BIO-1, will be replaced on 1:1 basis with 24-inch (minimum) box trees. Additionally, 28 trees are located on the sidewalk right-of-way along the perimeter of the site. The project will not remove any of the 28 trees located along the sidewalk right-of-way.

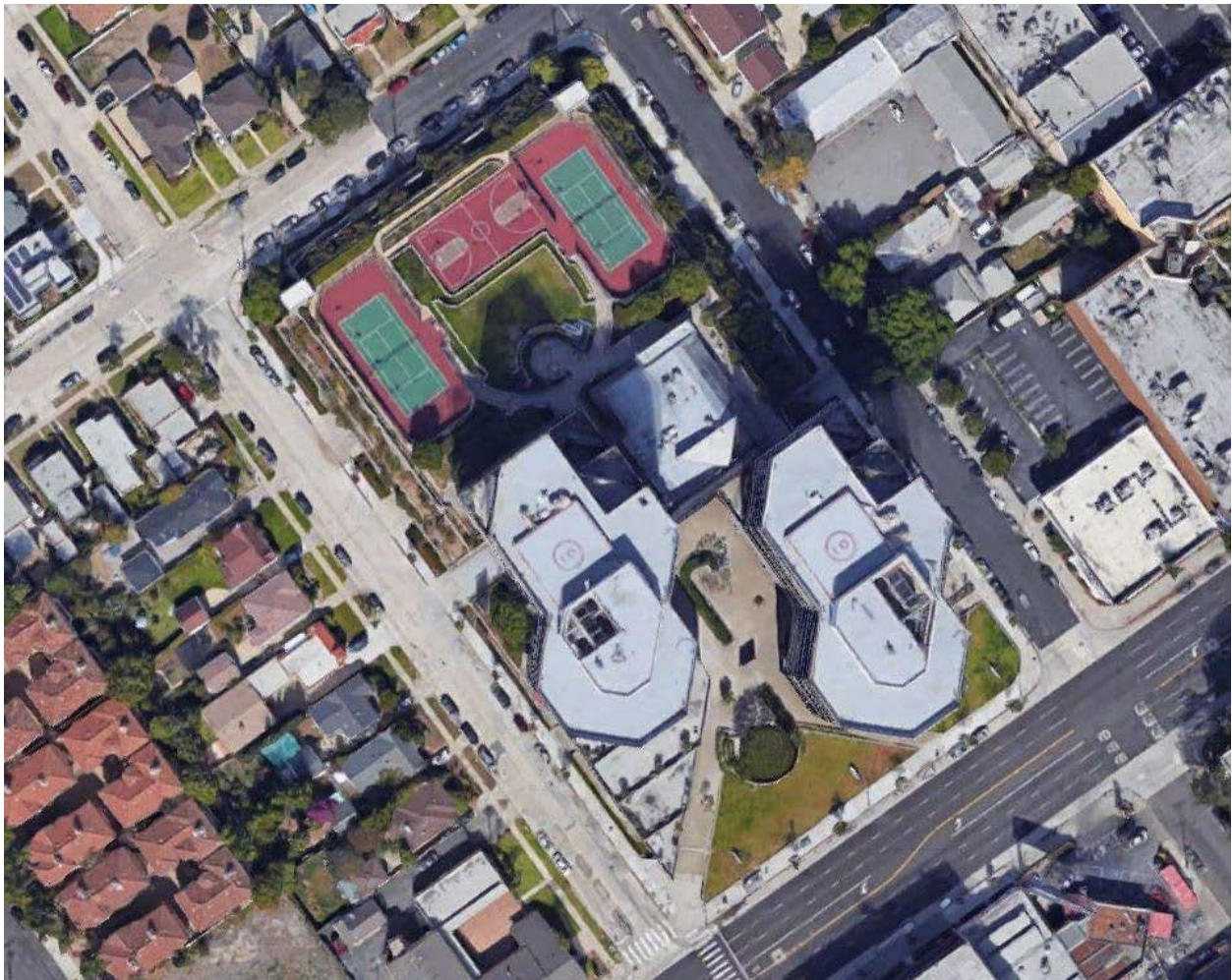


Figure 5 Trident Center Modernization Project Aerial View

Adjacent Uses

The following provides a summary of the existing uses adjacent to the Project Site:

North: The project site is bound by Mississippi Avenue on the north. Single-family residences are located adjacent to the project site along Mississippi Avenue. Properties to the north are designated for Low Medium I Residential land uses and are zoned R2-1.

South: The project site is bound by Olympic Boulevard on the south. Properties on the south side of Olympic Boulevard include low- to medium-rise office buildings; industrial and commercial buildings; and surface parking lots. These properties are designated for Light Manufacturing land uses and are zoned M2-1.

East: The project site is bound by Corinth Avenue on the east. A bank, having associated surface parking, multifamily residences, the Japanese Institute of Sawtelle and the Sawtelle Judo School are located along Corinth Avenue across from the project site. Properties to the east are designated for Low Medium I Residential and Neighborhood Commercial land uses and are zoned R2-1 and C2-1VL, respectively.

West: The project site is bound by Purdue Avenue on the west. Across Purdue Avenue are single-family residences. A church is located at the corner of Purdue Avenue and Olympic Boulevard across from the project site. Properties to the west are designated for Low Medium I Residential and General Commercial land uses and are zoned R2-1 and C2-1, respectively.

Streets and Circulation

Olympic Boulevard, adjoining the project site to the south is a designated Boulevard II in Mobility Plan 2035 with a designated right-of-way width of 110 feet, and is improved with a gutter, curb, and sidewalk along the project's site's south street frontage. Olympic Boulevard is a two-way street with on-street parking.

Purdue Avenue, adjoining the project site to the west is a Local Street - Standard in Mobility Plan 2035 with a right-of-way designated width of 60 feet, and is improved with a gutter, curb, and sidewalk along the project's site's west street frontage. Purdue Avenue is a two-way street with on-street parking.

Corinth Avenue, adjoining the project site to the east, is a Local Street - Standard in Mobility Plan 2035 with a right-of-way designated width of 60 feet, and is improved with a gutter, curb, and sidewalk along the project's site's east street frontage. Corinth Avenue is a two-way street with on-street parking.

Mississippi Avenue, adjoining the project site to the north is a Local Street - Standard in Mobility Plan 2035 with a right-of-way designated width of 60 feet, and is improved with a gutter, curb, and sidewalk along the project's site's north street frontage. Mississippi Avenue is a two-way street with on-street parking.

Freeway Access and Surrounding Public Transit

Primary regional access to the project site is provided by I-10, which generally runs in an east-west direction and is located approximately 0.5 miles south of the project site. Project access to and from I-10 freeway is available via interchanges at Bundy Drive and the I-405 freeway. Additional regional access is provided via I-405 freeway, which runs in a north-south direction and is located approximately 0.2 miles east the site. Project access to and from I-405 freeway is available via interchanges at Santa Monica Boulevard, Olympic Boulevard/Pico Boulevard, and National Boulevard.

The project site is well-served by public transit, including both bus and rail service. Metro provides several bus lines in the form of both rapid and local bus service, as well as the Metro Expo line in

the vicinity. Big Blue Bus and Culver City Bus also provide local bus transit service in the area. A Big Blue Bus bus stop for Route 5 is located in front of the site along Olympic Boulevard.

The following list presents a brief description of the bus lines providing service in the immediate vicinity of the Project Site:

- Metro Local 4 - Route 4 is a local east–west line that provides service from Los Angeles to Santa Monica and travels along Santa Monica Boulevard within the study area. This line runs every day, including certain holidays, at a peak frequency of approximately 9–12 minutes. The eastern terminus is at the Los Angeles Civic Center in Downtown Los Angeles. The western terminus is at the intersection of Ocean Avenue and Santa Monica Boulevard in Santa Monica.
- Metro Local 20 – Route 20 is a local east–west line that provides service from Los Angeles to Santa Monica and travels along Wilshire Boulevard within the study area. This line runs every day, including certain holidays, at a peak frequency of approximately 6–15 minutes. The eastern terminus is at the intersection of Maple Street and 7th Street in Downtown Los Angeles. The western terminus is at the intersection of Ocean Avenue and Pico Boulevard in Santa Monica.
- Metro Local 534 – Route 534 is a local east–west line that provides service from Los Angeles to Malibu and travels along Interstate 10 within the study area. This line runs every day, including certain holidays, at a peak frequency of approximately 20 minutes. The eastern terminus is at the Washington/Fairfax Transit Hub in Los Angeles. The western terminus is at the intersection of Trancas Canyon Road and Pacific Coast Highway in Malibu.
- Metro Local 704 – Route 704 is a rapid east–west line that provides service from Downtown Los Angeles to Santa Monica and travels along Santa Monica Boulevard within the study area. This line runs every day, including certain holidays, at a peak frequency of approximately 10–15 minutes. The eastern terminus is at Patsaouras Transit Plaza (Union Station) in Los Angeles. The western terminus is at the intersection of Ocean Avenue and Santa Monica Boulevard in Santa Monica.
- Metro Local 720 – Route 720 is a rapid east–west line that provides service from Commerce to Santa Monica and travels along Wilshire Boulevard within the study area. This line runs every day, including certain holidays, at a peak frequency of approximately 2–10 minutes. The eastern terminus is at the intersection of Gerhart Avenue and Olympic Boulevard in Commerce. The western terminus is at the intersection of Ocean Avenue and Santa Monica Boulevard in Santa Monica.
- Big Blue Bus (BBB) Route 1 - Route 1 is a local east–west line that provides service from Los Angeles to Santa Monica and travels along Santa Monica Boulevard within the study area. This line runs every day, including certain holidays, at a peak frequency of approximately 10 minutes. The eastern terminus is at the Hilgard Terminal at the UCLA Campus in Los Angeles. The western terminus is at Windward Circle Station in Santa Monica.
- BBB Route 2 - Route 2 is a local east–west line that provides service from Los Angeles to Santa Monica and travels along Wilshire Boulevard within the study area. This line runs every day, including certain holidays, at a peak frequency of approximately 15-20 minutes. The eastern terminus is at the Hilgard Terminal on the UCLA Campus in Los Angeles. The western terminus is at the intersection of 4th Street and Civic Center Way in Santa Monica.
- BBB Route 4 - Route 4 is a local east–west line that provides service from Los Angeles to Santa Monica and travels along Sawtelle Boulevard, Olympic Boulevard, Westwood

Boulevard, and Pico Boulevard within the study area. This line runs every day, including certain holidays, at a peak frequency of approximately 25–30 minutes. The eastern terminus is at the Westside Pavilion in Los Angeles. The western terminus is at the Civic Auditorium in Santa Monica.

- **BBB Route 5** - Route 5 is a local east–west line that provides service from Culver City to Santa Monica and travels along Olympic Boulevard within the study area. This line runs every day, including certain holidays, at a peak frequency of approximately 15–20 minutes. The eastern terminus is at the Expo Line Culver City Station in Culver City. The western terminus is at the 3rd Street Promenade in Santa Monica.
- **BBB Route 7** - Route 7 is a local east–west line that provides service from Los Angeles to Santa Monica and travels along Pico Boulevard within the study area. This line runs every day, including certain holidays, at a peak frequency of approximately 15–20 minutes. The eastern terminus is at the Rimpau Transit Center in Los Angeles. The western terminus is at the intersection of Broadway and 6th Street in Santa Monica.
- **BBB Route 8** - Route 8 is a local east–west line that provides service from Los Angeles to Santa Monica and travels along Ocean Park Boulevard, Barrington Avenue, National Boulevard, and Westwood Boulevard within the study area. This line runs every day, including certain holidays, at a peak frequency of approximately 15 minutes. The eastern terminus is at the Hilgard Terminal on the UCLA Campus in Los Angeles. The western terminus is at the intersection of 7th Street and Olympic Boulevard in Santa Monica.
- **BBB Route 12** - Route 12 is a local north–south line that provides service from Los Angeles to Culver City and travels along Westwood Boulevard, National Boulevard, and Sepulveda Boulevard within the study area. This line runs every day, including certain holidays, at a peak frequency of approximately 15 minutes. The northern terminus is at the Hilgard Terminal in Los Angeles. The southern terminus is at the Expo Line Culver City Station in Culver City.
- **BBB Route 14** - Route 14 is a local north–south line that provides service from Los Angeles to Culver City and travels along Bundy Drive within the study area. This line runs every day, including certain holidays, at a peak frequency of approximately 15 minutes. The northern terminus is at the Getty Center in Los Angeles. The southern terminus is at the intersection of Centinela Avenue and Culver Boulevard in Culver City.
- **BBB Route 15** - Route 15 is a local north–south line that provides service within Los Angeles and travels along Bundy Drive, Centinela Avenue, Olympic Boulevard, and Pico Boulevard within the study area. This line runs every day, including certain holidays, at a peak frequency of approximately 30 minutes. The northern terminus is at the intersection of Barrington Place and Chayote Street in Los Angeles. The southern terminus is at the intersection of Centinela Avenue and Pico Boulevard in Los Angeles.
- **BBB Route 44** - Route 44 is a local east–west line that provides service within Santa Monica and travels along Ocean Park Boulevard and Bundy Drive within the study area. This line runs weekdays at a peak frequency of approximately 15 minutes. The eastern terminus is at the Santa Monica City College Bundy Campus and the western terminus is at the Santa Monica City College Main Campus. Both are located within Santa Monica.
- **BBB Rapid 7** - Rapid 7 is a local east–west line that provides service from Los Angeles to Santa Monica and travels along Pico Boulevard within the study area. This line runs weekdays at a peak frequency of approximately 10 minutes. The eastern terminus is at

the Metro Purple Line Wilshire/ Western Station in Los Angeles. The western terminus is at the intersection of Broadway and 6th Street in Santa Monica.

- BBB Rapid 10 - Rapid 10 is a Freeway Express east–west line that provides service from Downtown Los Angeles to Santa Monica and travels along Interstate 10, Bundy Drive, and Santa Monica Boulevard within the study area. This line runs every day, including certain holidays, at a peak frequency of approximately 15 minutes. The eastern terminus is at the intersection of Alameda Street and Main Street in Downtown Los Angeles. The western terminus is at the intersection of Broadway and 2nd Street in Santa Monica.
- BBB Rapid 12 - Rapid 12 is a local north–south line that provides service from Los Angeles to Culver City and travels along Westwood Boulevard within the study area. This line runs weekdays at a peak frequency of approximately 20 minutes. The northern terminus is at the Hilgard Terminal on the UCLA campus. The southern terminus is at the Expo Line Culver City Station in Culver City.
- Culver City Bus (CC) Route 3 - CC Route 3 is a local north–south line that provides service from Century City to Los Angeles and travels along Olympic Boulevard, Beverly Glen Boulevard, Pico Boulevard, and Westwood Boulevard within the study area. This line runs every day, including certain holidays, at a peak frequency of approximately 15–20 minutes. The northern terminus is at the Century City Mall in Century City. The southern terminus is at the intersection of Mesmer Avenue and Centinela Avenue in Los Angeles.
- CC Route 6 - CC Route 6 is a local north–south line that provides service within Los Angeles and travels along Sepulveda Boulevard within the study area. This line runs every day, including certain holidays, at a peak frequency of approximately 15–20 minutes. The northern terminus is at the UCLA Campus. The southern terminus is at the Metro Green Line LAX/Aviation Station in Los Angeles.
- Culver City Rapid Transit (CCR) Route 6 - CCR Route 6 is a local north–south line that provides service within Los Angeles and travels along Westwood Boulevard, Santa Monica Boulevard, and Sepulveda Boulevard within the study area. This line runs weekdays at a peak frequency of approximately 15–20 minutes. The northern terminus is at the UCLA Campus. The southern terminus is at the Metro Green Line LAX/Aviation Station in Los Angeles.

In addition to the above bus lines, Metro operates the Expo Line subway in the immediate vicinity of the project Site. The Metro Expo Line runs between the City of Santa Monica and downtown Los Angeles, connecting with the Metro Blue, Purple, and Red Lines in downtown Los Angeles. In the vicinity of the project site, the Metro Expo Line Sepulveda Station is located approximately 0.4 miles from the project site. In 2017, the Expo Line had a total ridership of 60,000 during the first half of 2017.

Land Use Designation and Zoning

The adopted West Los Angeles Community Plan designates the project site for General Commercial land uses, as shown below. Surrounding land use designations to the west and east along Olympic Boulevard are designated for General Commercial; a church is located to the west and a bank and surface parking lot are located to the east. Most parcels northeast, northwest, and north of the project site have a Low Medium I Residential land use designation toward Mississippi Avenue. To the south, across Olympic Boulevard, parcels are designated Light Manufacturing. The project will be consistent with the General Commercial land use designation in that it will develop the site with office and ground floor restaurant uses.

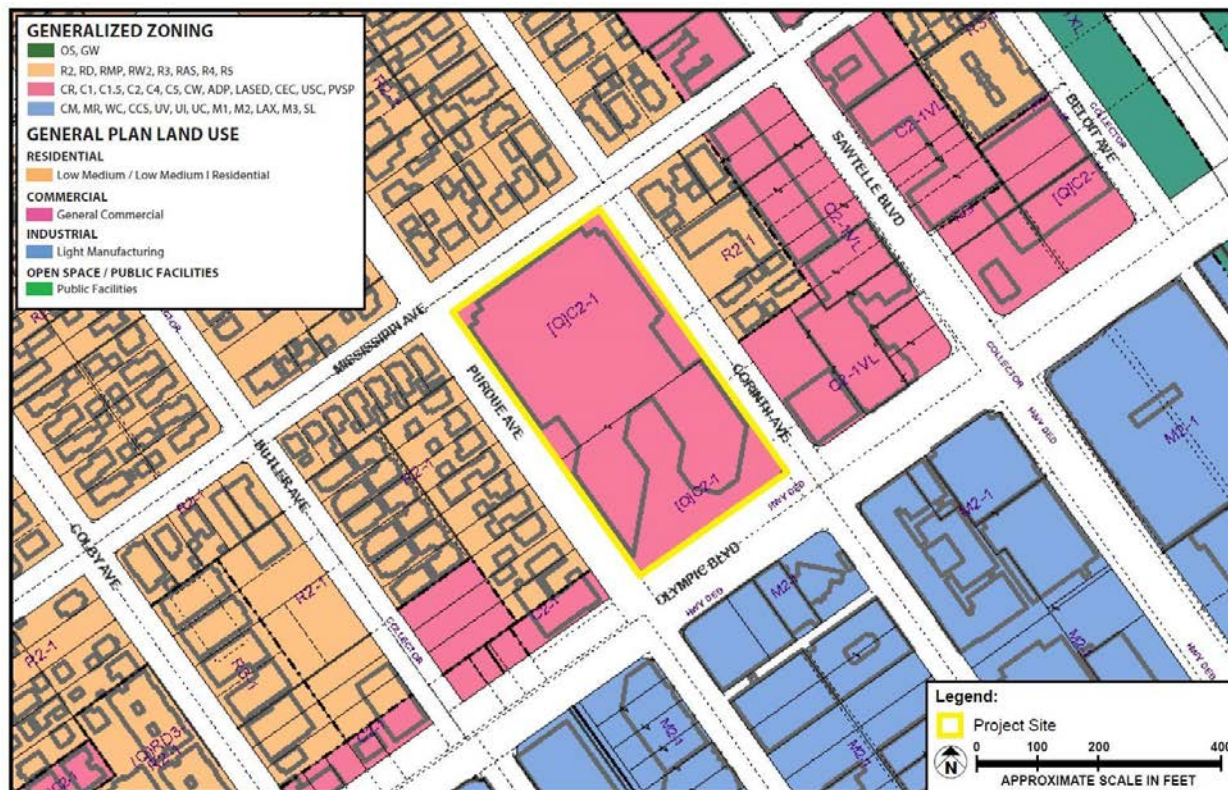


Figure 6 Trident Center Modernization Project Existing Zoning and Land Use

The corresponding zones are C1.5, C2, CR, C4, RAS3, RAS4, and P. The project site is located in and will comply with the West Los Angeles Transportation Improvement and Mitigation Specific Plan.

The project site is presently zoned [Q]C2-1 as shown in the figure above. The C2-1 Zone stands for Commercial, Height District 1 with Development "Q" Conditions. Height District 1 establishes a maximum FAR of 1.5:1. The Q Conditions include square footage, height, and setback maximums, restricted vehicular ingress and egress points, and parking minimums. The commercial zones allow for a wide array of land uses, such as retail stores, restaurants, offices, hotels, schools, parks, and theaters.

Proposed Land Use Designation and Zoning

The applicant is requesting a Zone and Height District Change for the entire project site from [Q]C2-1 to (T)(Q)C2-2D. Approval of the Zone Change will replace the existing (Q) conditions, which includes square footage, height, and setback maximums, restricted vehicular ingress and egress points, and parking minimums. The proposed Zone and Height District Change maintains the existing regulations of the underlying C2 Zone and retains the existing zoning pattern on the project site. The proposed Zone and Height District Change is necessary to reflect the proposed FAR to effectuate the project. The Height District applicable to the project site is Height District 1 which establishes a maximum FAR of 1.5:1. A General Plan Amendment is being requested to amend Footnote 1 of the West Los Angeles Community Plan Land Use Map to indicate that Height District 2 is applicable to the site. The requested Zone and Height District Change is necessary to indicate that Height District 2 is applicable to the project site. Height District Two 2 establishes a maximum FAR of 6:1.

The subject development was built in 1983 prior to the passage of Proposition U in the mid-1990s. Proposition U rolled back the FAR for Commercial and Industrial buildings in Height District 1 from 3:1 to 1.5:1. This had the effect of making this entire development which was built to an FAR of

2.2:1, nonconforming. In order to accomplish this project, which seeks to make an inefficient structure with small floor plates more desirable to a modern office development which has large floor plates, to accommodate more open office spaces with fewer individual offices, the applicant seeks to square off the existing structures. As the structures existing FAR exceed the maximum FAR for Height District 1, the amendment to the West Los Angeles Community Plan to allow Height District 2 on the site, limited to a 3:1 FAR, merely restores the site to the FAR that existed prior to Proposition U. The structures will retain the same eight as presently constructed which was the main impetus of Proposition U.

Surrounding Bike Lanes

In the vicinity of the Project Site, dedicated bicycle lanes (Class II) exist along Santa Monica Boulevard, Gateway Boulevard, and Sepulveda Boulevard. Based on the City of Los Angeles 2010 Bicycle Plan, the bicycle system in the immediate vicinity of the project site designates Barrington Avenue and Ocean Park Boulevard as bicycle routes.

Environmental Impact Report

The following is a summary of the environmental review process. The City published a Notice of Preparation (NOP), which was sent to State, regional, and local agencies, and members of the public for a 32-day review period starting on January 20, 2017, and ended February 21, 2017. The purpose of the NOP was to formally convey that the City was preparing a Draft EIR for the proposed project, and to solicit input regarding the scope and content of the environmental information to be included in the Draft EIR. A Public Scoping Meeting was held on February 7, 2017. The meeting was held in an open house or workshop format and provided interested individuals, groups, and public agencies the opportunity to view materials, ask questions, and provide oral and written comments to the City regarding the scope and focus of the Draft EIR. The Draft EIR was circulated for a 46-day public comment period beginning on December 21, 2017, and ending on February 5, 2018.

The City published a Final EIR for the project on June 15, 2018, which is hereby incorporated by reference in full. The Final EIR is intended to serve as an informational document for public agency decision-makers and the general public regarding objectives and components of the project. The Final EIR addresses the environmental effects associated with implementation of the project, identifies feasible mitigation measures and alternatives that may be adopted to reduce or eliminate these impacts, and includes written responses to all comments received on the Draft EIR during the public review period. All potential impacts were found to be less than significant. Responses were sent to all public agencies that made comments on the Draft EIR at least 10 days prior to certification of the Final EIR pursuant to CEQA Guidelines Section 15088(b). The Final EIR was also made available for review on the City's website. Digital copies of the Final EIR were also made available at three libraries and a hard copy was made available at the City Department of Planning. Notices regarding availability of the Final EIR were sent to those within a 500-foot radius of the project site, as well as individuals who commented on the Draft EIR, attended the NOP scoping meeting, provided comments during the NOP comment period, or requested notice.

A duly noticed public hearing for the project was held by the Deputy Advisory Agency and the Hearing Officer on behalf of the City Planning Commission on June 12, 2018.

The documents and other materials that constitute the record of proceedings on which the City's CEQA findings are based are located at the Department of City Planning, Major Projects Section, 221 N. Figueroa St., Suite 1350, Los Angeles, California 90012. This information is provided in compliance with CEQA Section 21081.6(a)(2).

Pursuant to CEQA Guidelines Sections 15162 and 15164, in consideration of the whole of the administrative record, the project was assessed in the previously **Certified** Environmental Impact Report No. ENV-2016-1463-EIR, certified on June 27, 2018, and no subsequent EIR, negative declaration, or addendum is required for approval of the project

II. ON-SITE RELATED CASES

Case No. ENV-2016-1463-EIR: On April 26, 2016, Environmental Impact Report (EIR) was filed for the proposed Trident Center Modernization Project. The Draft EIR was dated December 21, 2017. The Notice of Availability of the Final Environmental Impact Report was issued on June 15, 2018. On June 27, 2018, the Deputy Advisory Agency and Hearing Officer, on behalf of the City Planning Commission, took testimony regarding the requests, specifically, pursuant to Section 21082.1(c) of the California Public Resources Code, the adequacy of ENV-2016-1463-EIR (State Clearinghouse House No. 2017011045), findings, accompanying mitigation measures, and Mitigation Monitoring Program as the environmental clearance for the project. Pursuant to CEQA Guidelines Sections 15162 and 15164, in consideration of the whole of the administrative record, that the project was assessed in the previously Certified Environmental Impact Report No. ENV-2016-1463-EIR, certified on June 27, 2018, and no subsequent EIR, negative declaration, or addendum is required for approval of the project.

Case No. VTT-74399: On June 27, 2018, the Advisory Agency approved Vesting Tentative Tract Map No. VTT-74399-CN for the merger and subdivision of a 154,130 net square feet (218,381 gross square-foot) site, in the proposed (T)(Q)C2-2D Zone into one ground lot and six air space lots, in conjunction with the renovation of two existing 10-story office towers consisting of 342,078 square feet of floor area and the addition of a 120,000 square-foot horizontal expansion for total of 462,078 square feet of floor area. The decision of the Deputy Advisory Agency was not appealed.

Case No. CPC-2014-1772-DA: An application was filed on October 12, 2016 pursuant to California Government Code Sections 65864-68869.5, for a Development Agreement with the City of Los Angeles in conjunction with the development of a project that involves the renovation of two existing 10-story office towers with 342,078 square feet and the addition of a 120,000 square-foot expansion that includes connecting the towers on levels five, seven, and nine; a two-story podium element that would connect the towers on floors two through three; and the addition of ground floor dining uses. Additionally, updated outdoor and recreational amenities, including roof gardens and an outdoor recreation deck and pedestrian improvements along Olympic Boulevard would be provided.

III. OFF-SITE RELATED CASES

Case No. AA-2018-1738-PMEX: On April 4, 2018, the Advisory Agency approved a Preliminary Parcel Map for a lot line adjustment, located at 11421 W. Olympic Boulevard. The existing on-site church and mixed-use building will remain.

Case No. CPC-2013-1739-ZC-DB-SPR: On May 20, 2015 the City Planning Commission approved a mixed-use project including 77 residential units with seven affordable units and 6,575 square feet of retail and restaurant space.

Case No. CPC-2013-621-ZC-GPA-SP: On March 10, 2013, the City Planning Commission approved a General Plan Amendment and Zone Change for the implementation of the Exposition Corridor Transit Neighborhood Plan.

Case No. AA-2011-1044-PMLA: On December 8, 2011, the Advisory Agency approved a Preliminary Parcel Map for two (2) unit condominium subdivision proposed for a lot with 7,912.6 square feet for a project located at 2057 S. Purdue Avenue.

Case No. TT-54090: On July 10, 2003, the Advisory Agency approved Tentative Tract No. 54090 for six (6) lots, located at 2110-2136 South Butler Avenue for a maximum of 12 condominium units.

Public Hearing and Noticing

Comments from agencies, as well as interested parties, on the scope of the EIR were solicited through a Notice of Preparation (NOP) process. The NOP for the EIR was circulated for a 30-day review period starting on January 20, 2017. A scoping meeting was held on February 7, 2017. The Draft EIR was released for public comment on December 21, 2017. The comment period ended on February 5, 2018, for a 45-day public comment period, as required by the California Environmental Quality Act (CEQA). During that time, the Planning Department received three comment letters on the Draft EIR from agencies and organizations, in the form of emails and letters. A noticed public hearing for the project was held on June 27, 2018, which was conducted by both the Hearing Officer on behalf of the City Planning Commission, and the Deputy Advisory Agency on behalf of the Advisory Agency to consider the Vesting Tentative Tract Map and EIR (see Public Hearing and Communications, Page P-1).

Issues

Approximately ten members of the public attended the public hearing and five people provided testimony. All speakers supported the project and no general concerns related to the project were brought up at the public hearing.

IV. PROJECT ANALYSIS

Site Planning and Architectural Design

As shown in the ground floor level plan below, the ground floor of the project will contain restaurant and office use along Olympic Boulevard. As no changes will be made to the existing parking garage, the structure's existing frontage along Purdue Avenue, Mississippi Avenue, and Corinth Avenue will remain. The structures existing planters will be re-landscaped. Specifically, the existing 30-foot setback along Olympic Boulevard will be reduced. The new varying setback will be a minimum of 27 feet along the western frontage and a minimum of 9 feet five inches along the eastern frontage. An exterior courtyard stairway will link the two towers and provide landings at each level with access to office space and parking levels.



Walkability is a measure of how interesting, inviting, and comfortable the street and sidewalk environment is for pedestrians. The City of Los Angeles Walkability Checklist for Site Plan Review (“Walkability Checklist”) was created by the City’s Urban Design Studio of the Department of City Planning. The Walkability Checklist consists of a list of design principles intended to improve the pedestrian environment, protect neighborhood character, and promote high quality urban form and is to be used by decision-makers and/or hearing officers to assess the pedestrian orientation of a project when making the required findings for approval of a project. The design elements are consistent with the General Plan and applicable Urban Design Chapters of the Community Plans. The Guidelines address such topics as building orientation, building frontage, landscaping, off-street parking and driveways, building signage, and lighting within the private realm; and sidewalks, street crossings, on-street parking, and utilities in the public realm.

An analysis of site plans, community context, and building elevations is essential to improve and ensure walkability. The project is generally consistent with many of the goals and implementation strategies from the Department of City Planning's Walkability Checklist. While the guidance provided by the Walkability Checklist is not mandatory and is not a part of the LAMC, incorporating the criteria listed to the maximum extent feasible would create a more walkable environment and a higher quality urban form for the proposed project. The essential purpose of the Walkability Checklist is to guide City Planning staff in working with developers to make developments more "walkable" by way of enhancing pedestrian activity, access, comfort, and safety. In addition, the

Walkability Checklist encourages planners and developers to protect neighborhood character and pursue high-quality urban form. The following is an analysis of the proposed project's consistency with the applicable guidelines.

- a) **Building Orientation.** The Checklist discusses building orientation, which describes how a building's placement on a site establishes its relationship to the sidewalk and street and how the building can enhance pedestrian activity. The project will reduce the existing 30-foot setback along Olympic Boulevard. The new varying setback will be a minimum of 27 feet along the western frontage and a minimum of 9 feet five inches along the eastern frontage. An exterior courtyard stairway will link the two towers and provide landings at each level with access to office space and parking levels. The primary entrances to the ground floor dining uses face Olympic Boulevard.
Bicycle access to the project site will be provided via the driveway along Purdue Avenue and via the ground floor plaza.

- b) **On-Site Landscaping.** Landscaping is incorporated to facilitate pedestrian movement where appropriate, provide separation between the sidewalk and outdoor seating areas, and define edges throughout the varying elements of the proposed project.

In accordance with LAMC Section 12.21 G, multi-family residential projects with six or more units on a lot are required to provide usable open space, however the LAMC does not require commercial projects to provide open space. In total the project is providing 108,619 square feet of open space, including 11,210 square feet of publicly accessible landscaped areas that will be located on the ground floor. Shrubs, grasses, artificial turf, and trees will be planted in these areas. Plant varieties will include: Asparagus Fern, Agave, Creeping Fig, Dwarf Olive, and Fescues. Tree types will include: Deodar Cedar, Southern Live Oak, and Fern Pine. The plaza, deck, and pocket park will feature hardscape paving, movable furniture, planters, seatwalls, and outdoor tables and seating. The project will also provide 27 new trees, including roof deck trees, trees along the plaza. The project will not replace the existing streets trees.

- c) **Off-Street Parking and Driveways/Crosswalks.** The Checklist states that the safety of the pedestrian is primary in an environment where pedestrians and vehicles must both be accommodated. The project includes 1,383 vehicle parking spaces. Vehicle parking is provided within an existing five-level parking structure. Vehicular access to the parking structure provided is via five existing driveways, three from Purdue Avenue and two from Corinth Avenue. The driveway locations are located so as to not interfere with driver and pedestrian visibility and safety. In addition, the project provides 149 short and long-term bicycle parking spaces for commercial and residential uses.
- d) **Building Signage and Lighting.** The Checklist describes signage as part of the visual urban language and contributing to neighborhood identity and "place making". All signage will complement contemporary architectural style of the building and will comply with all LAMC requirements.

The project includes low-level exterior lights adjacent to buildings and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping elements will be incorporated throughout the project site. The open space area includes low-level fixture lighting for security and wayfinding purposes as well as low-level accent lighting for landscape elements. Project lighting will provide on-site lighting while minimizing light trespass from the project site, reducing sky-glow, and improving nighttime visibility through glare reduction. All on-site exterior lighting, including lighting fixtures on the pool deck, will be shielded or directed toward areas to be illuminated to limit spill-over onto nearby residential areas.

- e) **Sidewalks.** The Checklist describes that pedestrian corridors should be delineated by creating a consistent rhythm, should be wide enough to accommodate pedestrian flow, and provide pedestrian safety, specifically by creating a clear separation from the roadway and from traffic. The sidewalks around the perimeter of the project site were improved with new trees including Lemon Gum, African Fern Pine, Australian Willow, and Brisbane Box. The parkway and sidewalk right-of-way will not be improved as part of the project.
- f) **Utilities.** The Checklist encourages utilities to be placed underground in order to improve and preserve the character of the street and neighborhood, increase visual appeal, and minimize obstructions in the pedestrian travel path. Excluding electrical infrastructure, which will need to be supplement, the project will use the existing utility infrastructure and will not require the installation of any new infrastructure.

Professional Volunteer Program (PVP)

The project was presented to the Professional Volunteer Program on August 1, 2017. The comments provided by the professional architects for the project design include the following:

- Questions about how to access the towers from the parking structure ground level;
- The parking garage illuminated corners (along Mississippi Avenue) are a nice feature (as they provide lighting), but the lights need to be on a timer so that they turn off at a certain time;
- ADA access appears to be from Purdue Avenue; Can the access be provided on Olympic Boulevard;
- Will the proposed design create street life and provide connections to the sidewalk area;
- Are the proposed changes to the ground floor creating a dark tunnel leading to the parking structure's entrance;
- Regarding the outdoor dining space; Will the overhand block a majority of light, creating a dark space; and
- Will the dog run be open to the public?

Since the time of the PVP meeting, modifications were made to the project design to improve on-site pedestrian circulation. An exterior stairway, accessible from the ground floor plaza will provide access to the office space and parking levels, creating greater pedestrian flow between the parking structure, plaza, and recreation deck. The approximately 15 feet four inches glass storefront windows will create bright retail spaces; the dog park will be open to the public, and the lighting along Mississippi Avenue will comply with the LAMC.

Sustainability

The design of the new building incorporates features that are capable of achieving U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Silver standards. Such LEED® features shall include energy-efficient buildings, a pedestrian- and bicycle-friendly site design, and water conservation measures, among others.

V. CONCLUSION

Based on the information submitted, the testimony received at the public hearing, and the analysis in the EIR, the Department of City Planning is recommending that the City Planning Commission approve the Project as proposed. The proposed uses are allowable under the current adopted zone and the land use designation, and helps achieve the objectives of the West Los Angeles Community Plan. The project will creatively adapt the existing improvements to accommodate 115,000 square feet of office and 5,000 gross square feet of ground floor dining to the West Los Angeles area, while improving pedestrian circulation. Specifically, the Project helps achieve the

goal to create a strong and competitive commercial sector. In addition, the project will locate new commercial uses in an established commercial area, incorporate high-quality design, improve the street frontage along Olympic Boulevard and improve the pedestrian activity around and on the site.

(T) CLASSIFICATION REMOVAL

Prior to the issuance of any building permits, the following public improvements and dedications for streets and other rights of way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional and federal government agencies, as may be necessary).

Dedications and Improvements herein contained in these conditions which are in excess of street improvements contained in either the Mobility Element 2035 or any future Community Plan amendment or revision may be reduced to meet those plans with the concurrence of the Department of Transportation and the Bureau of Engineering:

A. Responsibilities/Guarantees

As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.

Prior to the issuance of sign-offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to the project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.

1. Street Dedications

- a. 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.

2. Street Improvements

The City of Los Angeles Bureau of Engineering did not require any street improvements.

B. Street Lights. Install street lighting facilities to serve the tract as required by the Bureau of Street Lighting.

- a. Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.

C. Covenant. Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded by the property owner in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent owners, heirs or assigns. Further, the agreement must be submitted to the Department of City Planning's Development Services Center for approval before being recorded.

After recordation, a copy bearing the Recorder's number and date must be given to the Development Services Center for attachment to the subject file.

Notice: Certificates of Occupancies for the subject property will not be issued by the City until the construction of all the public improvements (streets, sewers, storm drains, etc.), as required herein, are completed to the satisfaction of the City Engineer

(Q) QUALIFIED CONDITIONS OF APPROVAL

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

A. Entitlement Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials stamped "Exhibit A" and dated September 12, 2018, and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning, with each change being identified and justified in writing. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.
2. **Zoning.** In compliance with the LAMC, uses permitted in the C2 Zone shall apply to the project site.
3. **Development Services Center.** Prior to sign-off on building permits by the Department of City Planning's Development Services Center for the project, the Department of City Planning's Major Projects Section shall confirm, via signature, that the project's building plans substantially conform to the conceptual plans stamped as Exhibit "A", as approved by the City Planning Commission.

Note to Development Services Center: The plans presented to, and approved by, the City Planning Commission (CPC) included specific architectural details that were significant to the approval of the project. Plans submitted at plan check for condition clearance shall include a signature and date from Major Projects Section planning staff to ensure plans are consistent with those presented at CPC.

4. **Signage.** There shall be no off-site commercial signage on construction fencing during construction.
5. **Greywater.** The project shall be constructed with an operable recycled water pipe system for onsite greywater use, to be served from onsite non-potable water sources such as showers, washbasins, or laundry and to be used as untreated subsurface irrigation for vegetation or for cooling equipment. The system specifics shall be required as determined feasible by DWP in consultation with DCP.
6. **Solar Panels.** A minimum of 15,000 square feet of solar panels shall be installed on the building rooftop as shown on the roof plan provided as part of an operational photovoltaic system to be maintained for the life of the project. The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.
7. **Electric Vehicle Charging Stations.** The project shall include at least 20 percent (20%) of the total automobile parking spaces developed on the project site capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rate amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating ampacity. In addition, five percent (5%) of the total automobile parking spaces developed on the project site, and all parking spaces in excess of LAMC-required

spaces for the use, shall be further provided with EV chargers to immediately accommodate electric vehicles with the parking areas. When the application of either the required 20 percent or five percent results in a fractional space, round up to the next whole number. A level stating "EV CAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

4. **Lighting.** All outdoor lighting shall be shielded and down-casted within the site in a manner that prevents the illumination of adjacent public rights-of-way, adjacent properties, and the night sky (unless otherwise required for other public safety purposes). Areas where retail and restaurant uses are located shall be maintained to provide sufficient illumination of the immediate environment so as to render objects or persons clearly visible for the safety of the public and emergency response personnel.
5. **Gated Exterior Stairway/Courtyard.** The design of the gate or fence located at the bottom of the exterior stairway and at the courtyard shall be attractive and compliment the surrounding uses to the satisfaction of Department of Planning. **Development Agreement.** Prior to the issuance of a building permit, the Department of Building and Safety shall confirm that the public benefits, as identified in Case No. CPC-2016-3880-DA (if approved), have been satisfied.
6. **Maintenance.** The subject property, including associated parking facilities, sidewalks, landscaped parkways and planters, shall be maintained in an attractive condition and shall be kept free of trash and debris. Trash receptacles shall be located throughout the site.
7. **Community Relations.** A 24-hour "hot-line" phone number for the receipt of construction-related complaints from the community shall be provided to immediate neighbors and the local neighborhood association, if any. The applicant shall be required to respond within 24-hours to any complaints received on this hotline.
8. **Posting of Construction Activities.** The adjacent residents shall be given regular notification of major construction activities and their duration. A visible and readable sign (at a distance of 50 feet) shall be posted on the construction site identifying a telephone number for inquiring about the construction process and to register complaints.

B. Environmental Conditions

1. **Mitigation Monitoring Program.** The project shall be in substantial conformance with the mitigation measures in the attached MMP and stamped "Exhibit B" and attached to the subject case file. The implementing and enforcing agencies may determine substantial conformance with mitigation measures in the MMP. If substantial conformance results in effectively deleting or modifying the mitigation measure, the Director of Planning shall provide a written justification supported by substantial evidence as to why the mitigation measure, in whole or in part, is no longer needed and its effective deletion or modification will not result in a new significant impact or a more severe impact to a previously identified significant impact.

If the Project is not in substantial conformance to the adopted mitigation measures or MMP, a modification or deletion shall be treated as a new discretionary action under CEQA Guidelines, Section 15162(c) and will require preparation of an addendum or subsequent CEQA clearance. Under this process, the modification or deletion of a mitigation measure shall not require a Tract Map Modification unless the Director of Planning also finds that the change to the mitigation measures results in a substantial change to the Project or the non-environmental conditions of approval.

2. **Mitigation Monitor (Construction).** 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, the election of which is in the sole discretion of the Applicant), approved by the City of Los Angeles Department of City Planning which approval shall not be reasonably withheld, who shall be responsible for monitoring implementation of project design features and mitigation measures 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 project design features and mitigation measures 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 report to the Enforcement Agency any non-compliance with mitigation measures and project design features within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of written 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.

(D) DEVELOPMENT LIMITATION CONDITIONS OF APPROVAL

Pursuant to Section 12.32 G of the Municipal code, the following limitation is hereby imposed upon the use of the subject property, subject to the “D” Development Limitations.

1. **Floor Area.** The project shall be limited to a maximum 3:1 Floor Area Ratio across the entire site.
2. **Building Height.** Building height shall be consistent with the approved plans dated September 12, 2018, and subject to Los Angeles Municipal Code Section 12.21.1 B.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.24, and 16.05 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

A. Entitlement Conditions

1. **Uses.** All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required. Uses. Total site development shall not exceed 462,078 square feet, including project addition of a) 5,000 square feet of restaurant use; and b) 115,000 square feet of office use. Uses allowed in the C2 Zone are allowed on the project site.
 - i) The retail, restaurant, dog park, and pocket park areas shall be publicly accessible.
 - ii) Planters shall provide a minimum soil depth of 24 inches for woody shrubs and 30 inches for small trees. Tray systems for roof-top planters using succulents and small ornamental grasses shall have a minimum soil depth of 12 inches.
 - iii) Dog waste stations and trash receptacles shall be provided around the perimeter of the project and publicly accessible outdoor areas.
 - iv) The plant material palette shall consist of a combination of low-water use plant grouped together based on their similar water use requirements. Landscape irrigation shall be implemented through a combination of highly efficient subsurface drip irrigation systems, rotary steam spray systems, and LID design which will implement biofiltration planters as appropriate and as needed, and which will provide stormwater runoff treatment as well as the use of subsurface water harvesting tray systems.
 - v) Use of weather-based irrigation controller with automatic rain shutoff, matched precipitation (flow) rates for sprinkler heads, and rotating sprinkler nozzles or comparable technology such as drip/microspray/subsurface irrigation where appropriate.
 - vi) Installation of a separate water meter (or submeter), flow sensor, and master valve shutoff for irrigated landscape areas totaling 5,000 square feet and greater.
 - vii) Use of high-efficiency toilets (maximum 1.28 gallons per flush), including dual-flush water closets, and Ultra low flow 0.5 gpf urinals in all restrooms as appropriate.
 - viii) Use of restroom faucets with a maximum flow rate of 0.5 gallon per minute and employee kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5 gallons per minute. Use of restaurant kitchen faucets with pre-rinse self-closing spray heads with a maximum flow rate of 1.6 gallons per minute.
 - ix) Use of non-residential restroom faucets of a self-closing design (i.e., that would automatically turn off when not in use).
 - x) Use of employee kitchen faucets with a maximum flow rate of 1.5 gallons per minute. No more than one showerhead per shower stall, with a flow rate no greater than 2 gallons per minute.
 - xi) Use of high-efficiency Energy Star-rated dishwashers where appropriate.
 - xii) Use of proper hydro-zoning and turf minimization, as feasible.

2. **Development.** The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A", stamp dated September 12, 2018, except as may be revised as a result of this action. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning, with each change being identified and justified in writing. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.
3. **Development Agreement.** Prior to the issuance of a building permit, the Department of Building and Safety shall confirm that the public benefits, as identified in Case No. CPC-2016-3880-DA (if adopted), have been satisfied.
4. **Bicycle Parking.** The project shall provide bicycle parking spaces pursuant to LAMC Section 12.21 A16.
5. **Tree Selection/Maintenance.** All newly planted trees must be appropriately sized, staked, and tied and shall be properly watered and maintained. Trees planted in the ground (and not a planter) shall be planted with a water moat. **Landscape Plan.** Prior to the issuance of a building permit, the project proponent shall submit a detailed landscape plan prepared by a licensed landscape architect for all landscaped areas of the project site. The landscape plan shall include specific plant types and maintenance information. The landscape plan shall be submitted to the Major Projects staff for signature and inclusion in the case file.
6. **West LA TIMP.** Prior to the issuance of a building permit, the applicant shall record and execute a Covenant and Agreement to comply with the West Los Angeles Transportation Improvement and Mitigation Specific Plan.
7. **Stormwater and Irrigation.** Stormwater runoff shall be collected within the plaza through the use of Bio-filtration planters and/or basins to the greatest extent feasible and to the satisfaction of the Director of Planning.
8. **Graffiti Removal.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
9. **Aesthetics.** The structure, or portions thereof shall be maintained in a safe and sanitary condition and good repair and free of graffiti, trash, overgrown vegetation, or similar material, pursuant to Municipal Code Section 91,8104. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.
10. **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 activities (including the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, auguring, backfilling, blasting, stripping topsoil or a similar activity), 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:
 - Upon a discovery of a potential tribal cultural resource, the project Permittee 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 the Department of City Planning at (213) 978-1454.

- If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Project permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
- The project Permittee shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible.
- The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
- If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.
- The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.
- 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.
- Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

B. Administrative Conditions

1. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
2. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions may vary. Covered areas that are not enclosed on at least three sides are not counted as floor area and will be required to remain open for circulation.
3. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assigns. The agreement shall be submitted to the Department of City Planning Development Services Center for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.

4. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
5. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
6. **Building Plans.** Page 1 of the grant and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
7. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director of Planning, pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if in the decision makers opinion, such actions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
8. **Project Plan Modifications.** Any corrections and/or modifications to the project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Fire Department, or other City Agency for Code compliance, and which involve a change in site plan, floor area, parking, building height, yards or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off per Condition No. Q-1 prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board. Said modifications may not alter the maximum density or other limitations included in these conditions.
9. **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. Actions 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.

FINDINGS

A. General Plan Legislative Findings

1. General Plan Land Use Designation.

The project site is located within the West Los Angeles Community Plan area (effective July 27, 1999), which designates the property for General Commercial land uses with corresponding zones of C1.5, C2, CR, C4, RAS3, RAS4, and P.

The project involves the renovation of two existing 10-story office towers with 342,078 square feet and the addition of a 120,000 square-foot horizontal expansion that includes a two-story podium element that would connect the towers on floors two (2) through three (3), and connections between the towers on levels five (5), seven (7), and nine (9); and, the addition of ground floor dining uses. The 10th floor ceiling will be elevated to the height of the roof of the mechanical penthouse, thereby incorporating the mechanical space within the 10th floor. Additionally, updated outdoor and recreational amenities, including roof gardens and an outdoor recreation deck and pedestrian improvements along Olympic Boulevard would be provided. The existing two-10 story office towers are connected by a parking structure that includes 3 levels of above-grade and 2 levels of subterranean parking. Development of the project would increase the buildings' total square footage, adding 115,000 square feet of office and 5,000 square feet of restaurant uses to the existing 330,758 square feet of office and 11,320 square feet of retail. The total square footage would be 462,078 square feet. The height of the existing office towers shall be consistent with the approved plans dated September 12, 2018, and subject to Los Angeles Municipal Code Section 12.21.1 B. Upon completion, the Project would result in a total maximum floor area ratio (FAR) of 3:1.

The Height District applicable to the project site is Height District 1 which establishes a maximum FAR of 1.5:1. The requested General Plan Amendment is necessary to indicate that Height District 2 is applicable to the project site. Height District 2 establishes a maximum FAR of 6:1. The proposed 'D' Limitation will limit the site's overall FAR to 3:1.

The development is consistent with the applicable zoning regulations and land use policies of the West Los Angeles Community Plan, which aims to maximize development opportunities around future transit systems and to enhance the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance.

2. General Plan Text

- a. West Los Angeles Community Plan: The project is consistent with several goals, objectives, and policies of the West Los Angeles Community Plan. The plan text includes the following relevant office and commercial land use goals, objectives and policies:

Goal 2: A strong and competitive commercial sector which promotes economic vitality, serves the needs of the community through well designed safe and accessible areas while preserving historic and cultural character.

Objective 2-1: To conserve and strengthen viable commercial development and to provide additional opportunities for new commercial development and services within existing commercial areas.

Policy 2-1.1: New commercial uses shall be located in existing established commercial areas or shopping centers.

Policy 2-1.2: Protect commercially planned/zoned areas from encroachment by residential only development.

Policy 2-1.3: Ensure the viability of existing neighborhood stores and businesses which support the needs of local residential and are compatible with the neighborhood.

Objective 2-2: To promote distinctive commercial districts and pedestrian-oriented areas.

Policy 2-2.1: Encourage pedestrian-oriented design in designated areas and in new development.

Policy 2-2.5 Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts, incorporate commercial uses.

Objective 1-3: To enhance the appearance of commercial districts.

Policy 2-3.1: Establish street identity and character through appropriate sign control, landscaping and streetscape improvements; and require that new development be compatible with the scale of adjacent neighborhoods.

Policy 2-3.2: Require that commercial projects be designed and developed to achieve a high level of quality, distinctive character and compatibility with surrounding uses and development.

The project involves the renovation of two existing 10-story office towers with 342,078 square feet and the addition of a 120,000 square-foot horizontal expansion that includes a two-story podium element that would connect the towers on floors two (2) through three (3), and connections between the towers on levels five (5), seven (7), and nine (9); and, the addition of ground floor dining uses. Additionally, updated outdoor and recreational amenities, including roof gardens and an outdoor recreation deck and pedestrian improvements along Olympic Boulevard would be provided.

The project would redesign the existing office space and increase the buildings' total square footage, adding 115,000 square feet of office and 5,000 square feet of restaurant use to the existing 330,758 square feet of office and 11,320 square feet of retail. The redesigned and new office space and ground floor dining uses would modernize the 1980s office complex, creating an office building that is reflective of existing market demands. The additional square footage would increase employment opportunities for the surrounding residents and the new ground floor dining uses would diversify on-site uses and provide new dining opportunities for employees and surrounding residents.

The two existing office towers are setback 30-feet from Olympic Boulevard. Two large raised turf areas create a buffer between the two office towers and the sidewalk. Existing tenants' signage as well as a main planter with the site's address and office complex name "Trident Center" are located in the turf area. The existing signage, height, slope, and surrounding concrete walls, contribute to the unusable landscaped areas that front Olympic Boulevard. The project will reconfigure the street frontage along Olympic Boulevard, creating a varying setback and a more usable and accessible pedestrian experience.

The new varying setback will be a minimum of 27 feet along the western frontage and a minimum of 9 feet five inches along the eastern frontage. An exterior courtyard stairway will link the two towers and provide landings at each level with access to office space and parking levels. The dining uses on the ground floor and streetscape and landscape improvements will establish a strong street frontage identity and encourage pedestrian activity. The building facades adjacent to residential uses, along Purdue Avenue, Corinth Avenue, and Mississippi Avenue would maintain the existing scale and massing. The existing parking structure planters would be re-landscaped to minimize the appearance of the existing parking structure.

Goal 10: Develop a public transit system that improves mobility with convenient alternatives to automobile travel.

Objective 10-1: To encourage improved local and express bus service through the West Los Angeles Community area and encourage park-and-ride facilities to connect with freeways and high occupancy vehicle (HOV) facilities.

Objective 10-2: To increase the work trips and on-work trips made on public transit.

Policy 10-2.1: Develop an intermodal mass transportation plan to implement linkages to future mass transit service.

The project is 0.6 miles northwest of the Expo Sepulveda Light Rail Station. Additionally, more than 20 bus lines, including the Metro Local Bus, Metro Rapid Bus, Big Blue Bus, and Culver City Bus serve the Project Area. Mitigation measure MM TR-2 included in the Draft Environmental Impact Report would require the project applicant to provide a first and last mile connection to and from the Metro Expo Sepulveda Light Rail Station and project site. As described in MM TR-2, the shuttles would operate during peak hours and at frequencies no greater than five to six minutes.

- b. Framework Land Use Chapter: The Framework Element's Land Use chapter policy encourages the retention of the City's stable residential neighborhoods and proposes incentives to encourage whatever growth that occurs to locate in neighborhood districts, commercial and mixed-use centers, along boulevards, industrial districts, and in proximity to transportation corridors and transit stations. Land use standards and densities vary by location to reflect the local conditions and diversity and range from districts oriented to the neighborhood, the community, the region, and, at the highest level, the national and international markets.

The General Plan Framework identifies General Commercial as offering a "diversity of retail sales and services, office, and auto-oriented uses comparable to those currently allowed in the "C2" zone (including residential). They are located outside of districts, centers, and mixed-use boulevards and occur at the intersections of major and secondary streets, or as low rise, low-density linear "strip" development along major and secondary streets."

The project supports and will be generally consistent with the General Plan Framework Land Use Chapter as it accommodates development of office and ground floor dining uses in accordance with the applicable policies of the West Los Angeles Community Plan. Specifically, the project will comply with the General Commercial Areas following goal, objective and policies set forth in the General Plan Framework Land Use Chapter:

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 liveable city.

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

Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.

Policy 3.2.4: Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.

Goal 3H: Lower-intensity highway-oriented and local commercial needs outside centers and districts.

Objective 3.12: Generally, maintain the uses, density, and character of existing low-intensity commercial districts whose functions serve surrounding neighborhoods and/or precluded from intensification due to their physical characteristics.

Policy 3.12.1: Accommodate the development of uses in areas designated as "General Commercial" in the community plans in accordance with Tables 3-1 and 3-7. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.

The project involves the renovation of two existing 10-story office towers. The project would redesign the existing office space and increase the buildings' total square footage, adding 115,000 gross square feet of office and 5,000 gross square feet of restaurant use to the existing 330,758 square feet of office and 11,320 square feet of retail. The total square footage would be 462,078 square feet. The height of the existing office towers will remain. Upon completion, the Project would result in a total maximum floor area ratio (FAR) of 3:1.

The project site land use designation is General Commercial and is zoned [Q]C2-1. The Height District applicable to the project site is Height District 1 which establishes a maximum FAR of 1.5:1. The requested General Plan Amendment is necessary to indicate that Height District 2 is applicable to the project site. Height District 2 establishes a maximum FAR of 6:1.

The development is consistent with the applicable zoning regulations and land use policies of the West Los Angeles Community Plan, which aims to maximize development opportunities around future transit systems and to enhance the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance. The project would improve on-site pedestrian circulation

and introduce ground floor dining uses and a plaza area, both of which would improve the pedestrian realm. Long and short term bicycle parking would be provided, 97 and 52 spaces, respectively.

The new office and ground floor dining uses' square footage would be focused along the Olympic Boulevard frontage. No changes would be made to the buildings' existing massing, scale, and/or character that are adjacent to the surrounding residential uses.

As discussed above the project is meeting the intent of the goals, policies and objectives of the West Los Angeles Community Plan.

- c. Health and Wellness Element: Plan for a Healthy Los Angeles, the Health and Wellness Element of the General Plan, seeks the promotion of a healthy built environment in a manner that enhances opportunities for improved health and well-being, and which promotes healthy living and working conditions. The project is consistent with the following policies:

Policy 2.2: Healthy building design and construction

"Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs."

The project would redesign the existing office space and increase the building's total square footage, adding 115,000 gross square feet of office and 5,000 gross square feet of restaurant use to the existing 330,758 square feet of office and 11,320 square feet of retail. New construction will comply with all LAMC regulations, including the Green Building Code, and will meet the Certified Leadership in Energy and Environmental Design (LEED) Green Building Rating System standards.

On-site pedestrian-oriented circulation would be improved with a ground floor plaza along Olympic Boulevard that would be open to the public. The proposed improvements to the Olympic Boulevard frontage would create a pedestrian-scale street front and a gateway to the project site. The on-site ground floor dining component would be designed to attract and increase pedestrian activity along Olympic Boulevard.

The project also includes 108,619 square feet of public and private open space, including the ground floor plaza, the recreation deck (on the roof of the parking structure), terrace bridges on the sixth, eighth, and tenth floors, and a fourth level roof garden.

The two existing 10-story office towers are clad with alternating horizontal bands of concrete and ceramic fritted vision glass. The two towers' building facades would be updated with a new glass façade, which would improve the interior lighting environment of each of floor.

The project will renovate an existing site developed with commercial uses and improve the on-site working conditions by promoting a pedestrian-friendly environment, providing improved passive and active recreation areas for employees, and providing a renovated office complex that allows natural light in the office space.

Policy 2.9: Community beautification

“Proactively work with residents and public, private, and nonprofit partners to develop, execute and maintain civic stewardship over community beautification efforts to promote neighborhoods that are clean, healthy, and safe.”

Policy 2.10: Social connectedness

“Acknowledge the mental and physical health benefits of social connectedness by promoting and valuing public spaces, social interaction, relationship building, and resilience in community and urban design.”

Policy 3.8: Active spaces

“Support public, private, and nonprofit partners in the ongoing development of new and innovative active spaces and strategies to increase the number of Angelenos who engage in physical activity across ages and level of abilities.”

The proposed improvements to the buildings' façade, open space, and landscaping would be consistent with the Department of City Planning's Urban Design Studio 360 Design approach and would be reflected throughout the project site.

The proposed improvements would contribute to the beautification of the neighborhood and health and safety of the surrounding residential and commercial uses. The existing parking structure façade planters would be re-landscaped to mask the parking structure along Purdue Avenue, Mississippi Avenue, and Corinth Avenue. Additionally, the existing rear landscaped corners of the parking garage, along Mississippi Avenue would be repurposed as a dog park and pocket park. The two areas would include lighting that would not disturb the surrounding residential uses but would ensure the spaces can be used at night.

The buildings' existing massing adjacent to the residential uses would remain unchanged. The current pedestrian experience along Olympic Boulevard, in front of the project site is met with concrete retaining walls and an elevated unusable water-intensive lawn, rendering with no usable public open space.

The proposed ground floor dining uses and new office space would change the buildings' footprint along Olympic Boulevard. The new varying setback will be a minimum of 27 feet along the western frontage and a minimum of 9 feet five inches along the eastern frontage. An exterior courtyard stairway will link the two towers and provide landings at each level with access to office space and parking levels. The ground floor dining uses and plaza area would improve the overall vitality and character of Olympic Boulevard by creating a dedicated public space that could be used by surrounding residents, visitors and employees. The project will activate the Olympic Boulevard frontage with pedestrian-friendly uses and amenities and is providing a 360 degree ground floor landscape plan with usable space that complements the community and promote walkability in the neighborhood.

The existing rooftop recreation deck, located above the parking structure would be redesigned to include various amenities including a basketball court, outdoor private meeting areas, and artificial turf areas. The recreation deck would provide employees with dedicated areas that promote physical activity for employees as well as provide opportunities for conducting work activities, meetings and passive recreation, thereby promoting public spaces as a means of social interaction and physical health.

Policy 5.1: Air pollution and respiratory health

“Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.”

As stated above, the project area is served by more than twenty bus lines, including the Metro Local Bus, Metro Rapid Bus, Big Blue Bus, and Culver City Bus and is 0.6 miles northwest of the Expo Sepulveda Light Rail Station. Project employees and visitors would be within walking distance of retail, restaurants and jobs located along Olympic Boulevard and Sawtelle Japantown. In addition, the project would provide 149 total bicycle parking spaces and EV ready parking spaces, to encourage alternative means of transportation, thus reducing air pollution from vehicles.

During construction of the project PDF AQ-1 and PDF AQ-2 will require electricity and/or solar powered generators, rather than temporary diesel or gasoline generators to be used, when available, and off-road diesel-powered construction equipment that meet or exceeds the California Air Resources Board and US Environmental Protection Agency Tier 3 off-road emissions standards for equipment rate at 50 horsepower or greater during the grading, concrete pouring, and building construction phases. Additionally, mitigation measure MM TR-2 included in the Draft Environmental Impact Report would require the project applicant to provide a first and last mile connection to and from the Metro Expo Sepulveda Light Rail Station and project site. As described in MM TR-2, the shuttles would operate during peak hours and at frequencies no greater than five to six minutes. Lastly, the project the design of the new building incorporates features that are capable of achieving U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Silver standards. Such LEED® features shall include energy-efficient buildings, a pedestrian- and bicycle-friendly site design, and water conservation measures, among others.

Policy 5.7: Land use planning for public health and GHG emission reduction

“Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.”

The project includes bicycle parking, EV-ready spaces, use off-road diesel-powered construction equipment that meet or exceed the California Air Resource Board (CARB) and US Environmental Protection Agency (USEPA) Tier 3 off-road emissions standards for equipment rated at 50 horsepower or greater during specific construction phases, and where available, use of electricity from power poles and/or solar-powered generators rather than temporary diesel or gasoline generators to help reduce GHG emissions during operation of the project. Additionally, the project will be capable of achieving LEED

Silver standards and include sustainable design features include a low-water plant palette, high-efficiency toilets, high-efficiency Energy Star appliance will be installed, and use of proper hydro-zoning.

- d. Mobility Element: The project would not conflict with any of the applicable goals, objectives, and policies in the Mobility Plan 2035, the Mobility Element of the General Plan. The project is consistent with the five goals of the plan to provide:

1. Safety First
2. World Class Infrastructure
3. Access for All Angelenos
4. Collaboration, Communication and Informed Choices
5. Clean Environments & Healthy Communities

Pursuant to Mobility Plan 2035, the designations of the project's adjacent streets are: Mississippi Avenue, adjoining the project site to the north, is designated a Local Street-Standard and has a designated 60-foot designated right-of-way; Corinth Avenue, adjoining the project site to the east, is designated a Local Street-Standard and has a designated 60-foot right-of-way; Purdue Avenue, adjoining the project site to the west, is designated a Local Street-Standard and has a 60-foot right-of-way; and Olympic Boulevard, adjoining the project site to the south, is designated a Boulevard II and has a designated 110-foot right-of-way. Moreover, the Bureau of Engineering has not required any dedications and improvements on the surrounding roadways. Additionally, the project includes Project Design Feature TR-1 which would require the project applicant to implement a Construction Traffic Management Plan and Mitigation Measure TR-1 which would require implementation of a Transportation Demand Management Program and Mitigation Measure TR-2 which would require the project applicant to provide a shuttle between the Metro Expo Sepulveda Light Rail Station and the project site, to ensure transportation-related impacts associated with construction and operation of the project are less than significant.

The project site is within proximity to the following bus routes:

Bus Route	Service Area	Bus Stop Location
Big Blue Bus 5	Operates between Culver City to Santa Monica and travels along Olympic Boulevard within the study area.	A stop is located adjacent to the project site at Olympic Boulevard/Purdue Avenue.
Big Blue Bus 15	Operates in Los Angeles and travels along Bundy Drive, Centinela Avenue, Olympic Boulevard, and Pico Boulevard.	A stop is located five blocks west on Barrington Avenue, north of Olympic Boulevard.

The Mobility Plan 2035 designates the following streets in the Project area as bicycle routes:

- Santa Monica Boulevard (Class II)
- Gateway Boulevard (Class II)
- Sepulveda Boulevard (Class II)

The bicycle lanes on Gateway Boulevard and Santa Monica Boulevard have been installed; the bicycle lanes on Sepulveda Boulevard have not been installed.

Policy 1.2: Complete Streets

“Implement a balanced transportation system on all streets, tunnels, and bridges, using complete streets principles to ensure the safety and mobility of all users.”

The Project is designed to promote pedestrian, bicycle, and transit use. The Project's proximity to major transit corridors and several public transit options would encourage multimodal public transit commuting to the site, as well as implementation of Mitigation

Measure TR-2 which would provide a shuttle between the project site and Metro Expo Sepulveda Light Rail Station.

The Project would provide 97 long-term and 52 short-term bicycle parking spaces to facilitate bicycle commuting. The proposed expansion of the buildings' footprints would include enhanced landscaping and create a new presence along the Olympic Boulevard that would improve and activate the pedestrian-oriented streetscape.

Policy 1.6: Multi-Modal Detour Facilities

"Design detour facilities to provide safe passage for all modes of travel during times of construction."

Implementation of Project Design Feature TR-1 would require a Construction Traffic Management Plan to be submitted to the City of Los Angeles Department of Transportation for approval. The Construction Traffic Management Plan would formalize how construction activities, including infrastructure detours would be carried out and identified.

Policy 2.3: Pedestrian Infrastructure

"Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment."

Project employees and visitors would be within walking distance of retail, restaurants and jobs located along Olympic Boulevard and Sawtelle Japantown. The ground level improvements proposed along Olympic Boulevard, including the plaza area would improve on-site pedestrian circulation. Additionally, the proposed ground floor dining uses would provide a pedestrian-friendly gateway into the project site.

Policy 3.1: Access for All

"Recognize all modes of travel, including pedestrian, bicycle, transit and vehicular modes- including goods movement- as integral components of the City's transportation system."

Policy 3.4: Transit Services

"Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services."

Policy 3.5: Multi-Modal Features

"Support 'first-mile, last-mile solutions' such as multi-modal transportation services, organizations, and activities in the areas around

transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.”

Policy 3.8 Bicycle Parking

“Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.”

As described above the project would improve on-site pedestrian-oriented infrastructure, provide secured long and short term bicycle parking, and encourage public transportation use by providing a shuttle to and from the project site and the Metro Expo Sepulveda Light Rail Station.

- e. Sewerage Facilities Element: Improvements may be required for the construction or improvement of sewer facilities to serve the subject project and complete the City sewer system for the health and safety of City inhabitants, which will assure compliance with the goals of this General Plan Element. Moreover, the Bureau of Engineering has requested that the project applicant submit a request to the West Los Angeles District Office of the Bureau of Engineering to determine the capacity and conditions of the existing sewers in the area.

City Charter Compliance – General Plan Amendment

1. **Charter Compliance - City Charter Section 555 (General Plan Amendment)**. The proposed General Plan Amendment complies with the procedures as specified in Section 555 of the Charter, including:

- a. **Amendment in Whole or in Part**. The General Plan Amendment before the City Planning Commission represents an Amendment in Part of the West Los Angeles Community Plan. The project site is currently designated for General Commercial land uses and is zoned [Q]C2-1. Height District 1 is applicable to the project site and establishes a maximum FAR of 1.5:1.

By recommending approval of the General Plan Amendment, the project would be able to be relieved of the constraints of the ordinance restricting FAR to 1.5:1 which would allow for the redesign and rehabilitation of the existing office space and would allow the applicant to increase the buildings' total square footage by adding 115,000 gross square feet of office and 5,000 gross square feet of restaurant use to the existing 330,758 square feet of office and 11,320 square feet of retail, thereby allowing for the modernization of the project site to standards often sought by modern office building tenants. The total square footage would be 462,078 square feet. The height of the existing office towers will remain unchanged. Upon completion, the Project would result in a total maximum floor area ratio (FAR) of 3:1. The requested General Plan Amendment is necessary to indicate that Height District 2 is applicable to the project site, as Height District 1 establishes a maximum FAR of 1.5:1. Height District 2 establishes a maximum FAR of 6:1, however the project will include a D Limitation to ensure that the project's maximum FAR is 3:1.

The existing development was built in 1983 when commercial development in Height District 1 was limited to a 3:1 FAR. The development was consistent with Height District 1 as its total buildout was less than the maximum 3:1 FAR. The passage of Proposition U in the mid-1990's, which cut the commercial FAR in Height District 1 to 1.5:1 effectually made the entire development non-conforming as to FAR. The requested General Plan Amendment restores the site to its pre-existing 3:1 FAR and makes the existing structures conforming as to its Height District. The proposed General Plan Amendment will also allow

for the squaring off of the existing floor plates to a more modern open plate with additional above ground connections between the buildings to make the existing and new space in the structures more accessible to each other.

The proposed 3:1 FAR will be consistent with the surrounding buildings' FAR including the following properties:

- 11444 and 11400 West Olympic Boulevard, 11 and 16 stories, 5.6:1 and 5:1 FAR;
- 11300 West Olympic Boulevard, 9 stories, 3.4:1 FAR; and
- 11150 West Olympic Boulevard; 12 stories, 3.3:1 FAR.

Additionally, since construction of the original buildings in 1983, and with the introduction of the Metro Expo Line Light Rail development in the surrounding area has changed and density has increased. This change is in part, due to, response to modern office tenant's demands, that office space be located in close proximity to transit and commercial areas and provide outdoor gathering areas. The project would be consistent with the General Plan Framework's guidance to permit new development that maintains the existing scale and character of the City's residential neighborhoods and enhances the character of the commercial districts and the Framework's guidance of locating density and jobs near transit. The project site is 0.6 miles northwest of the Metro Expo Sepulveda Light Rail Station and in accordance with MM TR-2, including the Draft EIR, the project will provide direct shuttle service to and from the site and station. (The Height District redesignation reflects the changing development patterns in the City, specifically locating high density, mixed-use developments near transit lines).

As stated above, the height of the two existing towers would remain the same and the buildings' existing massing adjacent to the residential uses would remain unchanged. The proposed ground floor dining uses and new office space would change the buildings' footprint along Olympic Boulevard and would reduce the existing setback. The new varying setback will be a minimum of 27 feet along the western frontage and a minimum of 9 feet five inches along the eastern frontage. An exterior courtyard stairway will link the two towers and provide landings at each level with access to office space and parking levels. The existing pedestrian experience surrounding the project site is met with concrete retaining walls and elevated, unusable water-intensive lawn, providing no usable open space. The site is isolated from the community, does not provide any inviting pedestrian features along the perimeter of the project and does not provide connections to Olympic Boulevard and/or Sawtelle Japantown (one block east of the site). The ground floor dining uses and plaza area would improve the overall vitality and character of Olympic Boulevard by creating a dedicated public space that could be used by surrounding residents, visitors and employees.

In terms of physical identity, the project will represent a change to the physical and economic identity of the project site in that it's located on one of the largest parcels in the area, proximate to a light rail station and reflects the changing developing patterns in the City. Additionally, the project will result in a land use development pattern that emphasizes on-site pedestrian connectivity and pedestrian connectivity to the adjacent commercial uses along Sawtelle Boulevard. The project would create a precedent for future office uses along the Olympic Boulevard corridor to include ground floor dining uses, plaza areas, and reduced setbacks along Olympic Boulevard. Additionally, by extending the building footprint towards Olympic Boulevard and providing ground floor dining uses and a plaza area with landscaping and seating, the project would activate the street and provide a gathering space for visitors and employees.

In addition to improving pedestrian access and circulation to the site, the project also has a unique and significant identity as an office development with ample access to multimodal modes of transit. The project is 0.6 miles northwest of the Expo Sepulveda Light Rail Station. Additionally, more than twenty bus lines, including the Metro Local Bus, Metro Rapid Bus, Big Blue Bus, and Culver City Bus serve the Project Area. Mitigation measure MM TR-2 included in the Draft Environmental Impact Report would require the project applicant to provide a first and last mile connection to and from the Metro Expo Sepulveda Light Rail Station and project site.

The instant request provides the City an opportunity to improve the site which is developed with a 1980s office complex that was developed for former tenants with individual offices and odd building angles to maximize corner office spaces, creating an office building that is reflective of existing market demands which request large floor plates, open floors, and private offices, improves the on-site pedestrian circulation, increases density and job opportunities near transit. Specifically, the proposed Height District Change allows the construction of 115,000 gross square feet of office and 5,000 gross square feet of restaurant use under the corresponding C2 Zone. Redesignating the Height District of the project site reinforces the General Plan Framework's guidance of locating density and jobs near transit. The redesignation also reflects changing development patterns in the City, specifically locating high density developments near transit lines as supported by the General Plan.

Thus, approval of the General Plan Amendment to Footnote 1 of the West Los Angeles Community Plan, will allow Height District 2 be applicable to the project site in order to implement the vision of the West Los Angeles Community Plan to create a significant and important social, physical and economic identity for the area with the construction of the office and commercial project. It will allow a 1980's office building to be improved with pedestrian scale development, ground floor dining uses that will be accessible to employees and surrounding residents, and increase the number of jobs and density near transit, as supported by the General Plan Framework and the Community Plan and make two non-conforming buildings once again conforming to their zone.

- b. **Initiation of Amendments.** In compliance with this sub-section, the Director of Planning initiated the amendment to the West Los Angeles Community Plan (General Plan Land Use Element), pursuant to the memo dated March 2, 2015.
- c. **Commission and Mayoral Recommendations.** The noticing and hearing requirements of the General Plan Amendment were satisfied, pursuant to LAMC Section 12.32 C.3. The hearing was scheduled, duly noticed, and held in City Hall on June 27, 2018. The City Planning Commission shall make its recommendation to the Mayor upon a recommendation of approval, or to the City Council and the Mayor upon a recommendation of disapproval.

This action is further subject to the following sections of Charter Section 555:

- d. **Council Action.** The Council shall conduct a public hearing before taking action on a proposed amendment to the General Plan. If the Council proposes any modification to the amendment approved by the City Planning Commission, that proposed modification shall be referred to the City Planning Commission and the Mayor for their recommendations. The City Planning Commission and the Mayor shall review any modification made by the Council and shall make their recommendation on the modification to the Council in accordance with subsection (c) above. If no modifications are proposed by the Council, or after receipt of the Mayor's and City Planning Commission's recommendations on any

proposed modification, or the expiration of their time to act, the Council shall adopt or reject the proposed amendment by resolution within the time specified by ordinance.

- e. **Votes Necessary for Adoption.** If both the City Planning Commission and the Mayor recommend approval of a proposed amendment, the Council may adopt the amendment by a majority vote. If either the City Planning Commission or the Mayor recommends the disapproval of a proposed amendment, the Council may adopt the amendment only by a two-thirds vote. If both the City Planning Commission and the Mayor recommend the disapproval of a proposed amendment, the Council may adopt the amendment only by a three-fourths vote. If the Council proposes a modification of an amendment, the recommendations of the Commission and the Mayor on the modification shall affect only that modification."

2. **Charter Finding – City Charter Finding 556.** When approving any matter listed in Section 558, the City Planning Commission and the City Council shall make findings showing that the action is in substantial conformance with the purposes, intent, and provisions of the General Plan. If the City Council does not adopt the City Planning Commission's findings and recommendations, the Council shall make its own findings.

The project site is located along Olympic Boulevard adjacent to the Sawtelle Japantown neighborhood within the West Los Angeles Community Plan, which is one of 35 community plans comprising the Land Use Element of the General Plan. The area is a unique community in that it is a mix of commercial uses along Olympic Boulevard and residential uses to the north and south. The Community Plan designates the project site for General Commercial land uses, corresponding to the C2 Zone. The site is currently zoned [Q]C2-1. The existing office and retail uses are in conformance with the Commercial land use designation and the proposed additional office use and ground floor dining uses will be in compliance with the General Commercial Use.

Thus a General Plan Amendment is necessary to indicate that Height District 2 is applicable to the project site, as Height District 1 establishes a maximum FAR of 1.5:1. Height District 2 establishes a maximum FAR of 6:1, however the project will include a D Limitation to ensure that the project's maximum FAR is 3:1. If approved, the project site will be zoned (Q)C2-2D.

The General Plan Amendment and Zone and Height District Change are needed for the proposed project given that Height District 1 is applicable to the site, which establishes a maximum FAR of 1.5:1. The proposed 120,000 gross square footage will increase the on-site FAR to 3:1. Thus, a General Plan Amendment is needed to amend Footnote 1 of the West Los Angeles Community Plan. As stated above, the proposed 3:1 FAR will be consistent with surrounding properties along Olympic Boulevard, including those located at:

- 11444 and 11400 West Olympic Boulevard, 11 and 16 stories, 5.6:1 and 5:1 FAR;
- 11300 West Olympic Boulevard, 9 stores, 3.4:1 FAR; and
- 11150 West Olympic Boulevard; 12 stories, 3.3:1 FAR.

Additionally, since construction of the original buildings in 1983, and with the introduction of the Metro Expo Line Light Rail development in the surrounding area has changed and density has increased. This change is in part, due to, response to modern office tenant's demands, that office space be located in close proximity to transit and commercial areas and provide outdoor gathering areas. The project would be consistent with the General Plan Framework's guidance to permit new development that maintains the existing scale

and character of the City's residential neighborhoods and enhances the character of the commercial districts and the Framework's guidance of locating density and jobs near transit. The project site is 0.6 miles northwest of the Metro Expo Sepulveda Light Rail Station and in accordance with MM TR-2, including the Draft EIR, the project will provide direct shuttle service to and from the site and station. (The Height District redesignation reflects the changing development patterns in the City, specifically locating high density, mixed-use developments near transit lines).

Thus, the General Plan Amendment and Zone and Height District Change are needed for the proposed project given that the proposed use does not qualify for the Adaptive Reuse of the historic structure because the Adaptive Reuse Ordinance does not apply to the adaptive reuse of M-zoned properties that are located outside of the Central City Community Plan. The existing M-zoned properties containing live-work uses surrounding the project site were able to use a Zoning Administrator's Determination, pursuant to subsection 12.24-X,13 for Joint Living and Work Quarters in M zones that are located outside of the Central City Community Plan Area. However, this provision may not be applied to hotels which, while considered a residential use, are not able to apply for Joint Living and Work Quarters.

The initiated General Plan Amendment, Zone and Height District Change to re-designate the project site from [Q]C2-1 to (Q)C2-2D would be consistent with the overarching goals of the General Plan Framework's guidance to permit new development that maintains the existing scale and character of the City's residential neighborhoods and enhances the character of the commercial districts and the Framework's guidance of locating density and jobs near transit. The project site is 0.6 miles northwest of the Metro Expo Sepulveda Light Rail Station and in accordance with MM TR-2, including the Draft EIR, the project will provide direct shuttle service to and from the site and station. (The Height District redesignation reflects the changing development patterns in the City, specifically locating high density, mixed-use developments near transit lines). As such, the initiated General Plan Amendment, Zone and Height District Change are in substantial conformance with the purpose, intent, and provisions of the General Plan to strengthen the commercial and economic base of the Community Plan Area while preserving its historic resources.

3. **Charter Finding – City Charter Finding 558.** The initiated General Plan Amendment to the West Los Angeles Community Plan will be in conformance with public necessity, convenience, general welfare, and good zoning practice, as described below.

Public necessity, convenience, and general welfare of the West Los Angeles Community Plan will be better served by adopting the initiated General Plan Amendment and recommended Zone and Height District Change as they would allow for the renovation of an outdated 1980's office campus into modern and updated office and ground floor dining space that will result in future job-creating office space in an area in close proximity to transit. Additionally, the project will create new public open space that will include a dog park, a pocket park, and a ground floor landscaped plaza with seating. The proposed project will better serve the needs of the future employees, by offering updated private open space areas and new office space, with update aesthetics and a design that meets current office tenant demands. Further, no changes will be made to the existing massing and density of the structures that are adjacent to the residential uses along Purdue Avenue, Corinth Avenue, and Mississippi Avenue; the new square footage will be located along Olympic Boulevard. The proposed ground floor dining uses will provide new dining opportunities for the surrounding residences and on-site employees, all of which will be in proximity to transit.

As such, the General Plan Amendment, Zone and Height District Change will permit the renovation of existing outdated office space, additional new modern office space, and new ground floor dining uses. As discussed above, the proposed project's FAR of 3:1 will be consistent with several existing office towers along Olympic Boulevard. As such, the project is in conformity with public necessity, convenience, general welfare and good zoning practice given that the new density will be located along Olympic Boulevard and will result in office space that meets tenant's current demands, is consistent and complementary to the uses surrounding the project site and offers amenities to employees and surrounding residences.

B. Entitlement Findings

- 1. Zone and Height District Change Findings and "Q" Classification and "D" Development Limitations Findings**
- a. Pursuant to L.A.M.C. Section 12.32.C.7, and based on these Findings, the recommended action is deemed consistent with the General Plan and is in conformity with public necessity, convenience, general welfare and good zoning.**

The project includes a Zone and Height District Change for the entire project site from [Q]C2-1 to (T)(Q)C2-2D. Approval of the Zone Change will replace the existing [Q] conditions, which includes square footage, height, and setback maximums, restricted vehicular ingress and egress points, and parking minimums. The proposed Zone and Height District Change maintains the existing regulations of the underlying C2 Zone and retains the existing zoning on the project site. The proposed Zone and Height District Change is only necessary to reflect the proposed FAR to effectuate the project. The Height District applicable to the project site is Height District 1 which once allowed a 3:1 FAR prior to the passage of Proposition U. The requested Zone and Height District Change is necessary to indicate that Height District 2 is applicable to the project site. Height District 2 establishes a maximum FAR of 6:1 to be limited to the site's former 3:1 FAR and which will result in two non-conforming buildings once again becoming conforming.

The project will be developed within the allowable density, floor area, height, and setback regulations of the existing zone, inclusive of the requested Height District Change. The project will redesign the existing office space and increase the buildings' total square footage, adding 115,000 gross square feet of office and 5,000 gross square feet of restaurant use to the existing 330,758 square feet of office and 11,320 square feet of retail. The total square footage would be 462,078 square feet. The height of the existing office towers will remain. Upon completion, the Project would result in a total maximum FAR of 3:1. Structures along Olympic Boulevard include a mix of low, mid and high-rise development.

A public necessity exists for modernized office space, to ensure the area remains commercial viable. Consistent with the surrounding high rise developments along Olympic Boulevard, the new square footage would be located along Olympic Boulevard reducing the frontage setback. The new varying setback will be a minimum of 27 feet along the western frontage and a minimum of 9 feet five inches along the eastern frontage. An exterior courtyard stairway will link the two towers and provide landings at each level with access to office space and parking levels. While existing high-rise office developments in the project area do not include ground floor dining uses, the proposed ground floor dining uses will establish a precedent that is consistent with the policies of the General Plan Framework Element and West Los Angeles Community Plan, and will enhance the pedestrian environment along Olympic Boulevard and encourage pedestrian connections with the existing retail and dining uses along Sawtelle

Boulevard. Further, the proposed change will encourage commercial corridors to include active and pedestrian-friendly uses.

No new square footage is proposed along Mississippi Avenue and the buildings' height will not change. Approximately half of the 115,000 square feet of office space will be created by squaring off the two existing towers and adding new connecting bridges on the fifth, seventh, and ninth floors. The remaining office square footage will be created by constructing a two-story podium that would link the two towers on floors two and three, along Olympic Boulevard.

The two-story podium element will create a transition between the existing office towers and the single-story bank and church, located west and east of the project site, along Olympic Boulevard as well as the lower density residential neighborhoods to the north of the site (along Purdue Avenue and Corinth Avenue). An eight-story high-rise office building is located across Olympic Boulevard to the south and is in the M2-1 Zone. An additional eight-story building is located approximately half a block east of the project site and a twenty-story building is located approximately half a block west of the project site, both are in the M2-1 Zone and are located on the south side of Olympic Boulevard.

Single and two-story multi and single-family residential uses are located north of the project site and are in the R2-1 Zone. Single-family residential are also located to the west across Purdue Avenue and are located east across Corinth Avenue and are in the R2-1 Zone. The Japanese Institute of Sawtelle, a single-story structure is also located east, across Corinth Avenue. The project site is well served by several bus lines. The project will further contribute to the concentration of similar land uses, including the incorporation of ground floor uses that encourage pedestrian activity and encourages the use of public transit in a transit rich location, in the vicinity and the City finds that the Zone Change will be in conformity with public necessity, convenience, general welfare and good zoning.

ADDITIONAL FINDINGS FOR A' Q' QUALIFIED CLASSIFICATION and D LIMITATIONS:

b. The project will protect the best interests of and assure a development more compatible with the surrounding property or neighborhood.

The project is consistent with the development standards of the existing underlying zoning of the project site, inclusive of the approval of the requested Height District 2. Pursuant to the proposed Development Limitation the project site would have an allowable FAR of 3:1. Without the Development Limitation, the project site will be zoned C2-2 which will allow a 6:1 FAR. The project represents a scale and intensity of development that was not only contemplated by the West Los Angeles Community Plan, but which is compatible with adjacent land uses, which consists of single and two-story residential uses and, low, mid and high-rise commercial structures.

The project will modernize the two existing 10-story office towers on the project site and will include a 120,000 square-foot expansion that consists of 115,000 square feet of office uses and 5,000 square feet of ground floor dining uses. The modernized office building will promote the West Los Angeles Community Plan's goals and policies of encouraging a strong and competitive commercial section which is compatible with the surrounding neighborhood. In addition, the project meets the following additional goals, policies, and objectives of the West Los Angeles community plan:

Goal 2: A strong and competitive commercial sector which promotes economic vitality, serves the needs of the community through well designed safe and accessible areas while preserving historic and cultural character.

Objective 2-1: To conserve and strengthen viable commercial development and to provide additional opportunities for new commercial development and services within existing commercial areas.

Policy 2-1.1: New commercial uses shall be located in existing established commercial areas or shopping centers.

Policy 2-1.2: Protect commercially planned/zoned areas from encroachment by residential only development.

Policy 2-1.3: Ensure the viability of existing neighborhood stores and businesses which support the needs of local residential and are compatible with the neighborhood.

Objective 2-2: To promote distinctive commercial districts and pedestrian-oriented areas.

Policy 2-2.1: Encourage Pedestrian-oriented design in designated areas and in new development.

Policy 2-2.5 Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts, incorporate commercial uses.

Objective 1-3: To enhance the appearance of commercial districts.

Policy 2-3.1: Establish street identity and character through appropriate sign control, landscaping and streetscape improvements; and require that new development be compatible with the scale of adjacent neighborhoods.

Policy 2-3.2: Require that commercial projects be designed and developed to achieve a high level of quality, distinctive character and compatibility with surrounding uses and development.

The “Q” Conditions and “D” limitations will ensure that the project is constructed as approved herein and subject to the mitigation measures and project design features identified in the EIR. The project will promote a pedestrian-oriented design, will incorporate restaurant uses on the ground floor, will enhance the appearance of Olympic Boulevard and the general commercial district, and will establish street frontage that is compatible with the scale of adjacent neighborhoods.

c. The project will secure an appropriate development in harmony with the objectives of the General Plan.

The West Los Angeles Community Plan Generalized Land Use Map designates the project site, as well as parcels to the east and west along the northern side of Olympic Boulevard, for commercial uses. The project promotes and is consistent with the intensity and pattern of development of General Commercial land use areas along the north and south side of Olympic Boulevard, which is characterized by the West Los Angeles Community Plan as “developed with high rise office buildings.” As discussed above, the proposed Development Limitation is necessary to ensure that the site’s maximum FAR is 3:1 and not 6:1 as permitted under Height District 2.

The General Plan Framework identifies General Commercial as offering a “diversity of retail sales and services, office, and auto-oriented uses comparable to those currently allowed in the "C2" zone (including residential). They are located outside of districts, centers, and mixed-use boulevards and occur at the intersections of major and secondary streets, or as low rise, low-density linear "strip" development along major and secondary streets.” The project is consistent with the C2 Zoning Designation and will include office and ground floor dining uses.

The project supports and will be generally consistent with the General Plan Framework Land Use Chapter as it accommodates development of commercial uses (office and dining) in accordance with the applicable policies of the West Los Angeles Community Plan. Specifically, the project will comply with the General Commercial following goal, objective and policies set forth in the General Plan Framework Land Use Chapter:

Goal 3H: Lower-intensity highway-oriented and local commercial needs outside centers and districts.

Objective 3.12: Generally, maintain the uses, density, and character of existing low-intensity commercial districts whose functions serve surrounding neighborhoods and/or precluded from intensification due to their physical characteristics.

Policy 3.12.1: Accommodate the development of uses in areas designated as “General Commercial” in the community plans in accordance with Tables 3-1 and 3-7. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.

The project is providing 115,000 gross square feet of office and 5,000 gross square feet of restaurant use to the existing 330,758 square feet of office and 11,320 square feet of retail. The project will be developed within the allowable density, floor area, height, and setback regulations of the existing C2 Zone, inclusive of the requested Height District Change. Upon completion, the Project would result in a total maximum FAR of 3:1. The height of the existing 10-story office towers will remain. Structures along Olympic Boulevard include a mix of low, mid and high-rise development, including two eight-story office buildings located adjacent to the project site, across Olympic Boulevard and a twenty-story building which is located approximately half a block west of the project site. As proposed, the project is meeting the intent of the goals, policies and objectives of the West Los Angeles Community Plan.

The project will provide an appropriate development that is in harmony with the General Plan by supporting many of the land use goals, objectives and policies identified in the West Los Angeles Community Plan.

Objective 2-1: To conserve and strengthen viable commercial development and to provide additional opportunities for new commercial development and services within existing commercial areas.

Objective 2-2: To promote distinctive commercial districts and pedestrian-oriented areas.

Objective 1-3: To enhance the appearance of commercial districts.

The project will: provide a viable commercial development, promote a distinctive commercial development with pedestrian-oriented uses, and overall enhance the appearance of Olympic Boulevard.

d. The project will prevent or mitigate potential adverse environmental effects of the zone change and/or height district change.

The project is requesting a zone change from [Q]C2-1 to (T)(Q)C2-2D. With implementation of the proposed mitigation measures, the EIR did not identify any areas where impacts would result in significant and unavoidable impacts. The project has been conditioned herein to comply with all Project Design Features, Mitigation Measures and the Mitigation Monitoring Program of environmental impact report, Case No. ENV-2016-1463-EIR (SCH No. 2017011045).

2. Conditional Use - “Major” Development Project Findings

a. Pursuant to 12.24 U.14, and based on these Findings, the project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.

The findings for a “Major” Development Project Conditional Use Permit apply to a project creating 250 or more hotel guest rooms, and 100,000 square feet or more of floor area in other nonresidential uses in the C2 Zone. The West Los Angeles Community Plan Generalized Land Use Map designates the project site as well as parcels to the east and west along the northern side of Olympic Boulevard for commercial uses. The project promotes and is consistent with the intensity and pattern of development of General Commercial land use areas along the north and south side of Olympic Boulevard, which is characterized by the West Los Angeles Community Plan as “developed with high rise office buildings.”

The project will modernize the two existing 10-story office towers and will introduce 5,000 square feet of new ground floor dining uses and 115,000 square feet of additional office uses, thereby improving the pedestrian connectivity between the site and Olympic Boulevard by expanding the buildings’ footprint and reducing the setback along Olympic Boulevard. The project proposes to heavily landscape the ground floor plaza, existing parking structure planters and will include the creation of a community dog park located at the northwest corner of the development, near residentially-zone parcels. The project will provide new jobs in proximity to transit, including the Metro Expo Sepulveda Light Rail Station and several bus routes, and will allow the project to function as a node connecting residents to the regional rail transportation network while providing high-quality space for a growing employment base. Additionally, the existing structures’ massing and density that is adjacent to the surrounding residential neighborhood (east and west of the site) will be maintained. In addition, the project will provide new restaurant space that both office building tenants and surrounding residents can use. Therefore, the project helps perform a function or provide a service that is essential or beneficial to the community, City, or region. Specifically, the Project will renovate the existing 1980’s office space improving the site’s overall sustainability, modernize the site’s aesthetics, and improve the pedestrian environment by providing new ground floor dining uses and office along Olympic Boulevard (away from the existing and adjacent residential uses), thereby supporting the West Los Angeles Community Plan’s objectives and policies to ensure the City’s long-term fiscal and economic viability, generally maintain the density and uses of commercial areas whose functions serve surrounding neighborhoods, and accommodate development in areas designated for General Commercial uses. As such, the project will perform a function and provide a service that is essential and beneficial to the community, City, and the region as a whole.

- b. The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.**

The project involves the modernization of two existing 10-story office towers and the addition of a 120,000 square-foot expansion that includes connecting the towers on levels 5, 7, and 9; a two-story podium element that would connect the towers on floors two through three; and the addition of ground floor dining uses. Additionally, updated outdoor and recreational amenities, including roof gardens and an outdoor recreation deck and pedestrian improvements along Olympic Boulevard would be provided. The existing two 10-story office towers are connected by a parking structure that includes three levels of above-grade and two levels of subterranean parking. Development of the project would increase the buildings' total square footage, adding 115,000 gross square feet of office and 5,000 gross square feet of restaurant use to the existing 330,758 square feet of office and 11,320 square feet of retail. The total square footage would be 462,078 square feet. The height of the existing office towers will remain. Upon completion, the Project will result in a total maximum FAR of 3:1.

Adjacent properties on the south side of Olympic Boulevard include low- to medium-rise office buildings; industrial and commercial buildings; and surface parking lots. These properties are designated Light Manufacturing and are zoned M2-1. There is a church located at the corner of Purdue Avenue and Olympic Boulevard across from the project site. Properties to the west are designated Low Medium I Residential and General Commercial and are zoned R2-1 and C2-1, respectively. A bank, with associated surface parking, multi-family residences, the Japanese Institute of Sawtelle and the Sawtelle Judo School are located along Corinth Avenue across from the project site to the east. Properties to the east are designated for Low Medium I Residential and Neighborhood Commercial land uses and are zoned R2-1 and C2-1VL, respectively.

The project site is zoned C2-1 and is designated for General Commercial land uses, which allow for the current office and retail uses on the site. If approved, the Zone and Height District Change will allow for the modernization of an existing office complex with additional office and new ground floor dining uses that will operate simultaneously and will be compatible with the existing office and retail uses along Olympic Boulevard. The height and massing of the existing towers will remain unchanged in areas that are adjacent to the residential uses. Approximately half of the additional office space would be created by squaring off the two existing towers and adding new connecting bridges on the fifth, seventh, and ninth levels. The remaining office space would be created by adding a two-story podium element that would connect the two towers on the second and third floors, and provide open space for tenants on the fourth level. The net square footage will be located along the site's Olympic Boulevard frontage and will create a more active street frontage while also maintaining the buildings' existing massing and density that is adjacent to the residential neighborhood.

The project's proposed 120,000 square feet of office and ground floor dining area will be compatible with the existing uses, consistent with the West Los Angeles Plan's goal to create a strong and competitive commercial sector. The approval of the Height District will not adversely affect or further degrade adjacent uses or properties because it enables the development of uses that help achieve the West Los Angeles Plan's objective to promote distinctive commercial districts and pedestrian-oriented areas. Additionally, while the Height District 2 designation permits a 6:1 FAR, the project is proposing a Development Limitation to restrict the site's FAR to 3:1.

The proposed ground floor dining uses will be complimentary to the nearby retail and restaurant uses located in Sawtelle Japantown and its proximity to Metro's Expo Sepulveda

Light Rail Station and bust stops will reduce vehicle miles traveled, thereby reducing air pollution. In addition, the proximity of the Expo Line Station allows the project to function as a node connecting employees and visitors to the regional rail transportation network while providing high-quality commercial space for a growing employment base and a destination for local residents and visitors to find neighborhood-serving amenities. Therefore, the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

c. The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

The project site is designated as General Commercial in the West Los Angeles Community Plan Area. General Commercial areas in the Community Plan Area are made up of a mix of low, mid, and high-rise strip development on major arterials, including Olympic Boulevard. Commercial uses are free standing or mini-mall type buildings designed to primarily serve local neighborhoods. The ultimate goal of the Community Plan for commercial designated areas is to create "A strong and competitive commercial sector which promotes economic vitality, serves the needs of the community through well designed, safe and accessible areas while preserving historic and cultural character." The project substantially conforms with this goal of the Community Plan as it will renovate the existing 1980's office space improving the site's overall sustainability and economic vitality by making it more attractive to modern businesses seeking state-of-the-art office spaces, modernize the buildings' aesthetics, serve a community need by providing new ground floor dining uses, and improve the pedestrian environment by reducing the existing 30-foot setback along Olympic Boulevard and creating a plaza area. The project also advances the policies of the Community Plan by designing a project that is compatible with the adjacent residential neighborhood, improves on-site and surrounding pedestrian circulation, and reflects high quality design and a distinctive character. Specifically, the development of the project is consistent with and will advance the following objectives of the Community Plan:

- Policy 2-1.1: New commercial uses shall be located in existing established commercial areas or shopping centers.*
- Policy 2-1.2: Protect commercially planned/zoned areas from encroachment by residential only development.*
- Policy 2-1.3: Ensure the viability of existing neighborhood stores and businesses which support the needs of local residential and are compatible with the neighborhood.*
- Policy 2-2.1: Encourage pedestrian-oriented design in designated areas and in new development.*
- Policy 2-2.5 Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts, incorporate commercial uses.*
- Policy 2-3.1: Establish street identity and character through appropriate sign control, landscaping and streetscape improvements; and require that new development be compatible with the scale of adjacent neighborhoods.*

Policy 2-3.2: Require that commercial projects be designed and developed to achieve a high level of quality, distinctive character and compatibility with surrounding uses and development.

The project is consistent with and advances the above policies because it will be located on a site currently developed with office and retail uses, will not encroach into and is compatible with the surrounding residential neighborhood, will improve the overall vitality of the uses by modernizing the exterior and interior spaces, will provide new ground floor dining uses that serve the community and on-site employees, and will improve the site's frontage along Olympic Boulevard, improving the pedestrian environment.

Further, the project's location near the Metro Expo Line Sepulveda Light Rail Station not only provides linkages to the rest of the Community Plan Area, but also to the greater Los Angeles metropolitan area. Therefore, the request achieves the objectives of the West Los Angeles Community Plan, which seeks to promote a strong and competitive commercial sector through the development of well-designed commercial areas that serve the surrounding community.

The project site is located within the West Los Angeles Transportation Improvement and Mitigation Specific Plan (West LA TIMP). The Specific Plan fees were adopted to provide a funding mechanism for transportation improvements needed to address transportation impacts generated by the projected new development within the Specific Plan area, and to require that new development projects mitigate project-related transportation impacts. New development projects are required to pay the traffic impact analysis fee to LADOT prior to the issuance of any building, grading or foundation permit. The project will comply with the intent and provisions of the Specific Plan.

d. The project provides for an arrangement of uses, buildings, structures, open spaces and other improvements that are compatible with the scale and character of the adjacent properties and surrounding neighborhood.

The findings for a Major Development Project Conditional Use Permit apply to a project creating 250 or more hotel guest rooms, and 100,000 square feet or more of floor area in other nonresidential uses in the C2 Zone. The project site and surrounding area, primarily the strip of commercial development along the north side of Olympic Boulevard between Barrington Avenue and Beloit Avenue are designated General Commercial with Height District 1. According to the General Plan Framework, General Commercial "applies to a diversity of retail sales and services, office, and auto-oriented uses comparable to those currently allowed in the "C2" zone (including residential). They are located outside of districts, centers, and mixed-use boulevards and occur at the intersections of major and secondary streets, or as low rise, low-density linear "strip" development along major and secondary streets. While the south side of Olympic Boulevard is designated as M2 with Height District 1, a majority of the existing development commercial mirrors the height, style, and massing of the existing development along the north side which includes an 11-story building located at 11444 W. Olympic Boulevard and 16 story building located at 11400 W. Olympic Boulevard, and a 12-story building at 11845 Olympic Boulevard.

The project will renovate the existing 10-story office towers and includes an additional 115,000 square feet of office and 5,000 square feet of ground floor dining. The height of the existing towers will remain. The new square footage will be constructed along Olympic Boulevard, reducing the setback. The new varying setback will be a minimum of 27 feet along the western frontage and a minimum of 9 feet five inches along the eastern frontage. An exterior courtyard stairway will link the two towers and provide landings at each level with access to office space and parking levels. Approximately half of the new office space will be created by squaring off

the two existing towers and adding new connecting bridges on the fifth, seventh, and ninth levels. The remaining office space will be provided in a two-story podium that will connect the two towers on the second and third floors.

The two-story podium element will be compatible in scale and character with the adjacent properties. The two-story podium element will create a transition between the existing office towers and the single-story bank and church, located west and east of the project site, along Olympic Boulevard as well as the lower density residential neighborhood to the north of the site (along Purdue Avenue and Corinth Avenue). An eight-story high-rise office building is located across Olympic Boulevard to the south and is in the M2-1 Zone. An additional eight-story building is located approximately half a block east of the project site and a twenty-story building is located approximately half a block west of the project site, both are in the M2-1 Zone and are located on the south side of Olympic Boulevard.

The existing on-site open space areas will be redesigned and new public and private open space areas will be developed as a result of the modernization project. The ground level space between the two existing towers will be redesigned with a new public plaza that will include seating landscaped areas, and various ground cover materials including concrete paves, artificial turf, and wood decking. The 49,122 square foot recreation deck will be redesigned with a new basketball court, outdoor private meeting areas, and artificial turf areas. A new roof terrace that will be open to employees will include landscaping and seating and will be located on the roof of the two-story podium element. The existing rear landscaped corners of the parking garage, along Mississippi Avenue, would be repurposed as a dog park and pocket park. The two areas would include lighting that would not disturb the surrounding residential uses but would ensure the spaces can be used at night.

The buildings' existing massing adjacent to the residential uses would remain unchanged. The proposed ground floor dining uses and new office space would change the buildings' footprint along Olympic Boulevard and would reduce the existing setbacks. The ground floor dining uses and plaza area would improve the overall vitality and character of Olympic Boulevard by creating a dedicated public space that could be used by surrounding residents, visitors and employees. Thus, the Project provides for an arrangement of uses, buildings, structures, open spaces and other improvements that are compatible with the scale and character of the adjacent properties and surrounding neighborhood.

e. The project complies with the height and area regulations of the zone in which it is located.

The project is consistent with the development standards of the existing underlying zoning of the project site, inclusive of the approval of the requested Height District. The project includes a Zone Change for the entire project site from [Q]C2-1 to (T)(Q)C2-2D. Approval of the Zone Change will replace the existing (Q) conditions, which includes square footage, height, and setback maximums, restricted vehicular ingress and egress points, and parking minimums. The proposed Zone Change maintains the existing regulations of the underlying C2 Zone and retains the existing zoning pattern on the project site. The proposed Zone and Height District Change is only necessary to reflect the proposed FAR to effectuate the project. The Height District applicable to the project site is Height District 1 which establishes a maximum FAR of 1.5:1. The requested Zone and Height District Change is necessary to indicate that Height District 2 is applicable to the project site. Height District 2 establishes a maximum FAR of 6:1. Pursuant to the proposed Development Limitation the project site would have an allowable FAR of 3:1. Without the Development Limitation, the project site will be zoned C2-2 which would allow a 6:1 FAR. The project represents a scale and intensity of development that was not only contemplated by the West Los Angeles Community Plan, but which is compatible

with adjacent land uses, which consists of single and two-story residential uses and, low, mid and high-rise commercial structures. Thus, for the reasons stated above, the proposed Project would comply with the height and area regulations.

f. The project is consistent with the City Planning Commission's design guidelines for Major Development Projects.

The City Planning Commission has not adopted design guidelines for Major Development Projects; however, the Project is consistent with the following goal from the Urban Form and Neighborhood Design Chapter of the General Plan Framework:

Goal 5A: A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and Citywide scales.

Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.

Objective 5.5: Enhance the liveability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.

Objective 5.8: Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.

Objective 5.9: Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.

The project is located on Olympic Boulevard in the West Los Angeles community, an area that is dominated by a mix of low, mid, and high-rise strip development on major arterials. The project is an infill redevelopment project that will modernize the project site by renovating two existing 10-story office towers consisting of 342,078 square feet and the addition of a 120,000 square-foot expansion that includes connect the towers on levels five, seven, and nine; a two-story podium element that would connecting the towers on floors two through three; and the addition of ground floor dining uses. Additionally, updated outdoor and recreational amenities, including roof gardens and an outdoor recreation deck and pedestrian improvements along Olympic Boulevard will be provided.

The project will create a new development that will be attractive to future investment, and will result in the contribution to an existing commercial uses located in Sawtelle Japantown, one block east of the site. The project will create an improved and aesthetically appealing streetscape that will promote pedestrian activity by providing ground floor dining and a plaza area that encourages pedestrian activities and creates a human-scale frontage design. In addition, the project will promote walkability by encouraging the use of public transit, since the project site is near many transit options, particularly the Metro Expo Sepulveda Light Rail Station. The ground floor plaza area will be designed to promote gathering and socializing, which will serve as a focal point of activity for the surrounding community. These areas consist of seating, planting, and trees.

1. Site Plan Review Findings

- e. Pursuant to L.A.M.C. Section 16.05, and based on these Findings, the recommended action is deemed in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.**

The Project Site is located within the West Los Angeles Community Plan Area, which was adopted by the City Council on July 27, 1999 (pursuant to Council File 98-2024). The Plan Map designates the project site for General Commercial land use with corresponding zones of C1.5, C2, CR, C4, RAS3, RAS4, and P. The project site is zoned [Q]C2-1. The zone permits uses consistent with commercial, manufacturing, and multi-family residential uses. The Project is consistent with the land use and zoning, inclusive of the requested Height District Change, and in substantial conformance with the intent and provisions of the General Plan as reflected in the adopted Community Plan.

General Plan Text. The West Los Angeles Community Plan, a part of the Land Use Element of the City's General Plan, states the following goals, objectives, and policies that are relevant to the Project:

West Los Angeles Community Plan

Goal 2: A strong and competitive commercial sector which promotes economic vitality, serves the needs of the community through well designed safe and accessible areas while preserving historic and cultural character.

Objective 2-1: To conserve and strengthen viable commercial development and to provide additional opportunities for new commercial development and services within existing commercial areas.

Policy 2-1.1: New commercial uses shall be located in existing established commercial areas or shopping centers.

Policy 2-1.2: Protect commercially planned/zoned areas from encroachment by residential only development.

Policy 2-1.3: Ensure the viability of existing neighborhood stores and businesses which support the needs of local residential and are compatible with the neighborhood.

The Project is located on Olympic Boulevard in the West Los Angeles Community Plan Area, an area that is dominated by a mix of low, mid, and high-rise strip development on major arterials. Additionally, the site is located one block east of Sawtelle Japatown, an area comprised of dining and retail uses. The project will be developed on an infill site with existing office and retail uses. The project will redesign the existing office space and increase the buildings' total square footage, adding 115,000 gross square feet of office and 5,000 gross square feet of ground floor dining to the existing 330,758 square feet of office and 11,320 square feet of retail. The redesigned and new office space and ground floor dining uses would modernize the 1980s office complex, creating an office building that is reflective of existing market demands. The additional square footage would increase employment opportunities for the surrounding residents and the new ground floor dining uses would diversify on-site uses and provide new dining opportunities for employees and surrounding residents, thus promoting economic vitality and serving the needs of the community. Thus, the project will improve the site's economic vitality and

serve the community by offering new job opportunities, ground floor dining uses, as well as a ground floor plaza.

Objective 2-2: To promote distinctive commercial districts and pedestrian-oriented areas.

Policy 2-2.1: Encourage pedestrian-oriented design in designated areas and in new development.

Policy 2-2.5 Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts, incorporate commercial uses.

The two existing office towers are setback 30-feet from Olympic Boulevard. Two large raised turf areas create a buffer between the two office towers and the sidewalk. Existing tenants' signage as well as a main planter with the site's address and office complex name "Trident Center" are located in the turf area. The existing signage, height, slope, and surrounding concrete walls, contribute to the unusable landscaped areas that front Olympic Boulevard. The project would reconfigure the street frontage along Olympic Boulevard. The new varying setback will be a minimum of 27 feet along the western frontage and a minimum of 9 feet five inches along the eastern frontage. An exterior courtyard stairway will link the two towers and provide landings at each level with access to office space and parking levels. The reduced setback would include ground floor dining uses and a public plaza area with seating and landscaped improvements to establish a stronger street frontage identity and encourage pedestrian activity.

Objective 1-3: To enhance the appearance of commercial districts.

Policy 2-3.1: Establish street identity and character through appropriate sign control, landscaping and streetscape improvements; and require that new development be compatible with the scale of adjacent neighborhoods.

Policy 2-3.2: Require that commercial projects be designed and developed to achieve a high level of quality, distinctive character and compatibility with surrounding uses and development.

The exterior of the towers will be predominantly painted metal panels, ceramic spandrels, and glass. The exterior envelope would incorporate floor-to-ceiling glazing, maximizing daylight and views while the use of highly effective transparent, non-reflective glazing will optimize daylight penetration. A combination of high-performance coatings and ceramic frit would minimize glare, solar heat gain, and energy consumption, achieving a high level of quality and character.

A two-story podium element will be constructed and contain approximately half of the new office square footage (57,500 square feet). The two-story podium element will create a transition between the existing office towers and the single-story bank and church, located west and east of the project site, along Olympic Boulevard, as well as improve the street identity and character by improving the site's frontage with ground floor dining uses, pedestrian scale development (e.g., the podium element building) and a public plaza area.

Single and two-story multi and single-family residential uses are located north of the project site and are in the R2-1 Zone. Single-family residential uses are also located to the west across Purdue Avenue and are located east across Corinth Avenue and are in the

R2-1 Zone. The Japanese Institute of Sawtelle, a single-story structure is also located east, across Corinth Avenue. No new square footage is proposed along Mississippi Avenue and the buildings' height will not change. The proposed density will be focused along Olympic Boulevard. Additionally, the northern corners along Mississippi Avenue will be improved with a public pocket park and dog park, both of which will create a buffer between the parking structure and adjacent residential uses.

Therefore, the project is consistent with the General Plan and the West Los Angeles Community Plan.

Framework Element

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

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 liveable city.

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

Policy 3.2.3: *Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.*

Policy 3.2.4: *Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.*

The project involves the renovation of two existing 10-story office towers and introduce additional office and new ground floor dining uses to the site. The project will provide 149 bicycle parking spaces and will improve pedestrian access to the site by improving the site's Olympic Boulevard frontage with a two-story podium element, ground floor dining uses, and a public plaza area with landscaping and seating. The high density office project is located near transit and represents a balanced distribution of land uses, revitalization, and will contribute to the reduction of vehicle miles traveled.

The on-site improvements will not change the existing scale and character of the two towers. No new square footage is proposed along Mississippi Avenue and the buildings' height will not change. The two-story podium element will create a transition between the existing office towers and the single-story bank and church, located west and east of the project site, along Olympic

Boulevard as well as the lower density residential neighborhoods to the north of the site (along Purdue Avenue and Corinth Avenue).

Goal 3H: Lower-intensity highway-oriented and local commercial needs outside centers and districts.

Objective 3.12: Generally, maintain the uses, density, and character of existing low-intensity commercial districts whose functions serve surrounding neighborhoods and/or precluded from intensification due to their physical characteristics.

Policy 3.12.1: Accommodate the development of uses in areas designated as "General Commercial" in the community plans in accordance with Tables 3-1 and 3-7. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.

The General Plan Framework identifies General Commercial as offering a "diversity of retail sales and services, office, and auto-oriented uses comparable to those currently allowed in the "C2" zone (including residential). They are located outside of districts, centers, and mixed-use boulevards and occur at the intersections of major and secondary streets, or as low rise, low-density linear "strip" development along major and secondary streets." The project is consistent with this designation as it will develop the site with additional office use and new ground floor restaurant dining use.

The project will modernize the existing on-site office and retail uses as well as construct 115,000 square feet of new office and 5,000 square feet of new ground floor dining. While the project is requesting that Height District 2 be applicable to the site, the new square footage will be located along the Olympic Boulevard. Additionally, pursuant to the proposed Development Limitation the project site would have an allowable FAR of 3:1, instead of the 6:1 FAR permitted under Height District 2. The project represents a scale and intensity of development that was not only contemplated by the West Los Angeles Community Plan, but which is compatible with adjacent land uses, which consists of single and two-story residential uses and, low, mid and high-rise commercial structures.

Based on the above analysis, the project is in substantial conformance with the purposes, intent and provisions of the Framework Element.

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

The area surrounding the project site is highly urbanized. Adjacent land uses are mid- to high-rise, high-density commercial, retail, and office uses along Olympic Boulevard, transitioning to lower density residential neighborhoods to the north and south of Olympic Boulevard. An eight-story high-rise office building is located across Olympic Boulevard to the south and is in the M2-1 Zone. An additional eight-story building is located approximately half a block east of the project site and a twenty-story building is located approximately half a block west of the project site, both are in the M2-1 Zone and are located on the south side of Olympic Boulevard. Low- to mid-rise residential uses are located to the east across Corinth Avenue, west across Purdue Avenue, and north across Mississippi Avenue and are in the R2-1 Zone.

The following project elements are incorporated into the project design in a manner that is compatible with both existing and future development in the surrounding area:

- i. Building Design. The project is designed in a contemporary architectural style. The existing towers' facades will be predominately painted metal panels, ceramic spandrels, and glass. The exterior envelop will incorporate floor-to-ceiling glazing, maximizing daylight and views while the use of highly effective transparent, non-reflective glazing will optimize daylight penetration. A combination of high-performance coatings and ceramic frit will minimize glare, solar heat gain, and energy consumption. Non-reflective glazing finishes and high-performance coatings will be applied to the glass surface to minimize glare. The existing buildings will be retrofitted to improve the buildings' performance and meet the City's Resilience by Design Initiative. Approximately half of the additional office space will be created by squaring off the two existing towers and adding new connecting bridges on the fifth, seventh, and ninth levels. The other half of the additional office space will be created by adding a two-story podium that will link the two towers on the second and third floors. No new square footage is proposed along Mississippi Avenue.
- ii. Building Orientation/Frontage. The two existing office towers are setback 30-feet from Olympic Boulevard. The project will expand the two towers' footprints towards Olympic Boulevard, removing the existing two large raised turf areas, and creating a new setback. The new varying setback will be a minimum of 27 feet along the western frontage and a minimum of 9 feet five inches along the eastern frontage. An exterior courtyard stairway will link the two towers and provide landings at each level with access to office space and parking levels. The primary entrance to the building faces Olympic Boulevard and is indicated with an exterior stairway located between the two existing towers with landings at each level. The ground floor of the project is differentiated from the upper floors with a floor to ceiling height of approximately 15 feet and with the use of continuous storefront glazing.

Pedestrian and bicycle access to the project site will be provided via a ground floor plaza area and ground floor of the parking structure. Additionally, bicyclists will be able to access the long and short-term bicycle parking via the southern driveway along Purdue Avenue.

The surrounding sidewalks were improved with Lemon Gum, African Fern Pine, Australian Willow, and Brisbane Box street trees. The project will not include improvements to the sidewalks around the perimeter of the project site, including maintenance of the existing street trees.

- iii. Height/Bulk. The project involves the construction of a 34-story residential building with a total of 376 multi-family dwelling units. The tower is approximately 338 feet to top of parapet and approximately 380 feet to the top of the penthouse. The tower floor plan is 178 feet 3 inches in length by 63 feet in depth. The western portion of the project includes an enclosed podium parking level, including 28 parking spaces and short-term bicycle parking spaces, with an outdoor pool deck above.

The two-story podium element will create a transition between the existing office towers and the single-story bank and church, located west and east of the project site, along Olympic Boulevard as well as the lower density residential neighborhoods to the north of the site (along Purdue Avenue and Corinth Avenue). An eight-story high-rise office building is located across Olympic Boulevard to the south and is in the M2-1 Zone. An additional eight-story building is located approximately half a block east of the project site and a twenty-story building is located approximately half a block west of the project site, both are in the M2-1 Zone and are located on the south side of Olympic Boulevard.

- iv. Setbacks. The existing towers are setback 30 feet from Olympic Boulevard. The new varying setback will be a minimum of 27 feet along the western frontage and a minimum of 9 feet five inches along the eastern frontage. An exterior courtyard stairway will link the two towers and provide landings at each level with access to office space and parking levels.
- v. Open Space and On-Site Landscaping. In accordance with LAMC Section 12.21 G, multi-family residential projects with six or more units on a lot is required to provide usable open space, however the LAMC does not require commercial projects to provide open space. In total the project is providing 108,619 square feet of open space, including 11,210 square feet of publicly accessible landscaped areas that will be located on the ground floor. Employee amenities will include a 43,820 square-foot private recreation deck (a top the parking structure), a 12,160 private roof terrace (located on the roof of the proposed podium element), and 2,035 square feet of internal open space on floors sixth, eighth, and tenth floors. Public open space, open to visitors and employees, will include an 1,853 square-foot dog park at the northwest corner of Mississippi Avenue and Purdue Avenue and a 1,155 square foot pocket park located at the northeast corner of Mississippi Avenue and Corinth Avenue, and a ground floor plaza area with two deck areas totaling 6,414 square feet.

Shrubs, grasses, artificial turf, and trees will be planted in public open space areas. The plaza, deck, and pocket park will feature hardscape paving, movable furniture, planters, seatwalls, and outdoor tables and seating. The project will also provide 26 new trees, including roof deck trees, trees along the plaza. The project will not replace the existing streets trees. Given the ample open space provided by the project, including publicly accessible open space, the project will be compatible with adjacent and surrounding properties.

- vi. Off-Street Parking and Driveways. No changes will be made to the existing parking structure and vehicular driveways. The project includes 1383 vehicle parking spaces. Vehicle parking is provided within an existing five level parking structure, with two levels of subterranean parking and three podium parking levels. Vehicular access to the subterranean parking levels is via three driveways along Purdue Avenue and two driveways along Corinth Avenue.
- vii. Building Signage and Lighting. All signage will consist of a contemporary architectural style of the building and will comply with all LAMC requirements.

The project includes low-level exterior lights adjacent to buildings and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping elements will be incorporated throughout the project site. The open space area includes low-level fixture lighting for security and wayfinding purposes as well as low-level accent lighting for landscape elements. Project lighting will provide on-site lighting while minimizing light trespass from the project site, reducing sky-glow, and improving nighttime visibility through glare reduction. All on-site exterior lighting, including lighting fixtures along Mississippi Avenue (adjacent to the residences to the north) will be shielded or directed toward areas to be illuminated to limit spill-over onto nearby residential areas, thereby being compatible with the surrounding properties

- viii. Loading Areas. A loading deck and building service entry is located along Corinth Avenue so as to not interfere with pedestrian and vehicular access to the project.

- ix. Trash Collection. Trash containers will be located within an enclosed trash room on the ground floor and will not be visible to the public.

The project site consists of two existing ten-story office towers, 115,000 square feet of office and 5,000 square feet of ground floor dining, off-street parking facilities, a loading area, lighting, landscaping, trash collection, and other such pertinent improvements. The project increases the density of the existing on-site commercial uses and contributes to the nature of the surrounding the site by renovating the existing office towers, developing the site with new uses, and providing publicly accessible open space to serve the community. The project enhances the existing mix of uses in the neighborhood, some of which are higher density office and commercial, by providing new jobs and neighborhood serving ground floor dining uses, to meet the needs of the growing residential population in the area. As such, the project is compatible with existing development on adjacent and neighboring properties.

- g. That any residential project provide recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.**

No residential uses are proposed as part of the project. The project provides 108,619 square feet of private and common open space. All landscaped areas are designed with a variety of drought-tolerant, low-maintenance plant species. Private space for employees includes terraces located on the sixth, eight floors, and tenth a roof terrace with landscaping and seating, an existing 49,122 square-foot recreation deck, and a terrace located on the roof of the podium structure. A new ground floor plaza, dog park and pocket park will be open to visitors and surrounding residences.

The open space areas will include tables and chairs, benches, and built in benches. Landscaping includes planters with various shrubs and flowers, grass, and various tree types including Asparagus Fern, Agave, Creeping Fig, Dwarf Olive, and Fescues. Tree types will include: Deodar Cedar, Southern Live Oak, and Fern Pine.

The residential open space amenities include private balconies, a pool deck and spa, fitness room and club room. The residential amenity deck includes a plank paving, a pool, spa and seating. Landscaping on the pool deck includes planters with Dragons Blood and Triangle Palm trees.

In addition, the Initial Study prepared for the project found that project impacts to park facilities will be less than significant and thus no further evaluation was required in the EIR.

2. Findings of Fact (CEQA)

I. INTRODUCTION

The Environmental Impact Report (EIR), consisting of the Draft EIR and the Final EIR, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and components of the Trident Modernization Project located at 11355 and 11377 West Olympic Boulevard. The project involves the renovation of two existing 10-story office towers with 342,078 square feet and the addition of a 120,000 square-foot horizontal expansion that includes connecting the towers on levels five, seven, and nine; a two-story podium element that would connect the towers on floors two through three and; the addition of ground floor dining uses. Additionally, updated outdoor and recreational amenities, including roof gardens and an outdoor recreation deck; and pedestrian improvements along Olympic Boulevard would be provided. The existing two-10 story office towers are connected by a parking structure that includes three levels of above-grade and two levels of subterranean parking. Development of the project would increase the buildings' total square footage, adding 115,000 gross square feet of office and 5,000 gross square feet of restaurant use to the existing 330,758 square feet of office

and 11,320 square feet of retail. The total square footage would be 462,078 square feet. The height of the existing office towers will remain. Upon completion, the project would result in a total maximum floor area ratio (FAR) of 3:1.

II ENVIRONMENTAL DOCUMENTATION BACKGROUND

The project was reviewed by the Los Angeles Department of City Planning, Major Projects Section (serving as Lead Agency) in accordance with the requirements of the CEQA. The City prepared an Initial Study in accordance with Section 15063(a) of the State CEQA Guidelines. Pursuant to the provisions of Section 15082 of the State CEQA Guidelines, the City then circulated a Notice of Preparation (NOP) to State, regional and local agencies, and members of the public for a 32-day period beginning on January 20, 2018 and commencing on February 21, 2017. The purpose of the NOP was to formally inform the public that the City was preparing a Draft EIR for the project, and to solicit input regarding the scope and content of the environmental information to be included in the Draft EIR.

Written comment letters responding to the NOP were submitted to the City by public agencies and interested organizations. Comment letters were received from various public agencies. Also, written comments were provided by interested organizations and/or individuals via mail, e-mail. The NOP and Initial Study Comments are included in Appendix A, of the Draft EIR.

The Draft EIR evaluated in detail the potential effects of the project. It also analyzed the effects of a reasonable range of four alternatives to the project, including a "No Project" alternative. The Draft EIR for the project (State Clearinghouse No. 2017011045), incorporated herein by reference in full, was prepared pursuant to CEQA and State, Agency, and City CEQA Guidelines (Pub. Resources Code § 21000, et seq.; 14 Cal. Code Regs. §15000, et seq.; City of Los Angeles Environmental Quality Act Guidelines). The Draft EIR was circulated for a 46 -day public comment period beginning on December 21, 2017, and ending on through February 5, 2018. Copies of the written comments received are provided in the Final EIR. Pursuant to Section 15088 of the CEQA Guidelines, the City, as Lead Agency, reviewed all comments received during the review period for the Draft EIR and responded to each comment in Section II of the Final EIR.

The City published a Final EIR for the project on June 15, 2018, which is hereby incorporated by reference in full. The Final EIR is intended to serve as an informational document for public agency decision-makers and the general public regarding objectives and components of the project. The Final EIR addresses the environmental effects associated with implementation of the project, identifies feasible mitigation measures and alternatives that may be adopted to reduce or eliminate these impacts, and includes written responses to all comments received on the Draft EIR during the public review period. Responses were sent to all public agencies that made comments on the Draft EIR at least 10 days prior to certification of the Final EIR pursuant to CEQA Guidelines Section 15088(b). The Final EIR was also made available for review on the City's website. Digital copies of the Final EIR were also made available at three libraries and a hard copy was made available at the City Department of Planning. Notices regarding availability of the Final EIR were sent to those within a 500-foot radius of the project site, as well as individuals who commented on the Draft EIR, attended the NOP scoping meeting, provided comments during the NOP comment period, or requested notice.

A duly noticed public hearing for the project was held by the Deputy Advisory Agency and the Hearing Officer on behalf of the City Planning Commission on June 12, 2018.

The documents and other materials that constitute the record of proceedings on which the City's CEQA findings are based are located at the Department of City Planning, Major Projects Section, 221 N. Figueroa St., Suite 1350, Los Angeles, California 90012. This information is provided in compliance with CEQA Section 21081.6(a)(2).

Pursuant to CEQA Guidelines Sections 15162 and 15164, in consideration of the whole of the administrative record, the project was assessed in the previously **Certified** Environmental Impact Report No. ENV-2016-1463-EIR, certified on June 27, 2018, and no subsequent EIR, negative declaration, or addendum is required for approval of the project.

PUBLIC HEARING AND COMMUNICATIONS

Summary of Public Hearing Testimony and Communications Received

The Public Hearing on this matter was held at Los Angeles City Hall in Downtown Los Angeles, Room 1020 on June 27, 2018 at 10:30 AM.

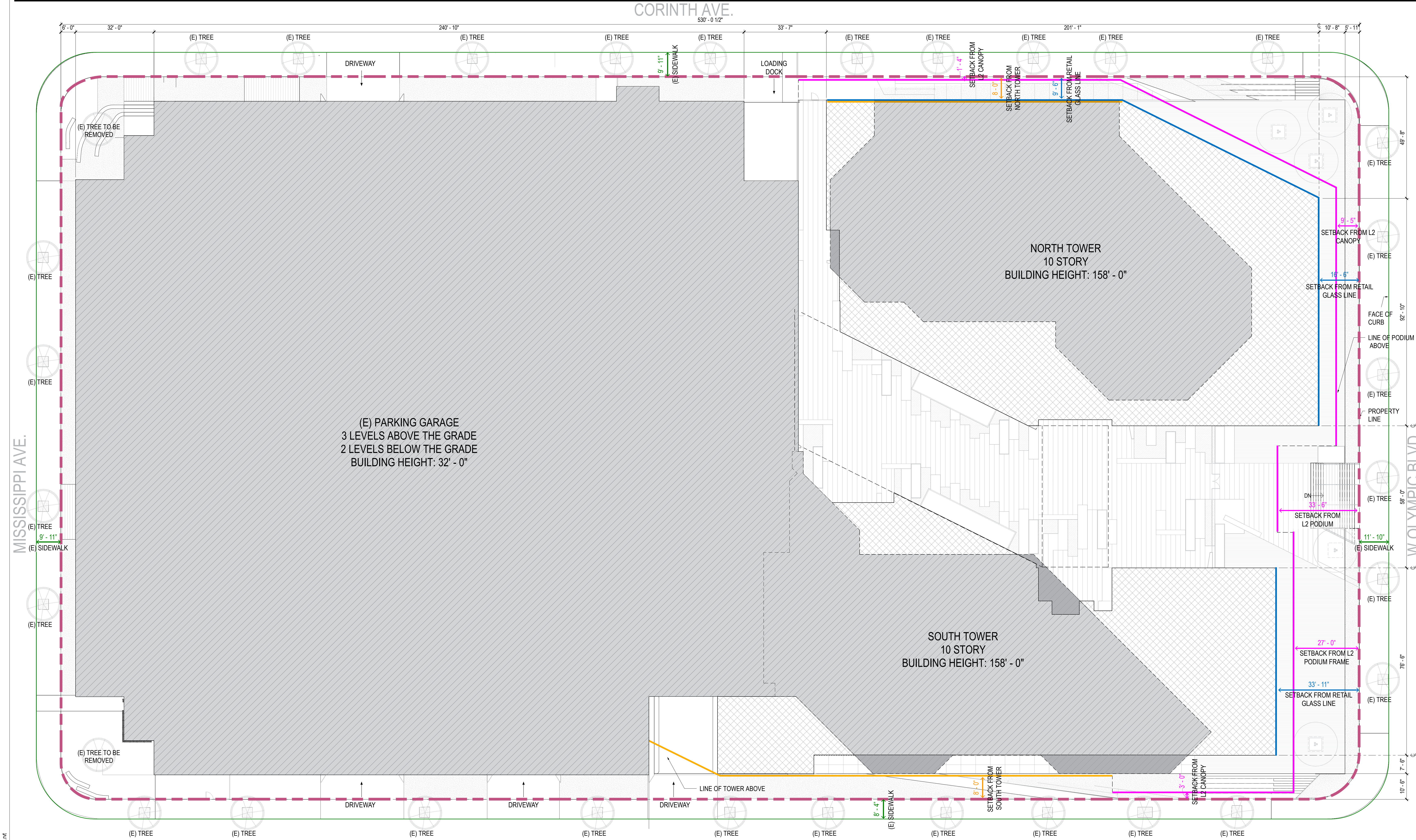
1. Present: Approximately 10 people attended the hearing including the applicant and team members, community members, a member of the West Los Angeles Neighborhood Council, and a representative from Council District 11.
2. Public Speakers: 5 total speakers, all speakers spoke in support of the project.
3. The Applicant team consisting of Edward W. Cook III, Co-President of McCathy and Cook, LLC, Andy Cohen, Co-CEO of the architecture firm, Gensler; and Marcos Velayos of the law firm Park & Velayos LLP, made an approximately 15 minute presentation about the outreach to the community, the benefits of the project to the community, the architectural design of the project, and the requested entitlements. Below is a summary of the comments made during their presentation:
 - The project will update an outdated 1980's office center with a transit, pedestrian, and environmentally friendly project;
 - The project will employ leading modern design and sustainability elements;
 - The project will provide a shuttle between the Metro Expo Sepulveda Light Rail Station and the project site, providing last mile connectivity;
 - The project will result in a 3:1 FAR which is consistent with the permitted FAR when the project was first approved;
 - All potentially significant impacts were mitigated in the EIR.
 - The project will provide public and private open spaces and will remove the existing unusable open space along Olympic Boulevard;
 - The project will improve and vitalize the site, providing modern updated office space;
 - The new and updated structures will be more energy efficient, compared to existing conditions;
 - The project will provide public parking during weekday evenings and weekends; and
 - The project will create a sense of place for the surrounding community and improve the landscape around the perimeter of the site;
5. Below is a summary of comments from speakers in support of the project:
 - The project will help alleviate parking issues in the community and the applicant has worked with the community;
 - The EIR is robust and mitigates all potentially significant environmental issues;
 - The existing building does not improve the community;
 - The project will improve the open space in the neighborhood, including a dog park; and
 - The proposed lighting (along Mississippi Avenue) will improve the safety in the community.
6. The representative from Council District 11 spoke generally in support of the project because it will include much needed open space, parking, and will be beneficial as it will be a building that is better connected to the neighborhood.

7. The applicant's team did not provide any final comments prior to the close of the hearing.
8. Communications Received.
 - Approximately 4 letters were received which are located in the case file.

Exhibit A

Trident Architectural and Landscape Plan Set

6/22/2016 09:47 AM \\gnsler-ar\project\Revise\Map\G1003\G1003.dwg - Tridient - CENTRAL - detached - jrsall - cambaron.ctb



PROJECT ADDRESS
TRIDENT CENTER
11355 + 11377 WEST OLYMPIC BLVD.
LOS ANGELES, CA 90064
LOT 1 & 2 OF 2

AREA CALCULATIONS	
TOTAL SITE AREA	156,130 SF*
EXISTING FLOOR AREA	342,078 SF*
NEW PROPOSED FLOOR AREA	1,120,000 SF*
TOTAL FLOOR AREA	462,078 SF*
FLOOR AREA RATIO	FL / SA 3 : 1

*NOTE: FLOOR AREA AS DEFINED IN THE L.A.M.C. 12.03
THE AREA IN SQUARE FEET CONFINED WITHIN THE EXTERIOR WALLS OF A BUILDING, BUT NOT INCLUDING THE AREA OF THE FOLLOWING: EXTERIOR WALLS, STAIRWAYS, ROOMS, HOUSES, BUILDING OPERATING EQUIPMENT OR MACHINERY, PARKING AREAS WITH ASSOCIATED DRIVEWAYS AND RAMP, SPACE DESIGNATED TO BI-CYCLE PARKING, SPACE FOR THE LOADING AND STORAGE OF HELICOPTERS, AND BASEMENT STORAGE AREAS.

OPEN SPACE CALCULATIONS

TOTAL OPEN SPACE 108,619 SF

*NOTE: OPEN SPACE CALCULATION REPRESENTS ALL OUTDOOR AREAS. THOSE AREAS INCLUDE COVERED AND UNCOVERED, ACCESSIBLE AND NON-ACCESSIBLE, PLANTED AND HARDSCAPED SPACES.

PARKING CALCULATIONS	
TOTAL PARKING AREA	451,309 SF

PARKING CALCULATIONS					
PROVIDED PARKING STALLS					
LEVEL	S/C	S/C TANDEM	ADA	MOTORCYCLE	TOTAL
P3	103	44			147
P2	46	160			206
P1	40	114	8	8	170
B1	59	342	17		418
B2	50	392			442
	225	1060	25	8	1383

REQUIRED PARKING STALLS PER ZONING CODE SECTION 12.21.44
(E)N) OFFICE: 450,078 SF 450,078 / 1000 = 450 STALLS
(E)N) RETAIL: 7,000 SF 7,000 / 250 = 28 STALLS
(N) RESTAURANT: 5,000 SF 5,000 / 100 = 50 STALLS
TOTAL 462,078 SF 978 STALLS
ADA REQUIRED: 1,000 STALLS AND OVER - 30 STALLS AND 1 FOR EACH 100 STALLS
PER CODE SECTION 12B-208, TABLE 12B-208.2

REQUIRED BICYCLE PARKING PER ZONING CODE SECTION 12.21.41.6	
OFFICE	450,078 SF
SHORT TERM	450,078 / 10,000
LONG TERM	450,078 / 5,000
RESTAURANT	5,000 SF
SHORT TERM	5,000 / 2,000
LONG TERM	5,000 / 1,000
RETAIL	7,000 SF
SHORT TERM	7,000 / 2,000
LONG TERM	7,000 / 1,000
TOTAL REQUIRED SHORT-TERM BICYCLE PARKING	52 SPACES
TOTAL REQUIRED LONG-TERM BICYCLE PARKING	97 SPACES

TOTAL PROVIDED PARKING STALLS	1383 STALLS
TOTAL REQUIRED PARKING STALLS	978 STALLS
SURPLUS PARKING STALLS	405 STALLS

ALTA SITE SURVEY 11/19/2016

COMMENTS:
BOUNDARIES — — — — — ESTABLISHED FROM CITY ENGINEER MONUMENTS.
EASEMENTS — — — — — NONE PER STEWART TITLE OF CALIFORNIA, INC. PRELIMINARY REPORT No. 01180-9992 DATED NOVEMBER 5, 2012.
FLOOD INFORMATION — — — — — ZONE "X" PER F.I.R.M. #06037C1590F DATED (9/26/2008).
UTILITIES — — — — — SHOWN PER BEST AVAILABLE PUBLIC RECORDS. NO LOCATION FOR UNDERGROUND POWER & TELEPHONE LINES SERVING THE SUBJECT PROPERTY.
ZONE — — — — — [Q]C2-1 (COMMERCIAL)
SETBACKS — — — — — NO FRONT, SIDE, OR REAR SETBACKS & NO HEIGHT RESTRICTIONS.

AREAS — — — — — LAND AREA = 156,130 SQ. FT.
BUILDING FOOTPRINT = 111,445 SQ. FT.

STREET WIDENINGS — — — — — THE CITY OF LOS ANGELES HAS NO PLANS FOR ANY STREET IMPROVEMENTS OR WIDENING ON ANY OF THE SURROUNDING STREETS AT THIS TIME PER MEDHAT ISKAROUS AT THE ENGINEERING DIVISION IN THE WEST LOS ANGELES CITY OFFICE.

NOTE — — — — — HATCHED AREAS LABELED "UNLIFTED SIDEWALK" ARE AREAS OF VERTICAL DISPLACEMENT OF THE SIDEWALK DUE TO TREE ROOTS.

LEGAL DESCRIPTION:
LOTS 1 AND 2 OF TRACT 24090, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 639 PAGES 49 AND 50 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

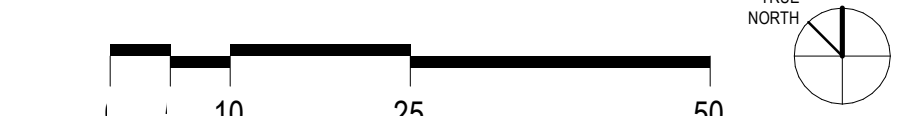
EXCEPT THEREFROM ALL OF THE MINERALS, HYDROCARBON SUBSTANCES AND MINERAL RIGHTS OF EVERY CLASS, CHARACTER AND KIND WHATSOEVER, PERTAINING TO OR LYING BELOW THE SURFACE OF SAID LAND, INCLUDING ALL OIL AND GAS RIGHTS TOGETHER WITH THE SOLE, EXCLUSIVE AND PERPETUAL RIGHTS TO EXPLORE FOR, REMOVE AND DISPOSE OF, ALL SAID MINERALS BY ANY MEANS OR METHODS, SUITABLE BUT WITHOUT ENTERING UPON OR USING THE SURFACE OF THE LAND, AND IN SUCH MANNER AS NOT TO DAMAGE THE SURFACE THEREOF, AS PROVIDED IN THE DEED TO WESTERN REPUBLIC COMPANY, LTD., A LIMITED PARTNERSHIP,

SHEET NOTE

1. NO CALIFORNIA INDIGENOUS NATIVE OAKS, SO. CAL. BLACK WALNUT, WESTERN SYCAMORE OR CA. BAY LAUREL EXIST ON SITE

LEGEND

(E) CONSTRUCTION TO BE DEMOLISHED
(E) CONSTRUCTION TO BE REMAINED
(N) CONSTRUCTION



LUMEN
WEST LA
11355 and 11377 W. Olympic BLVD
Los Angeles, CA 90064

McCarthy • Cook
RELATIONSHIP DRIVEN EXPERIENCE
McCarthy Cook
2301 Rosecrans Avenue
Suite 4170
El Segundo, CA 90245
Tel: 310.297.9100
Fax: 310.297.9300

NORTHWOOD
INVESTORS
NORTHWOOD INVESTORS
11355 W. Olympic Blvd
Suite 100
Los Angeles, CA 90064
Tel: 310.986.6800

Gensler
500 South Figueroa Street
Los Angeles, California 90071
United States
Tel: 213.327.3600
Fax: 213.327.3601

Date	Description
Sept. 12, 2018	

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
LUMEN CENTER

Project Number
05.8722.000

Description
PLOT PLAN (GROUND LEVEL)

Scale
1/16" = 1'-0"

G1.003

© 2015 Gensler

TRIDENT CENTER FLOOR AREA

EXISTING: 342,078 SF

NET GAIN: 120,000 SF

TOTAL: 462,078 SF

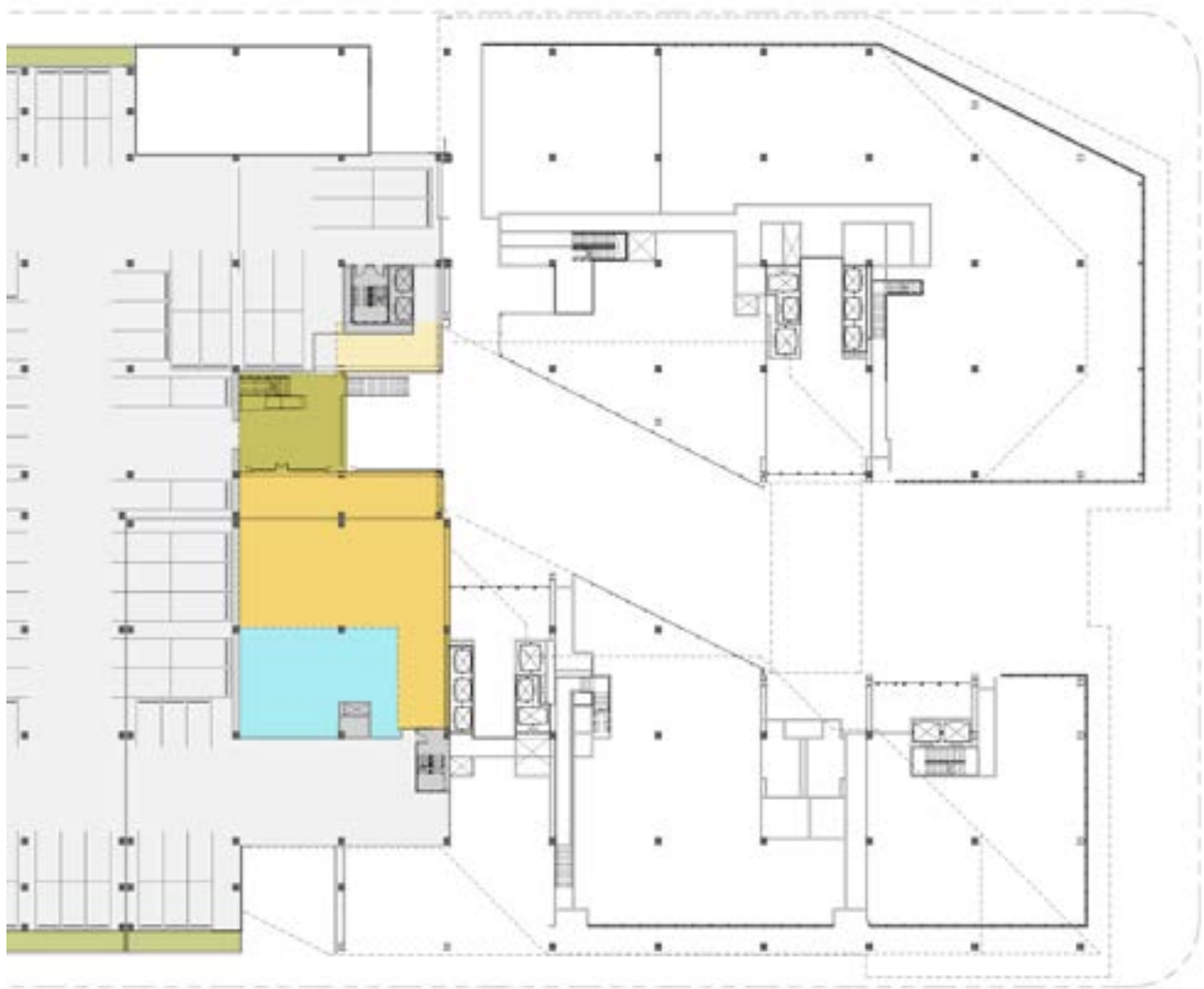
- (E) DEMOLISHED FLOOR AREA
- (E) FLOOR AREA
- NEW FLOOR AREA
- OPEN SPACE AREA
- DEDUCTIBLE AREA
- PARKING AREA
- COVERED AREA

- NOTES:
- Square footages reflected in this tabulation account for all existing floor areas per L.A.M.C. standards and the allowable net gain to not exceed 462,078 SF. Basement levels parking/storage areas and level 3/recreation areas are excluded from floor area calculations. Existing square footages are based on owner provided as- built drawings. New additional square footages are based on conceptual level plans and their breakdown are subject to change.
 - Covered areas that are not enclosed on at least 3 sides are not counted as floor area, and will be required to remain open for circulation.
 - Open Space calculation represents all outdoor areas. Those areas include uncovered and covered, accessible and nonaccessible, planted and hardscaped spaces.

	TOTAL FLOOR AREA	SF	SOUTH TOWER	SF	NORTH TOWER	SF	NET GAIN AREA	SF	OPEN SPACE AREA	SF
10 IB	14,338	SF	0	SF	0	SF	14,338	SF		SF
10	42,360	SF	16,119	SF	16,119	SF	10,122	SF	2,035	SF
9	44,388	SF	16,632	SF	16,632	SF	11,124	SF		SF
8	42,360	SF	17,143	SF	17,143	SF	8,074	SF	2,035	SF
7	44,388	SF	17,653	SF	17,143	SF	9,592	SF		SF
6	42,360	SF	18,166	SF	17,656	SF	6,538	SF	2,035	SF
5	44,388	SF	18,166	SF	17,897	SF	8,325	SF		SF
4	42,530	SF	19,188	SF	18,170	SF	5,172	SF	11,150	SF
3	57,745	SF	20,660	SF	19,024	SF	18,061	SF	43,820	SF
2/P3	49,602	SF	12,852	SF	18,341	SF	18,409	SF	7,155	SF
P2	5,018	SF	0	SF	0	SF	5,018	SF	4,837	SF
1/P1	32,601	SF	12,943	SF	14,431	SF	5,227	SF	35,552	SF
	462,078	SF	169,522	SF	172,556	SF	120,000	SF	108,619	SF



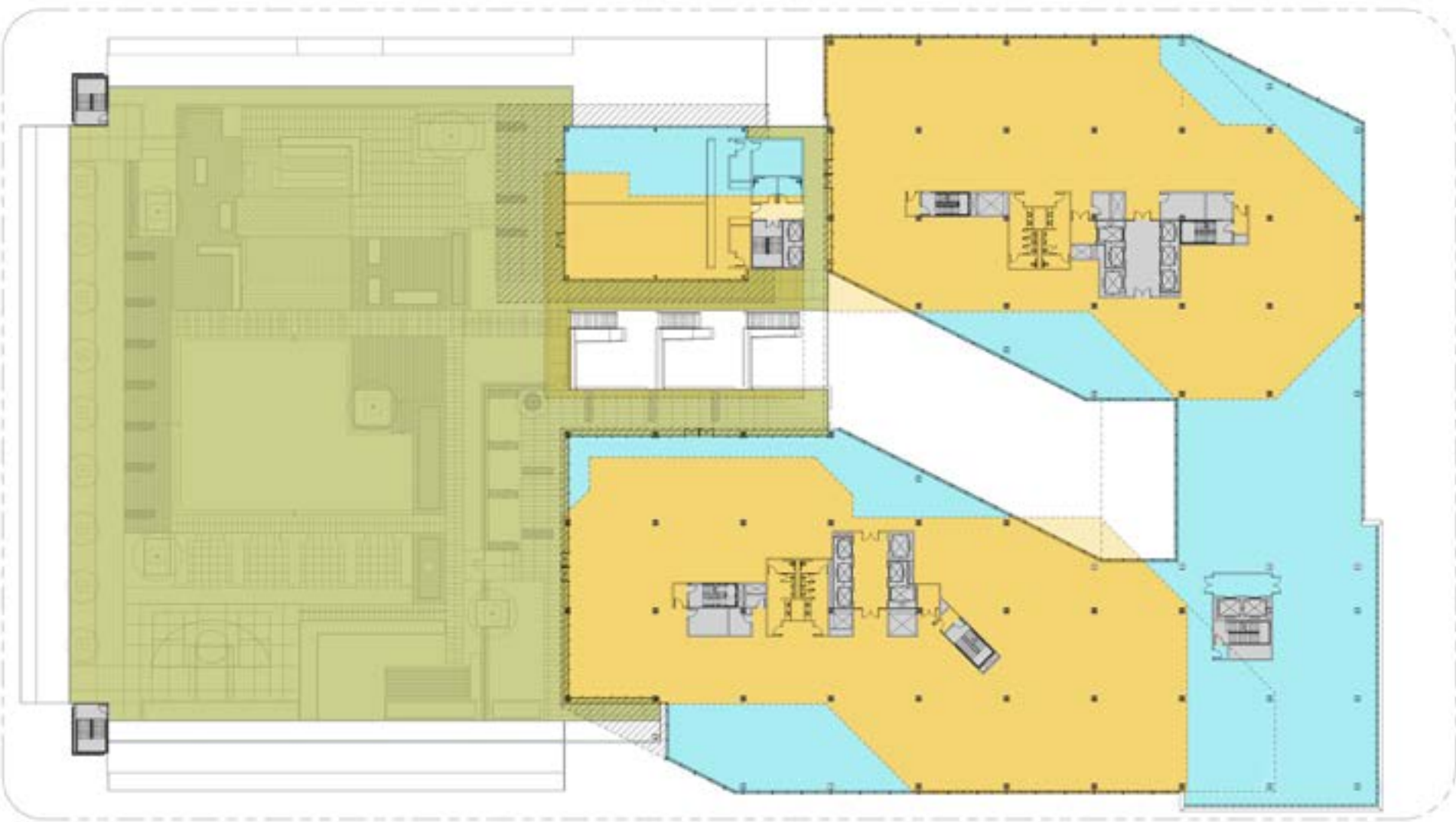
LEVEL 1/P1



LEVEL P2



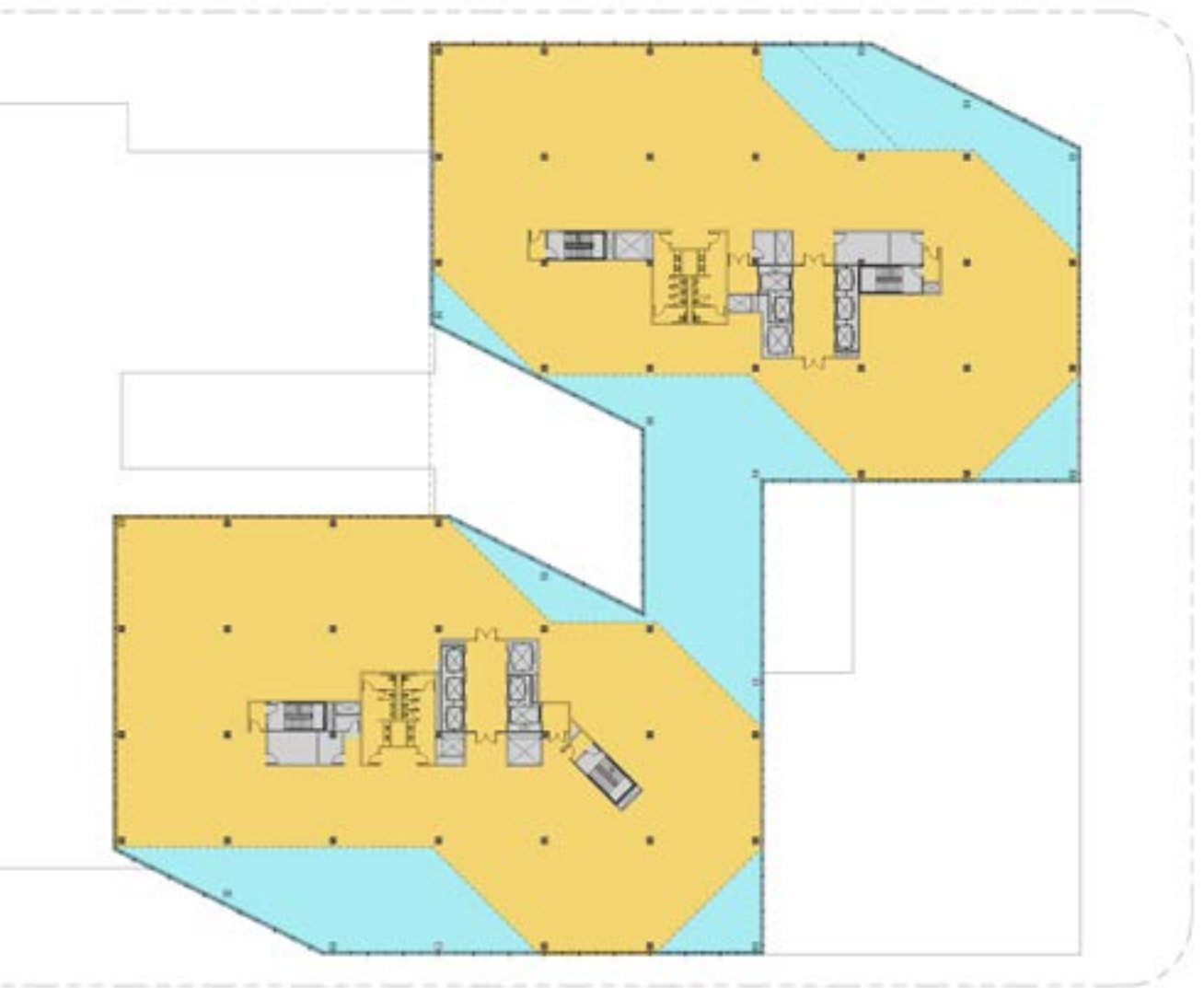
LEVEL 2/P3



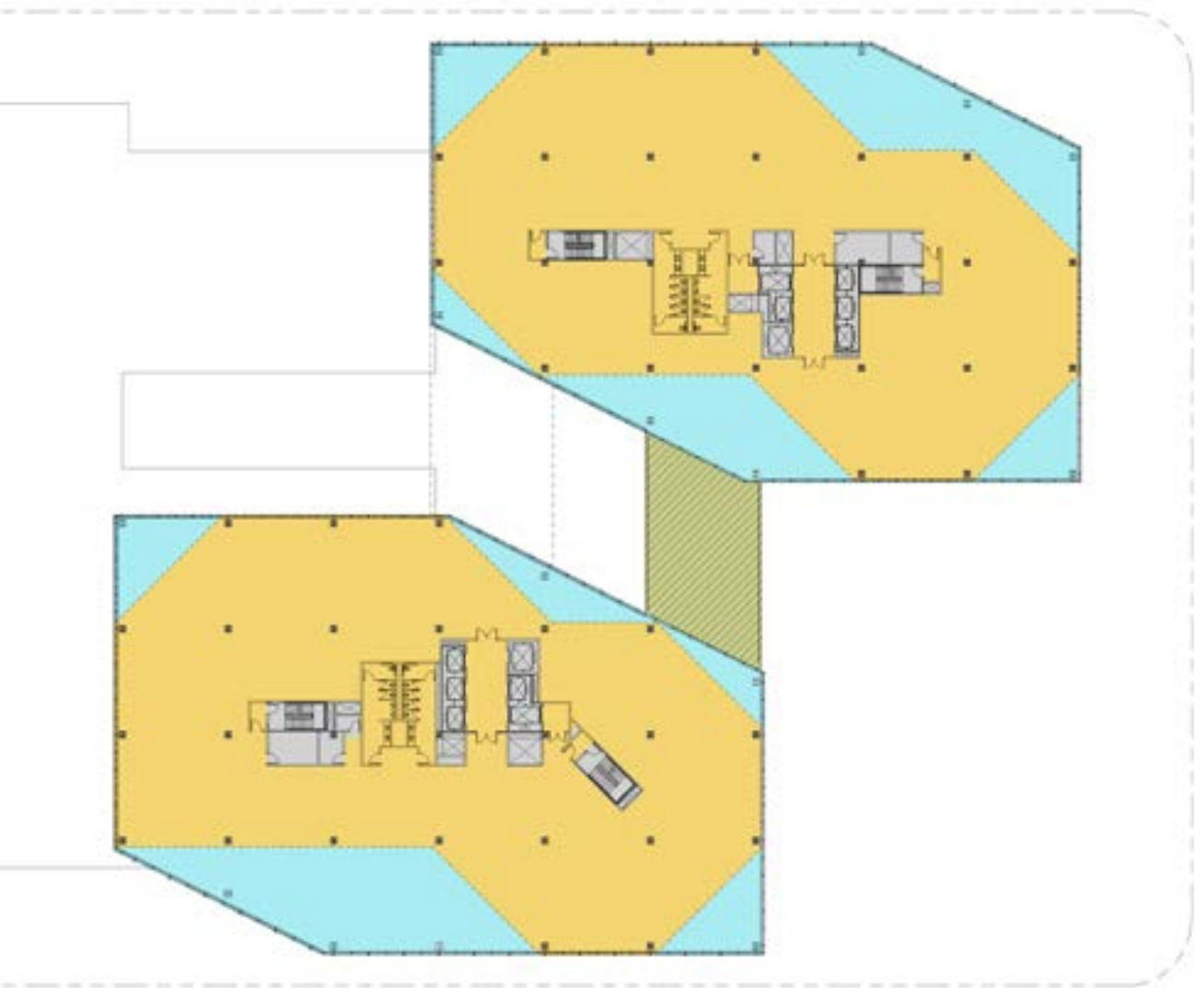
LEVEL 3



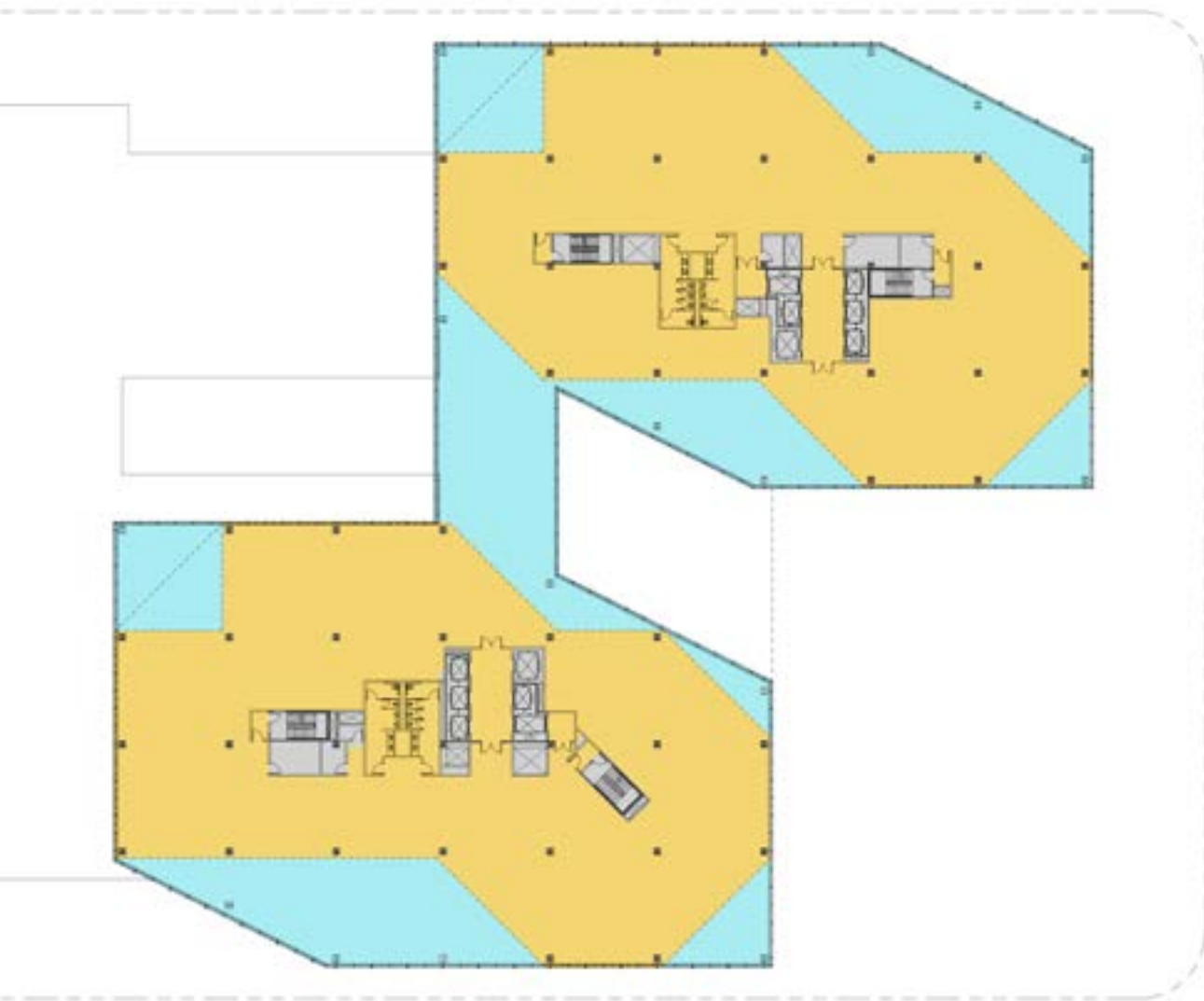
LEVEL 4



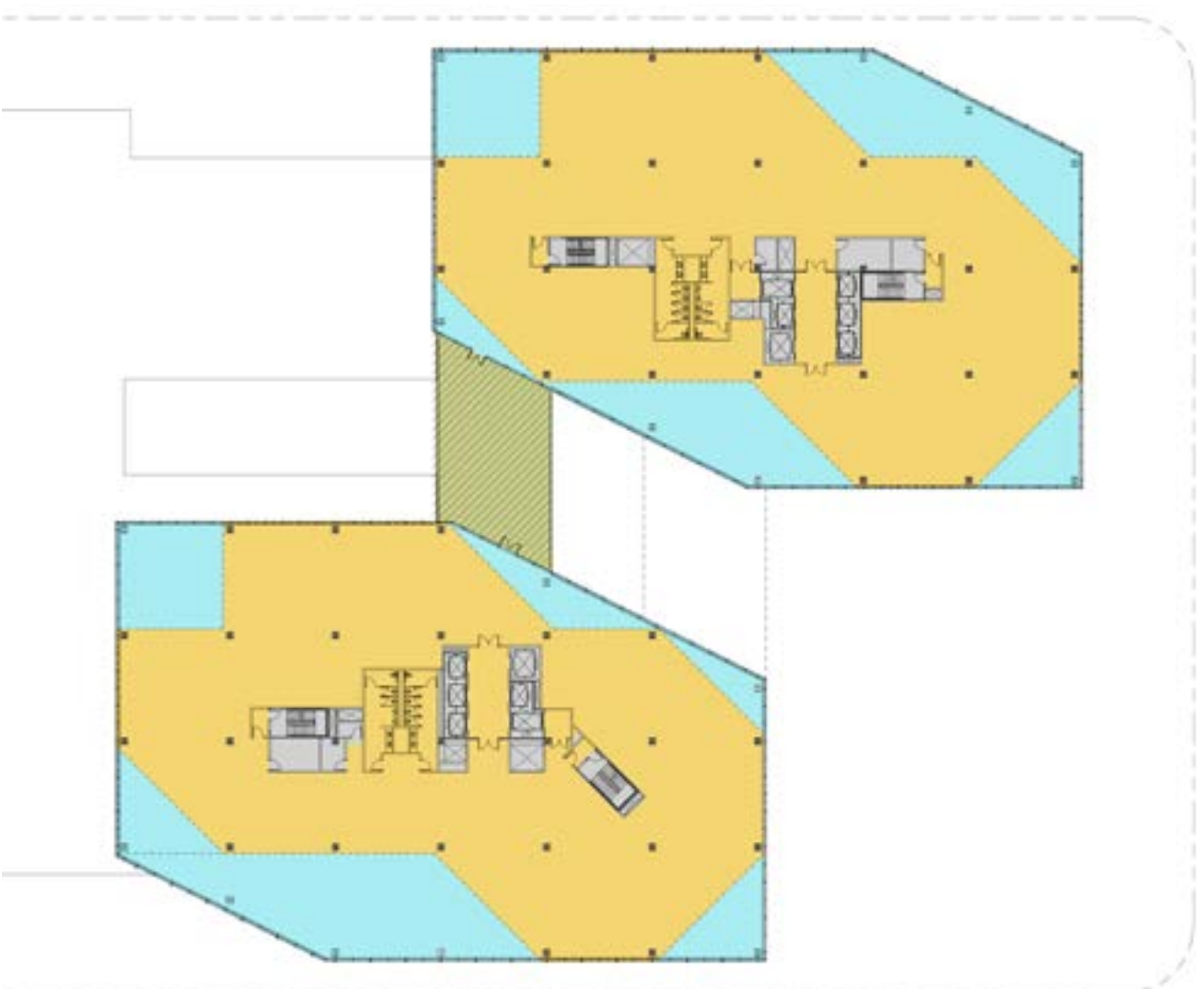
LEVEL 5



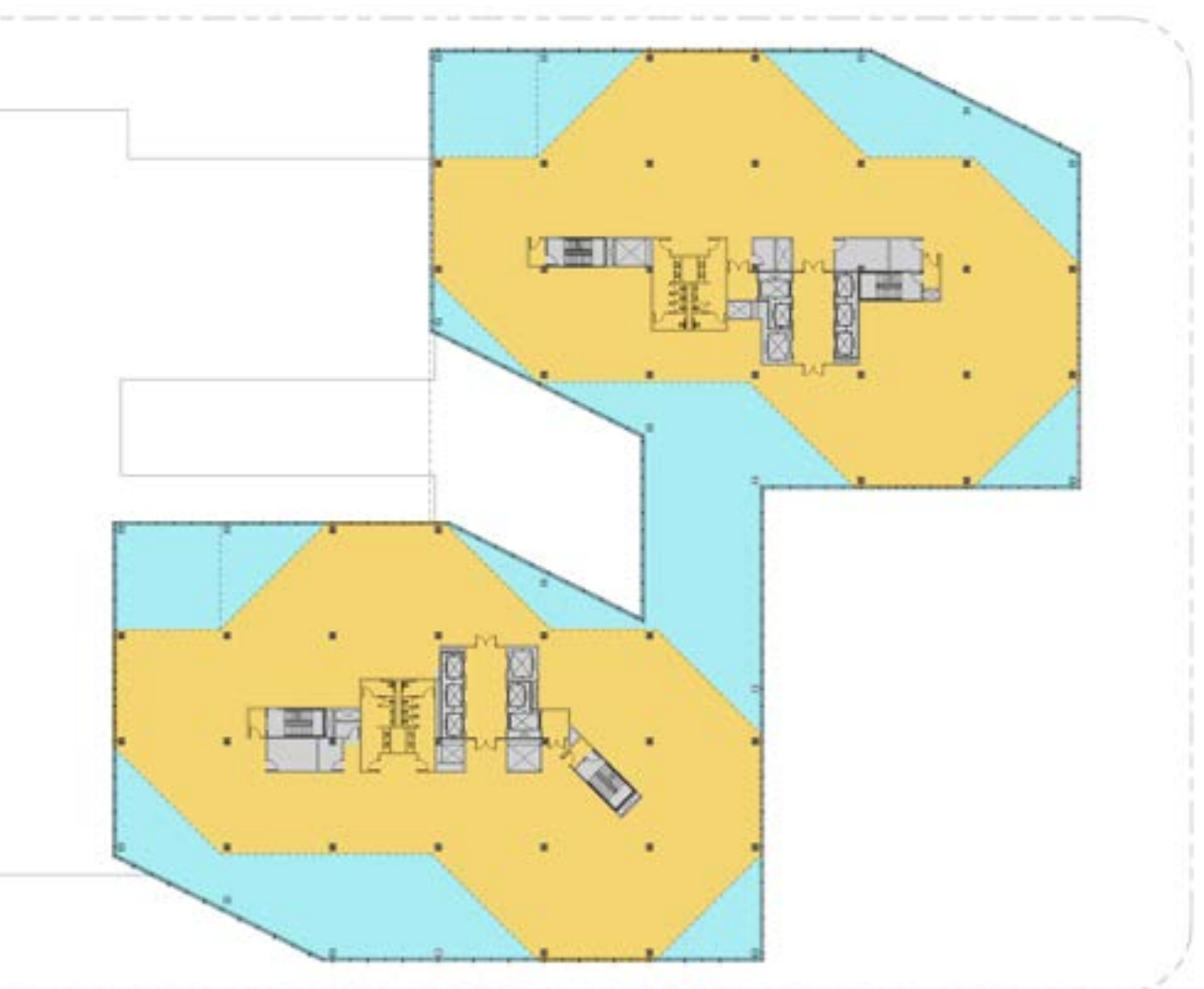
LEVEL 6



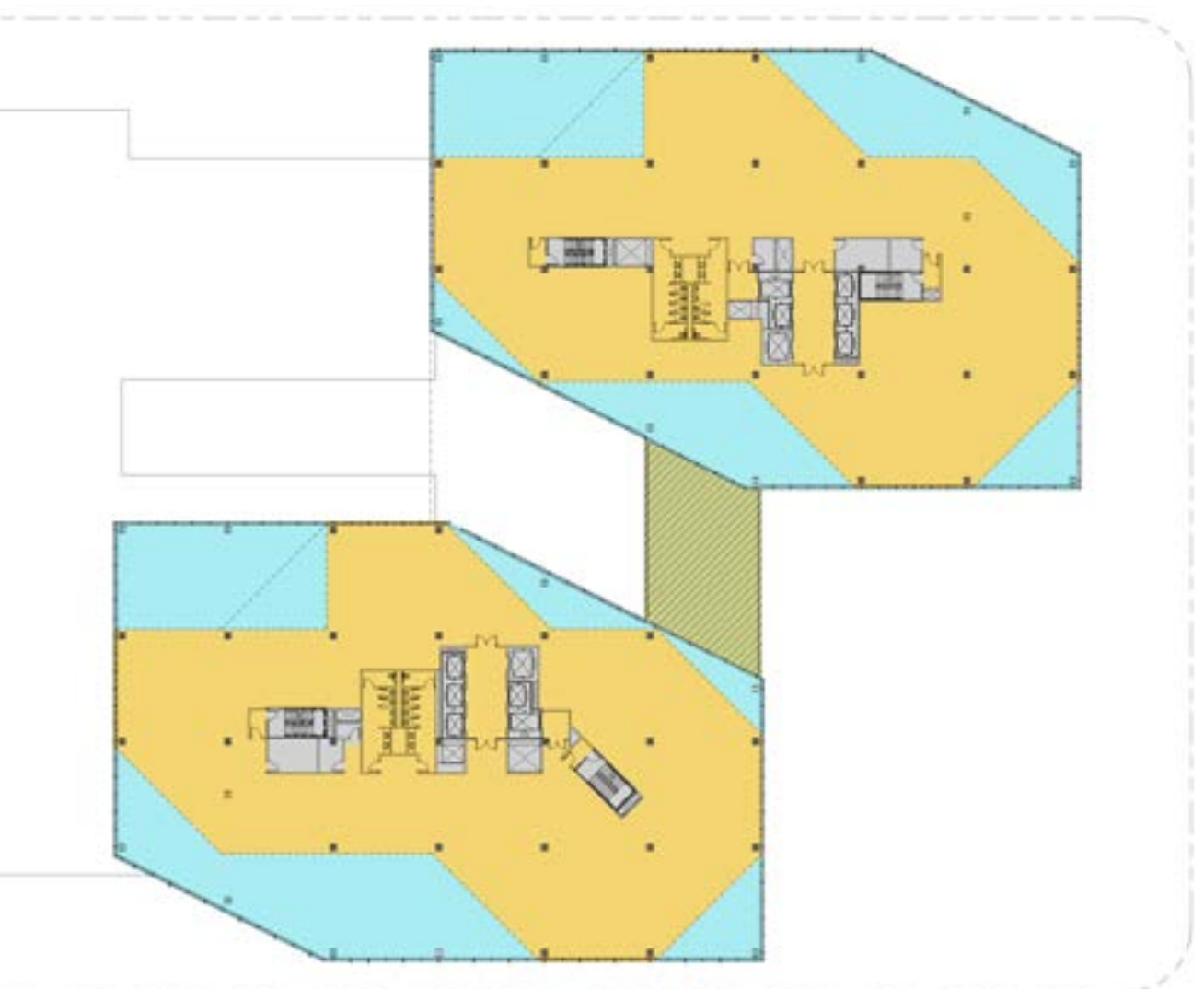
LEVEL 7



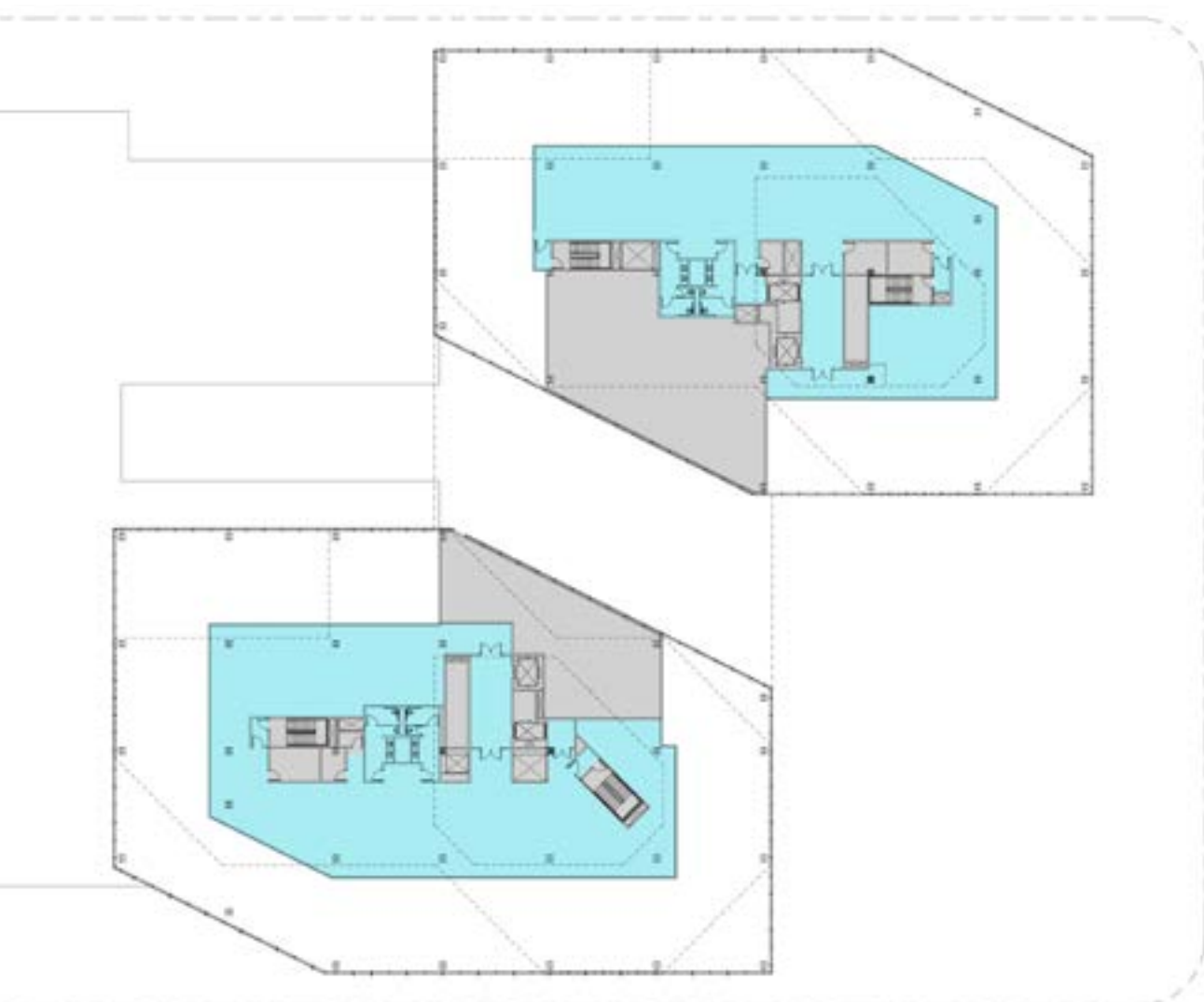
LEVEL 8



LEVEL 9



LEVEL 10



10TH INT.BALC. FLOOR



LUMEN
WEST LA

11355 and 11377 W. Olympic BLVD
Los Angeles, CA 90064

McCarthy • Cook

RELATIONSHIP DRIVEN EXPERIENCE

McCarthy Cook
2301 Rosecrans Avenue
Suite 4170
El Segundo, CA 90245
Tel: 310.297.9100
Fax: 310.297.9300

NORTHWOOD INVESTORS

NORTHWOOD INVESTORS
11355 W. Olympic Blvd
Suite 100
Los Angeles, CA 90064
Tel: 310.986.6800

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States

Tel: 213.327.3600
Fax: 213.327.3601

△	Date	Description
	Sept. 12, 2018	

Seal / Signature

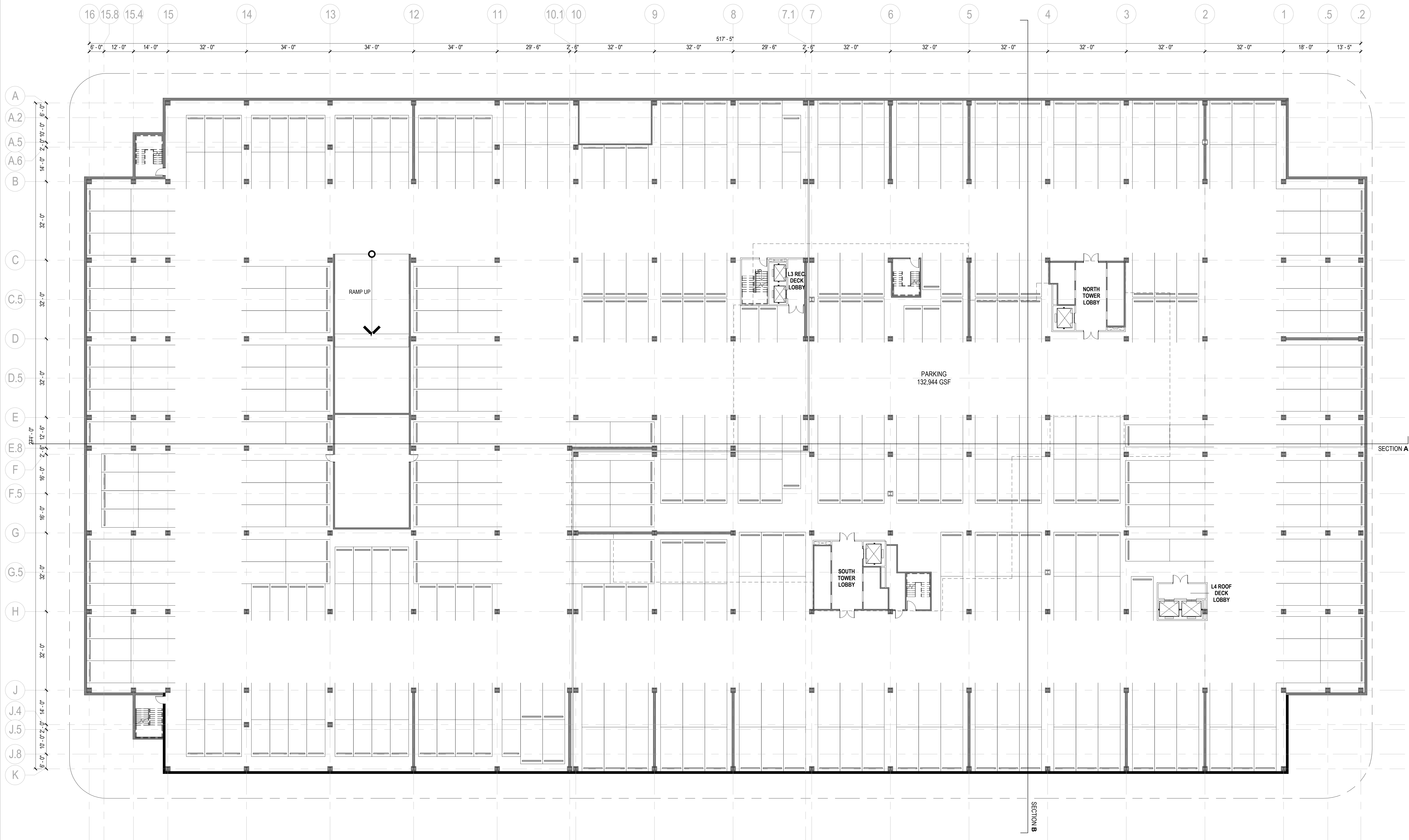
NOT FOR
CONSTRUCTION

Project Name	LUMEN CENTER
Project Number	05.8722.000
Description	FLOOR PLAN AREA SUMMARY

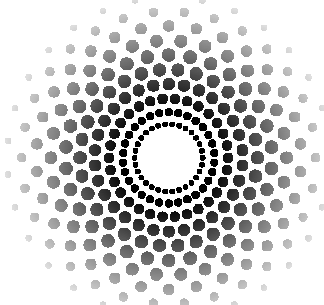
Scale

A1.100

\\gnsler-ar\project\Revit\user\lumen\05.8722.000 - Title - CENTRAL - detached - final - cameron.rvt
6/4/2016 5:02:22 PM



NOTE:
1. SEE SHEET A1.100 FOR ADDITIONAL FLOOR AREA INFO.



LUMEN
WEST LA

11355 and 11377 W. Olympic BLVD
Los Angeles, CA 90064

McCarthy • Cook

RELATIONSHIP DRIVEN EXPERIENCE

McCarthy Cook
2301 Rosecrans Avenue
Suite 4170
El Segundo, CA 90245
Tel: 310.297.9100
Fax: 310.297.9300

NORTHWOOD
INVESTORS

NORTHWOOD INVESTORS
11355 W. Olympic Blvd
Suite 100
Los Angeles, CA 90064
Tel: 310.986.6800

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States
Tel: 213.327.3600
Fax: 213.327.3601

△	Date	Description
	Sept. 12, 2018	

SECTION A

Seal / Signature

**NOT FOR
CONSTRUCTION**

Project Name
LUMEN CENTER

Project Number
05.8722.000

Description
**SUBTERRANEAN PARKING LEVEL B2
(BASEMENT PARKING LEVEL 2)**

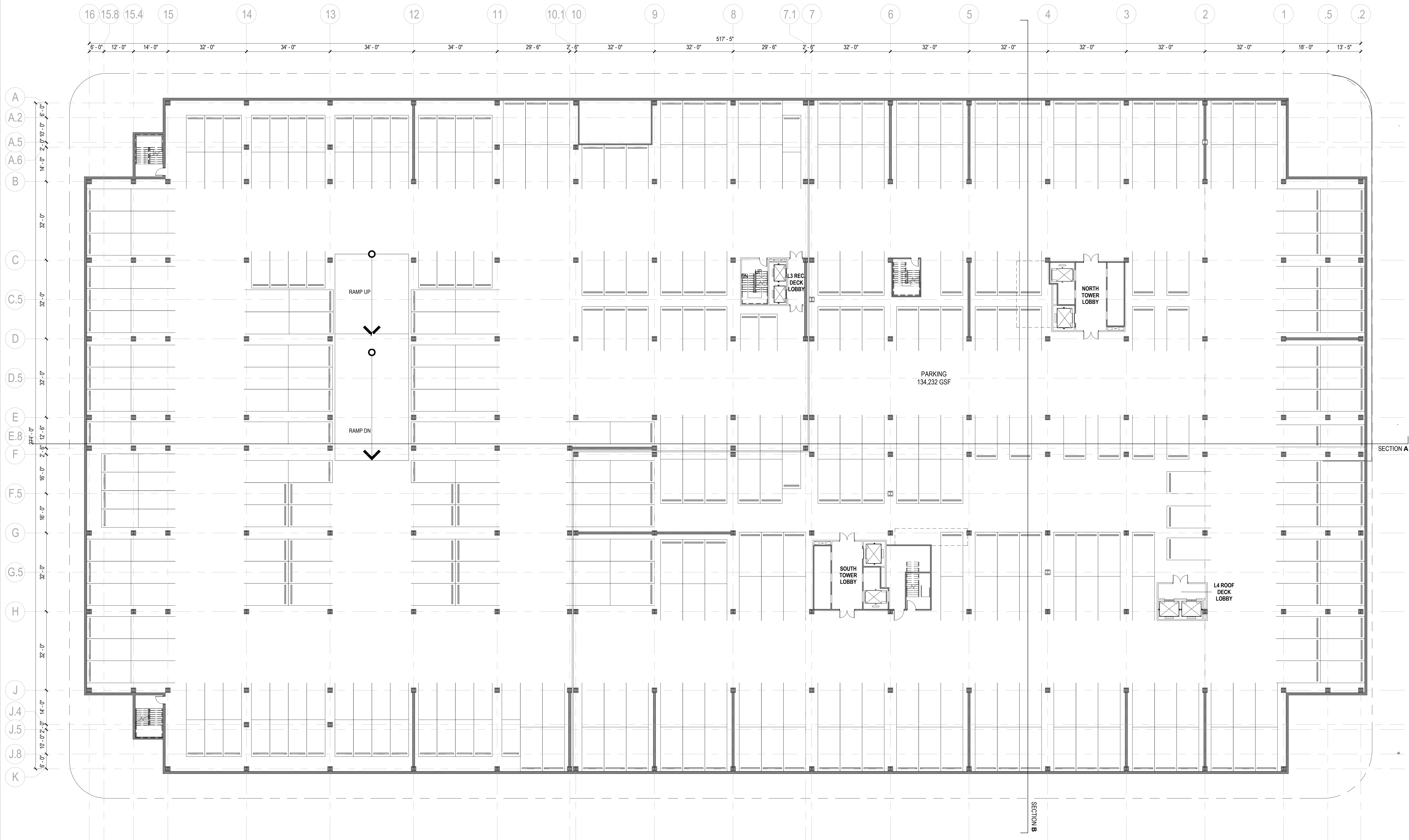
Scale
1/16" = 1'-0"

A1.1B2

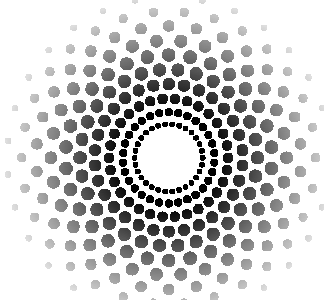
© 2015 Gensler

\\gnsler\ad\project\Revit\userModels\235405.8722.000_TriNet_CENTRAL_detached_rss\llb_cambreno.rvt
6/4/2015 5:01:34 PM

NOTE:
1. SEE SHEET A1.100 FOR ADDITIONAL FLOOR AREA INFO.



1 SUBTERRANEAN GARAGE LEVEL B1 (BASEMENT PARKING LEVEL 1)
SCALE: 1/16" = 1'-0"



LUMEN
WEST LA

11355 and 11377 W. Olympic BLVD
Los Angeles, CA 90064

McCARTHY • COOK
RELATIONSHIP DRIVEN EXPERIENCE

McCARTHY COOK
2301 Rosecrans Avenue
Suite 4170
El Segundo, CA 90245
Tel: 310.297.9100
Fax: 310.297.9300

NORTHWOOD
INVESTORS

NORTHWOOD INVESTORS
11355 W. Olympic Blvd
Suite 100
Los Angeles, CA 90064
Tel: 310.986.6800

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States
Tel: 213.327.3600
Fax: 213.327.3601

△ Date	Description
Sept. 12, 2018	

Seal / Signature

**NOT FOR
CONSTRUCTION**

Project Name
LUMEN CENTER

Project Number
05.8722.000

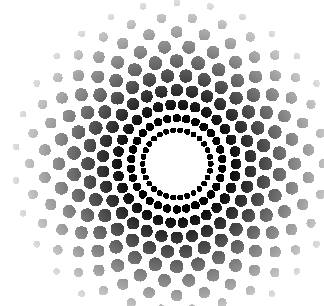
Description
**SUBTERRANEAN PARKING LEVEL B1
(BASEMENT PARKING LEVEL 1)**

Scale
1/16" = 1'-0"

A1.1B1

© 2015 Gensler

NOTE:
1. SEE SHEET A1.100 FOR ADDITIONAL FLOOR AREA INFO.



LUMEN
WEST LA

11355 and 11377 W. Olympic Blvd
Los Angeles, CA 90064

McCarthy • Cook
RELATIONSHIP DRIVEN EXPERIENCE

McCarthy Cook
2301 Rosecrans Avenue
Suite 4170
El Segundo, CA 90245
Tel: 310.297.9100
Fax: 310.297.9300

NORTHWOOD
INVESTORS

NORTHWOOD INVESTORS
11355 W. Olympic Blvd
Suite 100
Los Angeles, CA 90064
Tel: 310.986.6800

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States
Tel: 213.327.3600
Fax: 213.327.3601

△ Date	Description
Sept. 12, 2018	

Seal / Signature

**NOT FOR
CONSTRUCTION**

Project Name
LUMEN CENTER

Project Number
05.8722.000

Description
**FIRST FLOOR PLAN & PLAZA PLAN -
PARKING LEVEL P1**

Scale
1/16" = 1'-0"

A1.101.1

© 2015 Gensler

CORINTH AVE.

PURDUE AVE.

16 15.8 15.4 15 14 13 12 11 10.1 10 9 8 7.1 7 6 5 4 3 2 1 .5 .2

A
A.2
A.5
A.6
B
C
C.5
D
D.5
E
E.8
F
F.5
G
G.5
H
J
J.4
J.5
J.8
K

MISSISSIPPI AVE.

W OLYMPIC BLVD.

PARKING
68,589 SF

PARK
1,155 SF

DOG PARK
1,853 SF

SHORT-TERM
BICYCLE

GAS METER
ROOM

GAS DCU
ROOM

FIRE PUMP
ROOM

DOMESTIC
PUMP ROOM

MEP

TRANSFORMER

ELECT
ROOM

BOH / MECH

B.O.H.

OFFICE
4,615 SF

RETAIL / RESTAURANT
11,885 SF

LOBBY
1,463 GSF

OFFICE
2,527 SF

LOBBY
850 SF

OFFICE
6,839 SF

LOBBY
369 GSF

RETAIL / RESTAURANT
4,053 SF

DECK
3,365 SF





McCARTHY • COOK
RELATIONSHIP DRIVEN EXPERIENCE

NORTHWOOD
INVESTORS

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States

△ Date	Description
Sept. 12, 2018	

Seal / Signature

**NOT FOR
CONSTRUCTION**

Project Name

LUMEN CENTER

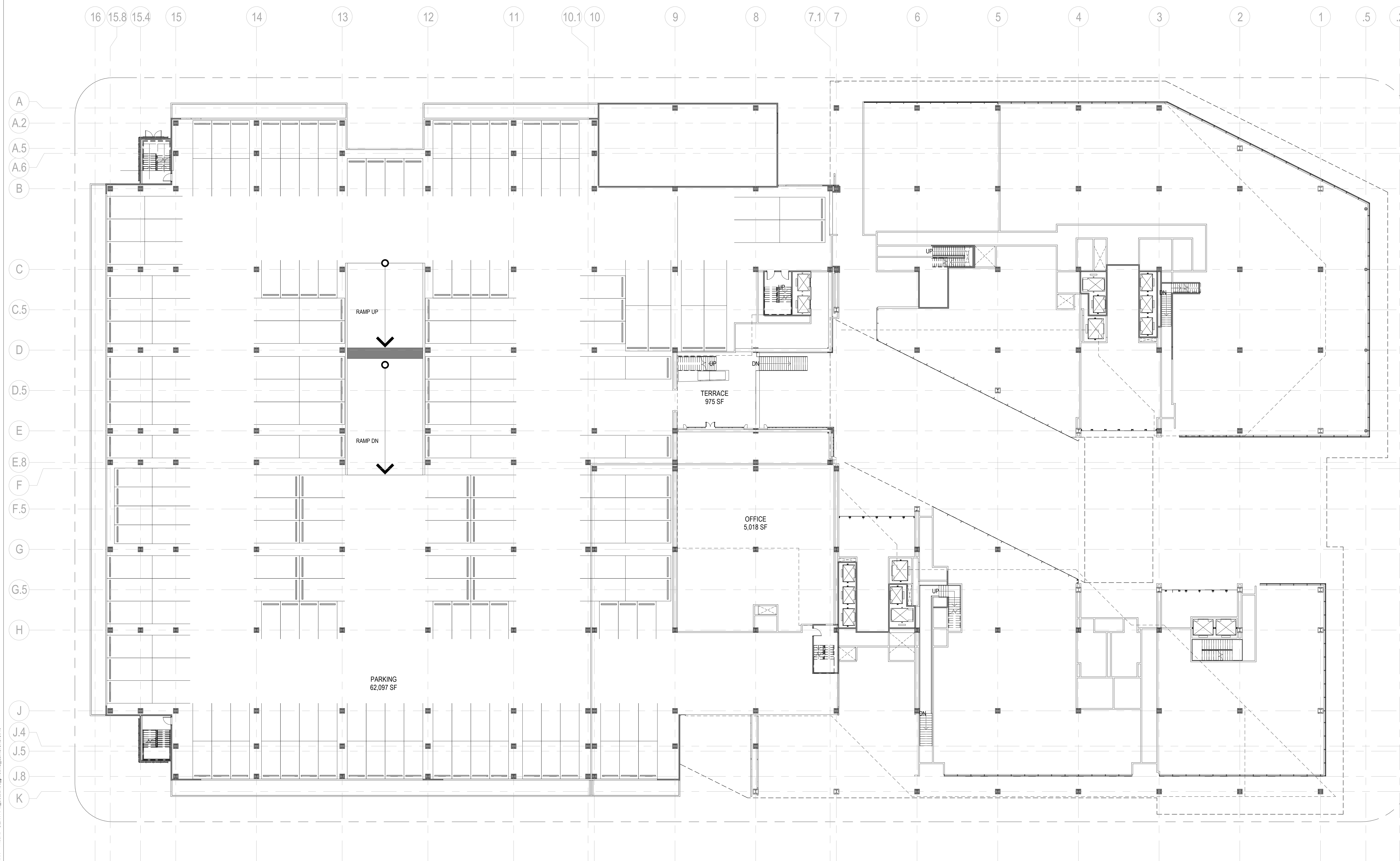
Project Number	05.8722.000
----------------	-------------

Description	PARKING LEVEL P2
-------------	------------------

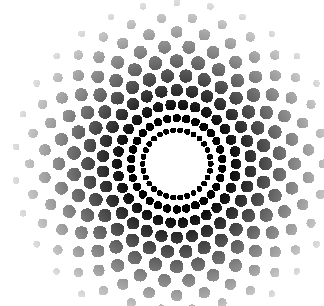
Scale
1/16" = 1'-0"

A1.101.2

© 2015 Gensler



NOTE:
1. SEE SHEET A1.100 FOR ADDITIONAL FLOOR AREA INFO.



LUMEN
WEST LA

11355 and 11377 W. Olympic BLVD
Los Angeles, CA 90064

McCarthy • Cook

RELATIONSHIP DRIVEN EXPERIENCE

McCarthy Cook
2301 Rosecrans Avenue
Suite 4170
El Segundo, CA 90245
Tel: 310.297.9100
Fax: 310.297.9300

NORTHWOOD
INVESTORS

NORTHWOOD INVESTORS
11355 W. Olympic Blvd
Suite 100
Los Angeles, CA 90064
Tel: 310.986.6800

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States
Tel: 213.327.3600
Fax: 213.327.3601

Date	Description
Sept. 12, 2018	

Seal / Signature

NOT FOR
CONSTRUCTION

Project Name
LUMEN CENTER

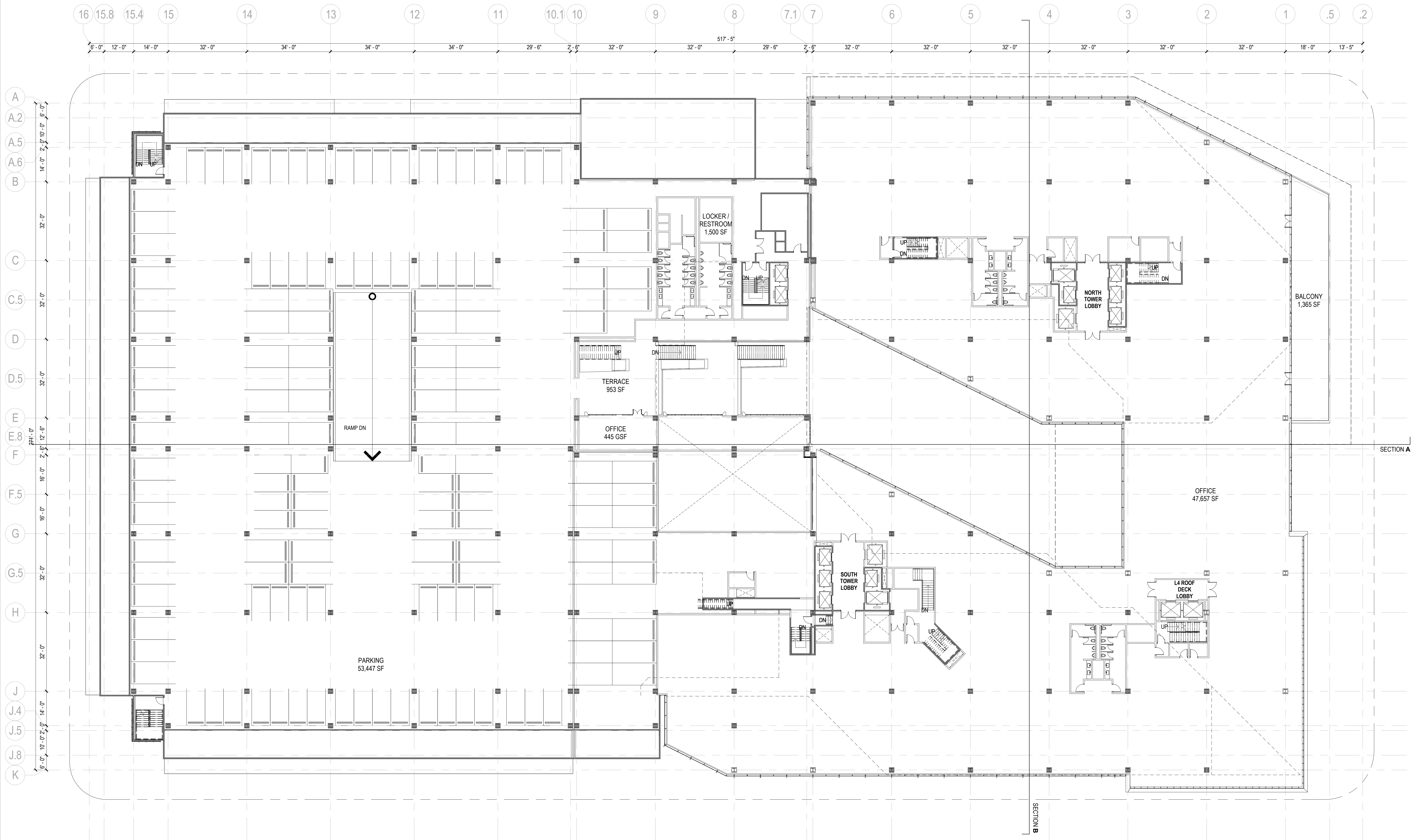
Project Number
05.8722.000

Description
SECOND FLOOR PLAN - PARKING
LEVEL P3

Scale
1/16" = 1'-0"

A1.102.

© 2015 Gensler



11355 and 11377 W. Olympic BLVD
Los Angeles, CA 90064

RELATIONSHIP DRIVEN EXPERIENCE

NORTHWOOD
INVESTORS 

Gensler

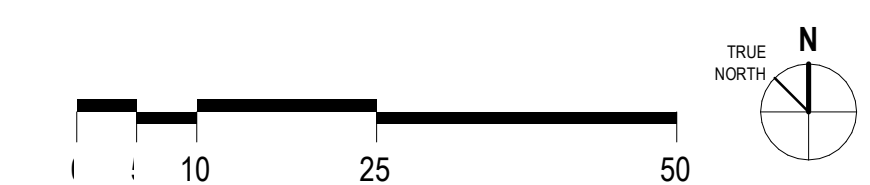
△ Date	Description
Sept. 12, 2018	

**NOT FOR
CONSTRUCTION**

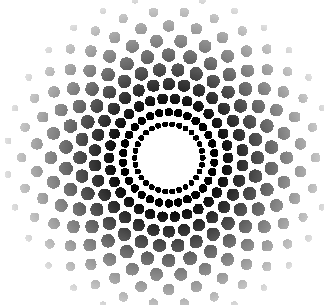
Description
THIRD FLOOR PLAN & AMENITY DECK

A1.103.

© 2015 Gensler



NOTE:
1. SEE SHEET A1.100 FOR ADDITIONAL FLOOR AREA INFO.



LUMEN
WEST LA

11355 and 11377 W. Olympic BLVD
Los Angeles, CA 90064

McCarthy • Cook
RELATIONSHIP DRIVEN EXPERIENCE

McCarthy Cook
2301 Rosecrans Avenue
Suite 4170
El Segundo, CA 90245
Tel: 310.297.9100
Fax: 310.297.9300

NORTHWOOD
INVESTORS

NORTHWOOD INVESTORS
11355 W. Olympic Blvd
Suite 100
Los Angeles, CA 90064
Tel: 310.986.6800

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States
Tel: 213.327.3600
Fax: 213.327.3601

△ Date	Description
Sept. 12, 2018	

Seal / Signature

NOT FOR
CONSTRUCTION

Project Name
LUMEN CENTER

Project Number
05.8722.000

Description
FOURTH FLOOR PLAN & ROOF PLAN
DECK

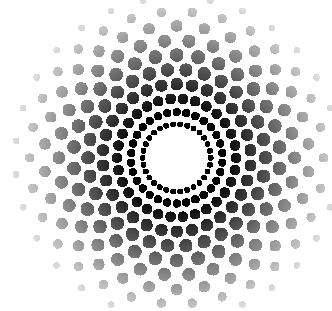
Scale
1/16" = 1'-0"

A1.104.

© 2015 Gensler

6/2/2018 5:56:57 AM \\gensler-ar\project\Revit\user\lumen\2354905.8722.000_Titled_CENTRAL_detached_rss\lumen\lumen.rvt

NOTE:
1. SEE SHEET A1.100 FOR ADDITIONAL FLOOR AREA INFO.



LUMEN
WEST LA

11355 and 11377 W. Olympic BLVD
Los Angeles, CA 90064

McCARTHY • COOK
RELATIONSHIP DRIVEN EXPERIENCE

McCARTHY COOK
2301 Rosecrans Avenue
Suite 4170
El Segundo, CA 90245
Tel: 310.297.9100
Fax: 310.297.9300

NORTHWOOD
INVESTORS

NORTHWOOD INVESTORS
11355 W. Olympic Blvd
Suite 100
Los Angeles, CA 90064
Tel: 310.986.6800

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States
Tel: 213.327.3600
Fax: 213.327.3601

△ Date	Description
Sept. 12, 2018	

Seal / Signature

NOT FOR
CONSTRUCTION

Project Name
LUMEN CENTER

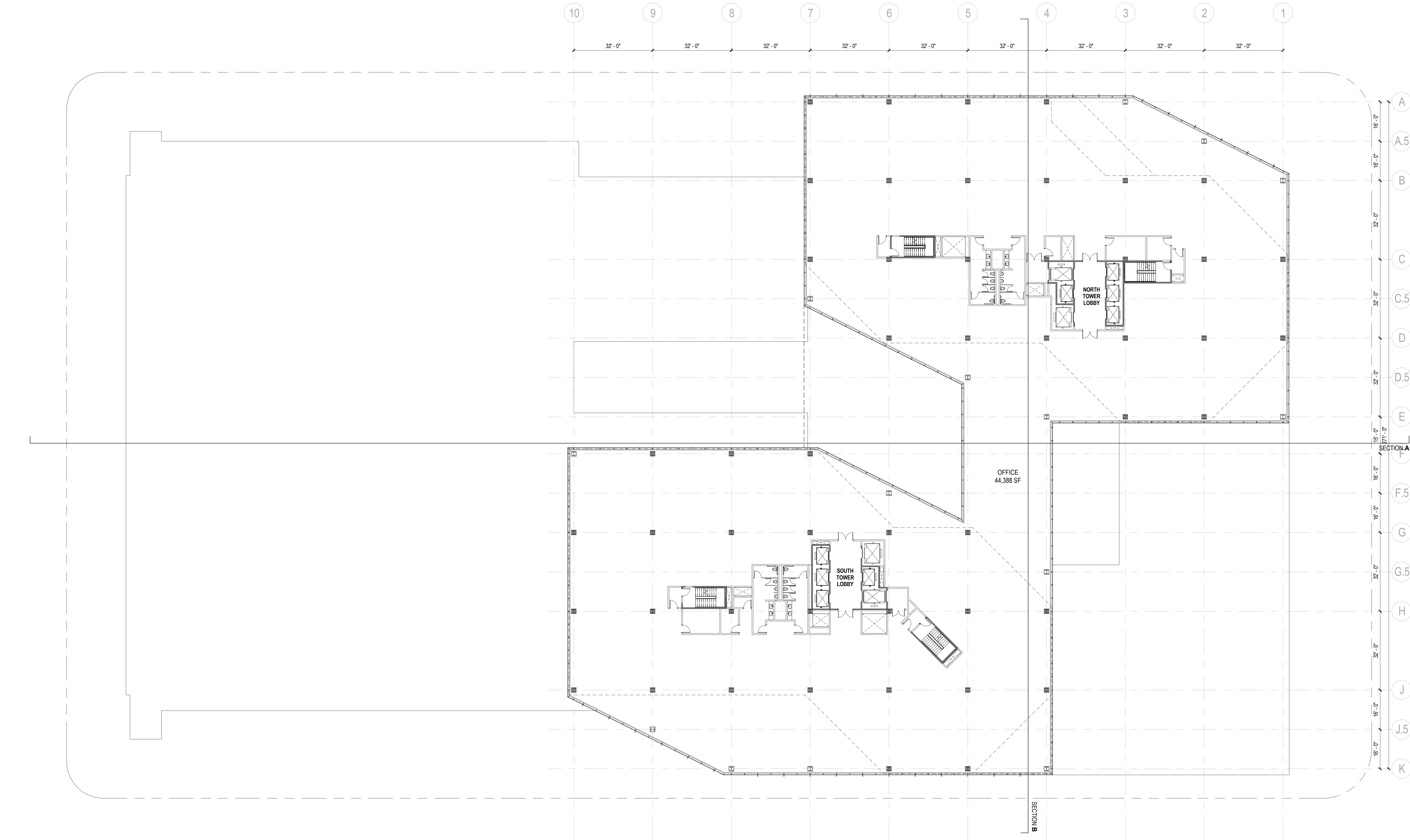
Project Number
05.8722.000

Description
FIFTH FLOOR PLAN

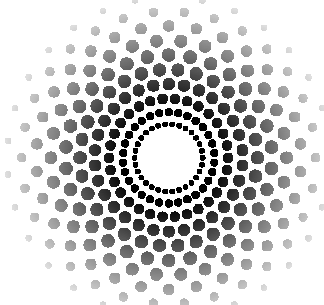
Scale
1/16" = 1'-0"

A1.105.

© 2015 Gensler



NOTE:
1. SEE SHEET A1.100 FOR ADDITIONAL FLOOR AREA INFO.



LUMEN
WEST LA

11355 and 11377 W. Olympic BLVD
Los Angeles, CA 90064

McCarthy • Cook

RELATIONSHIP DRIVEN EXPERIENCE

McCarthy Cook
2301 Rosecrans Avenue
Suite 4170
El Segundo, CA 90245
Tel: 310.297.9100
Fax: 310.297.9300

NORTHWOOD
INVESTORS

NORTHWOOD INVESTORS
11355 W. Olympic Blvd
Suite 100
Los Angeles, CA 90064
Tel: 310.986.6800

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States
Tel: 213.327.3600
Fax: 213.327.3601

Date	Description
Sept. 12, 2018	

Seal / Signature

NOT FOR
CONSTRUCTION

Project Name
LUMEN CENTER

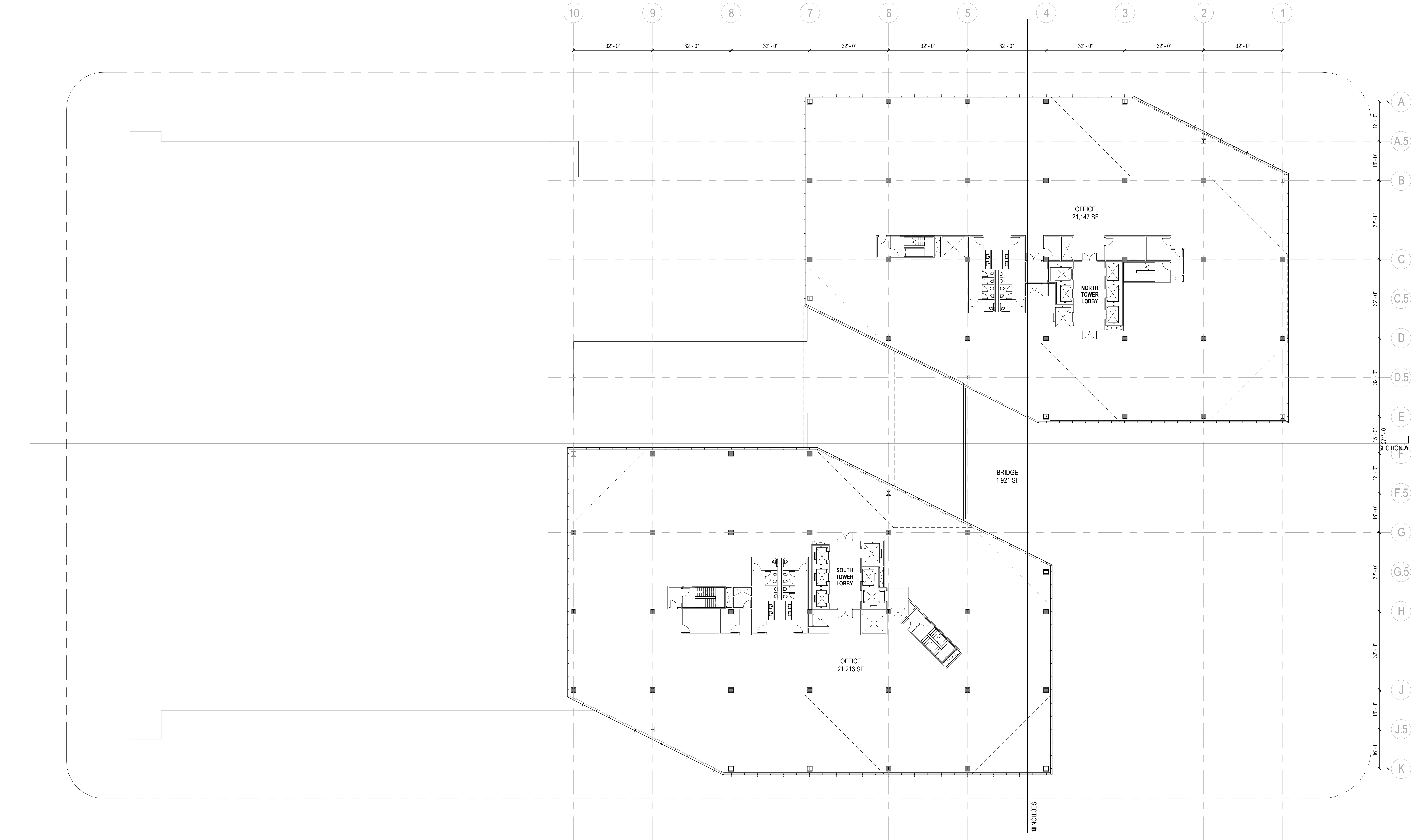
Project Number
05.8722.000

Description
SIXTH FLOOR PLAN

Scale
1/16" = 1'-0"

A1.106.

© 2015 Gensler



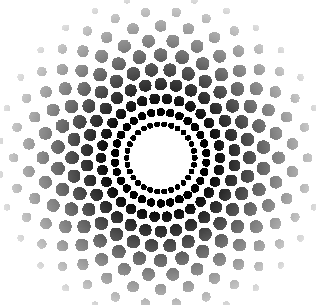
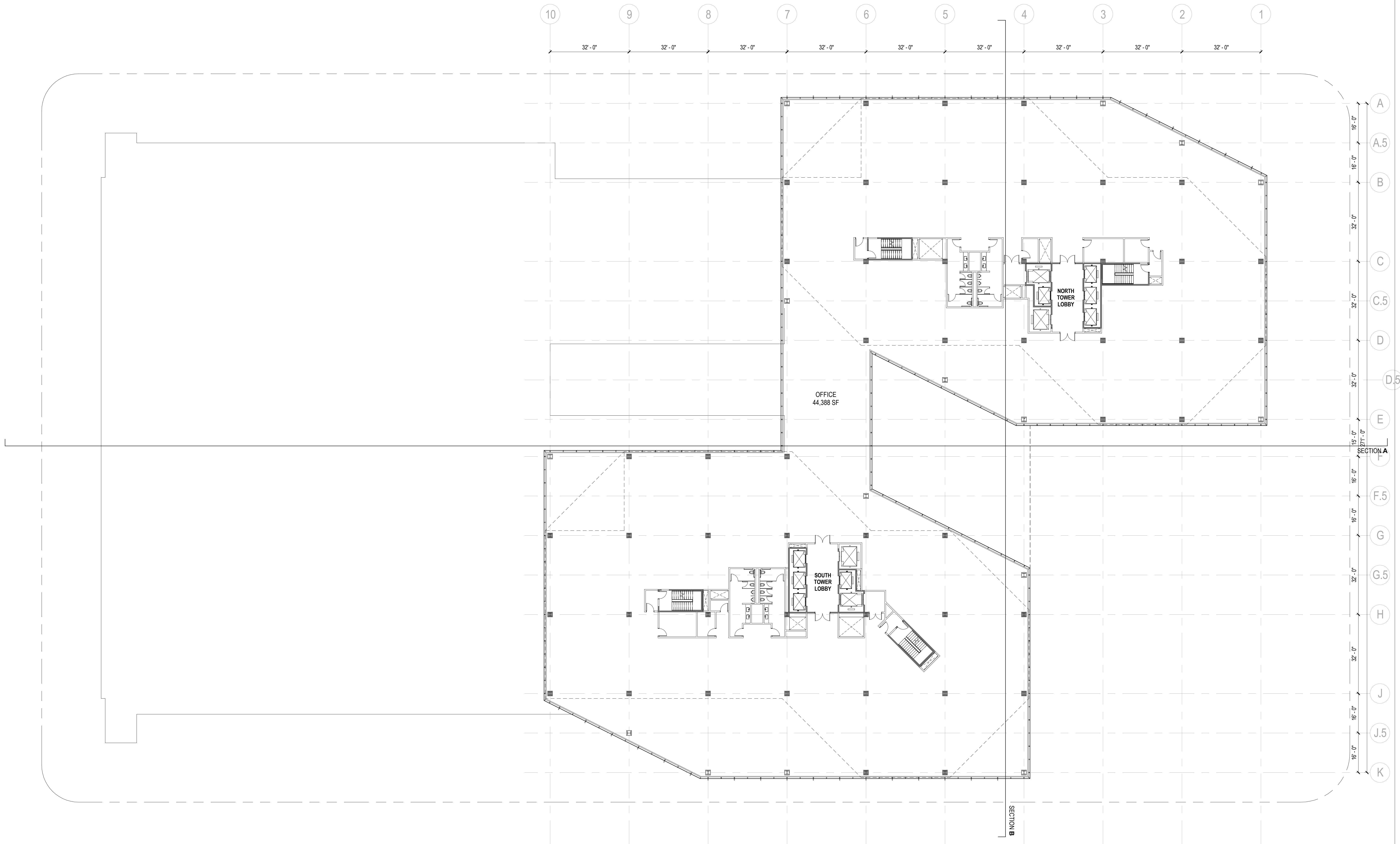
6/2/2018 5:52:24 AM \\gensler-ar\project\Revit\user\mike\235493\05.8722.000_TriNet_CENTRAL_detached_rss\title_south.txd

1

SEVENTH FLOOR PLAN

SCALE: 1/16" = 1'-0"

NOTE:
1. SEE SHEET A1.100 FOR ADDITIONAL FLOOR AREA INFO.



LUMEN
WEST LA

11355 and 11377 W. Olympic BLVD
Los Angeles, CA 90064

McCarthy • Cook
RELATIONSHIP DRIVEN EXPERIENCE

McCarthy Cook
2301 Rosecrans Avenue
Suite 4170
El Segundo, CA 90245
Tel: 310.297.9100
Fax: 310.297.9300

NORTHWOOD
INVESTORS

NORTHWOOD INVESTORS
11355 W. Olympic Blvd
Suite 100
Los Angeles, CA 90064
Tel: 310.986.6800

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States
Tel: 213.327.3600
Fax: 213.327.3601

Date	Description
Sept. 12, 2018	

NOT FOR
CONSTRUCTION

Project Name
LUMEN CENTER

Project Number
05.8722.000

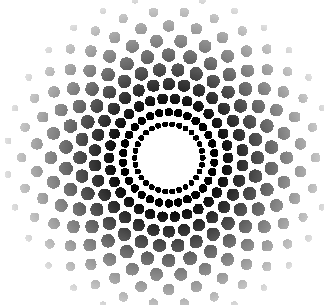
Description
SEVENTH FLOOR PLAN

Scale
1/16" = 1'-0"

A1.107.

© 2015 Gensler

NOTE:
1. SEE SHEET A1.100 FOR ADDITIONAL FLOOR AREA INFO.



LUMEN
WEST LA

11355 and 11377 W. Olympic BLVD
Los Angeles, CA 90064

McCarthy • Cook
RELATIONSHIP DRIVEN EXPERIENCE

McCarthy Cook
2301 Rosecrans Avenue
Suite 4170
El Segundo, CA 90245
Tel: 310.297.9100
Fax: 310.297.9300

NORTHWOOD
INVESTORS

NORTHWOOD INVESTORS
11355 W. Olympic Blvd
Suite 100
Los Angeles, CA 90064
Tel: 310.986.6800

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States
Tel: 213.327.3600
Fax: 213.327.3601

Date	Description
Sept. 12, 2018	

Seal / Signature

NOT FOR
CONSTRUCTION

Project Name
LUMEN CENTER

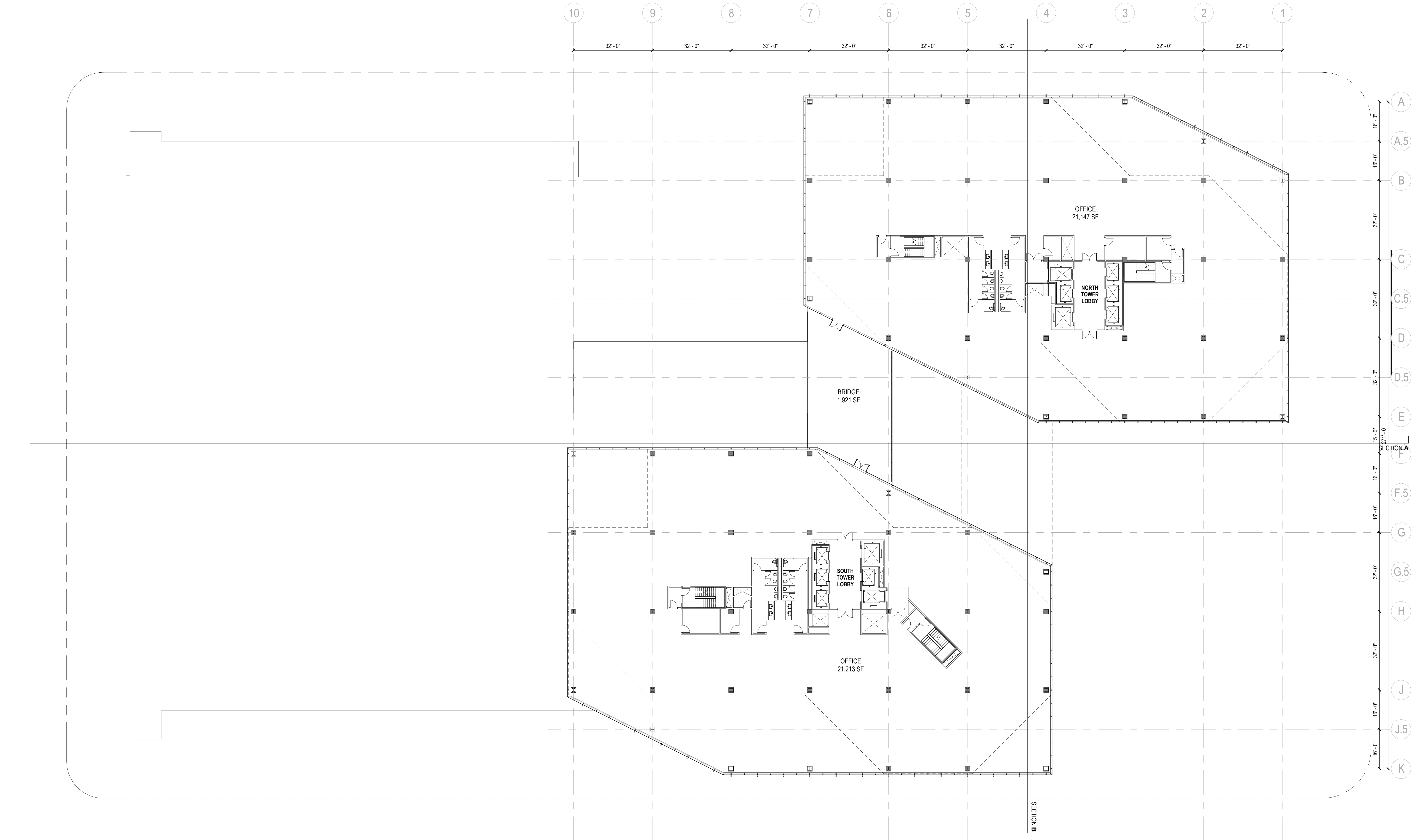
Project Number
05.8722.000

Description
EIGHTH FLOOR PLAN

Scale
1/16" = 1'-0"

A1.108.

© 2015 Gensler



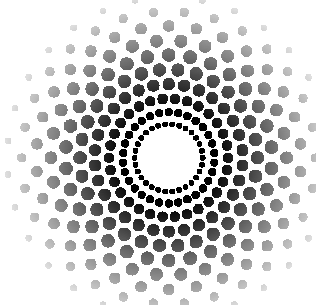
6/2/2018 9:00:38 AM \\gensler-ar\project\Revit\user\mdeid\254905.8722.000_TriNet_CENTRAL_detached_rss\la_cambiano.rvt

1

NINTH FLOOR PLAN

SCALE: 1/16" = 1'-0"

NOTE:
1. SEE SHEET A1.100 FOR ADDITIONAL FLOOR AREA INFO.



LUMEN
WEST LA

11355 and 11377 W. Olympic BLVD
Los Angeles, CA 90064

McCarthy • Cook
RELATIONSHIP DRIVEN EXPERIENCE

McCarthy Cook
2301 Rosecrans Avenue
Suite 4170
El Segundo, CA 90245
Tel: 310.297.9100
Fax: 310.297.9300

NORTHWOOD
INVESTORS

NORTHWOOD INVESTORS
11355 W. Olympic Blvd
Suite 100
Los Angeles, CA 90064
Tel: 310.986.6800

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States
Tel: 213.327.3600
Fax: 213.327.3601

△ Date	Description
Sept. 12, 2018	

Seal / Signature

**NOT FOR
CONSTRUCTION**

Project Name
LUMEN CENTER

Project Number
05.8722.000

Description
NINTH FLOOR PLAN

Scale
1/16" = 1'-0"

A1.109.

© 2015 Gensler

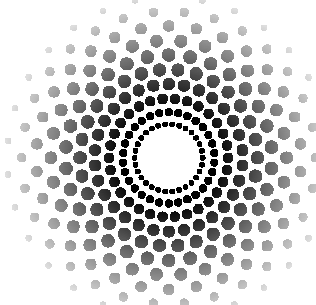
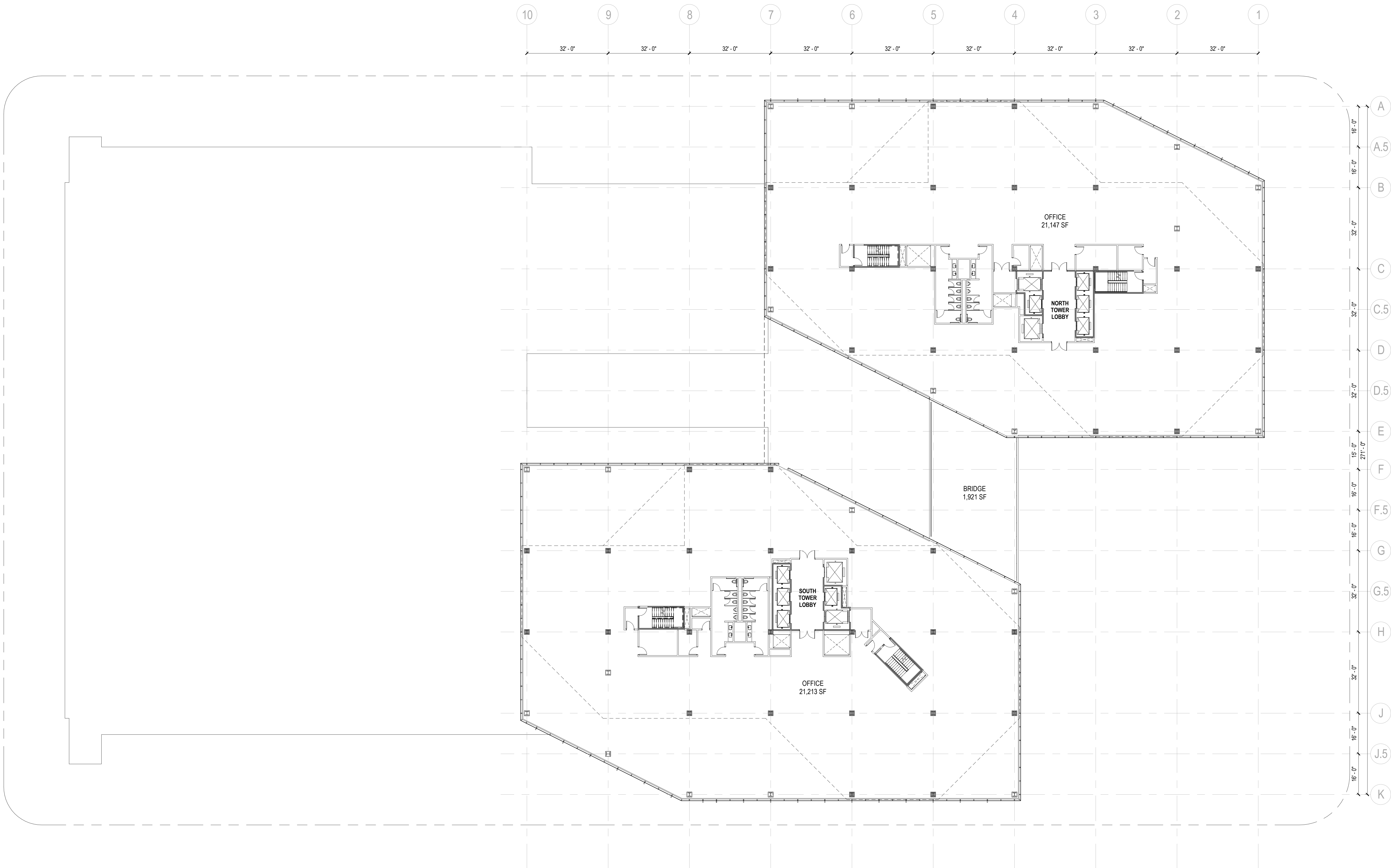
6/22/2018 9:01:21 AM \\gensler-ar\project\RealUser\Modell\2354905.8722.000_Tinent_CENTRAL_detached_floorplan.dwg

1

TENTH FLOOR PLAN

SCALE: 1/16" = 1'-0"

NOTE:
1. SEE SHEET A1.100 FOR ADDITIONAL FLOOR AREA INFO.



LUMEN
WEST LA

11355 and 11377 W. Olympic BLVD
Los Angeles, CA 90064

McCarthy • Cook

RELATIONSHIP DRIVEN EXPERIENCE

McCarthy Cook
2301 Rosecrans Avenue
Suite 4170
El Segundo, CA 90245
Tel: 310.297.9100
Fax: 310.297.9300

NORTHWOOD
INVESTORS

NORTHWOOD INVESTORS
11355 W. Olympic Blvd
Suite 100
Los Angeles, CA 90064
Tel: 310.986.6800

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States
Tel: 213.327.3600
Fax: 213.327.3601

Date	Description
Sept. 12, 2018	

Seal / Signature

NOT FOR
CONSTRUCTION

Project Name

LUMEN CENTER

Project Number

05.8722.000

Description

TENTH FLOOR PLAN

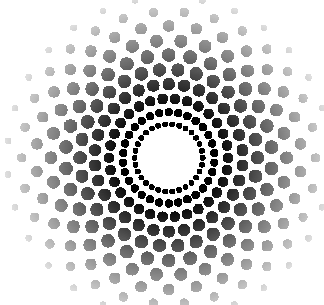
Scale

1/16" = 1'-0"

A1.110.1

© 2015 Gensler

NOTE:
1. SEE SHEET A1.100 FOR ADDITIONAL FLOOR AREA INFO.



LUMEN
WEST LA

11355 and 11377 W. Olympic BLVD
Los Angeles, CA 90064

McCARTHY • COOK

RELATIONSHIP DRIVEN EXPERIENCE

McCARTHY COOK
2301 Rosecrans Avenue
Suite 4170
El Segundo, CA 90245
Tel: 310.297.9100
Fax: 310.297.9300

NORTHWOOD
INVESTORS

NORTHWOOD INVESTORS
11355 W. Olympic Blvd
Suite 100
Los Angeles, CA 90064
Tel: 310.986.6800

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States
Tel: 213.327.3600
Fax: 213.327.3601

Date	Description
Sept. 12, 2018	

Seal / Signature

NOT FOR
CONSTRUCTION

Project Name
LUMEN CENTER

Project Number
05.8722.000

Description
TENTH FLOOR INTERIOR BALCONY
FLOOR PLAN

Scale
1/16" = 1'-0"

A1.110.2

© 2015 Gensler

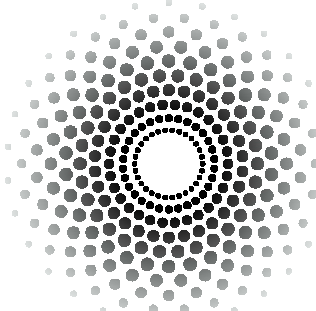
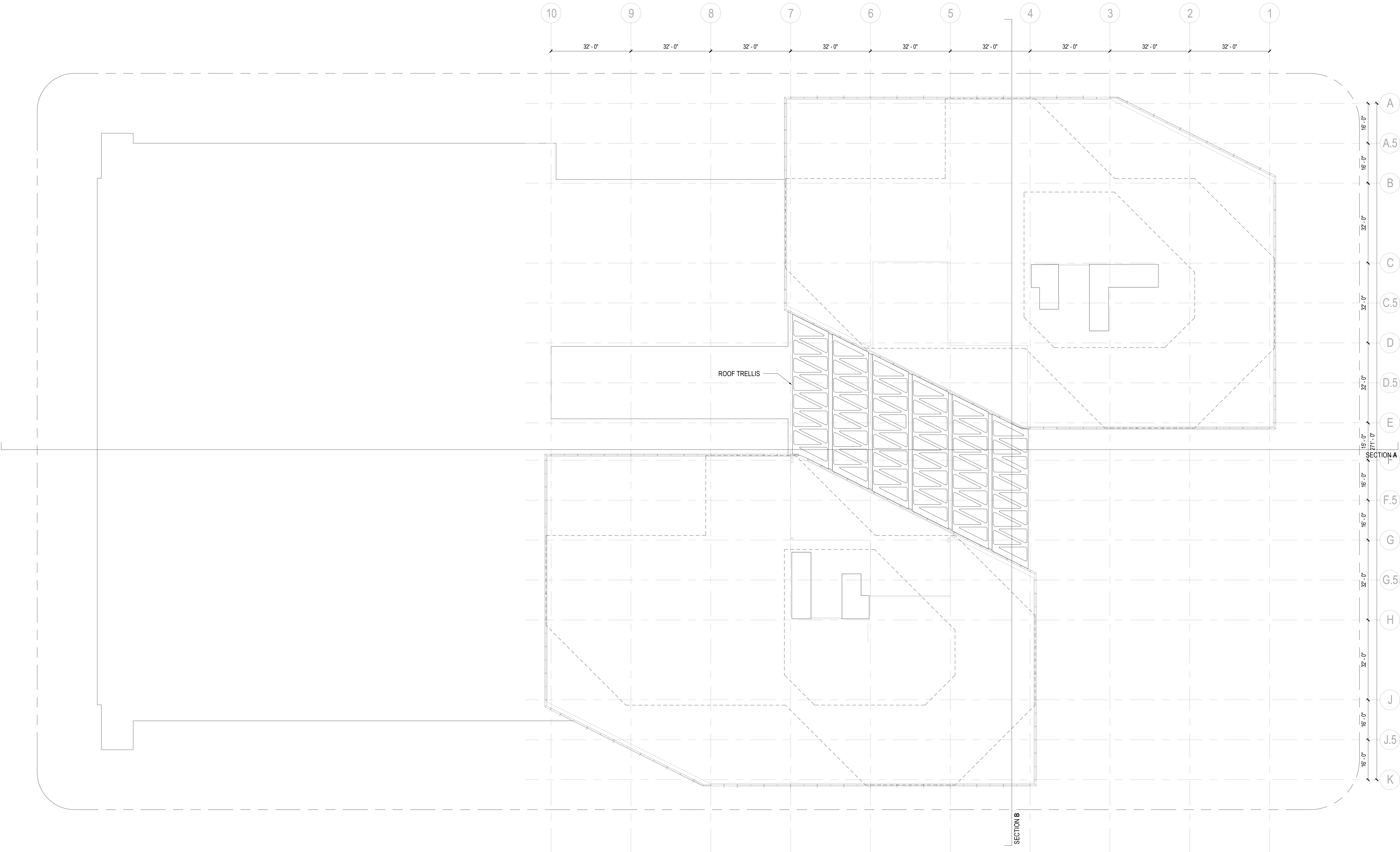
5/4/2018 3:51:57 PM I:\gense\ad\project\Revit\user\lumen\05.8722.000_TriNet_CENTRAL_detached_rss\la_center.rvt

1

ROOF LEVEL

SCALE: 1/16" = 1'-0"

NOTE:
1. SEE SHEET A1.100 FOR ADDITIONAL FLOOR AREA INFO.



LUMEN
WEST LA

11355 and 11377 W. Olympic BLVD
Los Angeles, CA 90064

McCarthy • Cook
RELATIONSHIP DRIVEN EXPERIENCE

McCarthy Cook
2301 Rosecrans Avenue
Suite 4170
El Segundo, CA 90245
Tel: 310.297.9100
Fax: 310.297.9300

NORTHWOOD
INVESTORS

NORTHWOOD INVESTORS
11355 W. Olympic Blvd
Suite 100
Los Angeles, CA 90064
Tel: 310.986.6800

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States
Tel: 213.327.3600
Fax: 213.327.3601

Date	Description
Sept. 12, 2018	

Seal / Signature

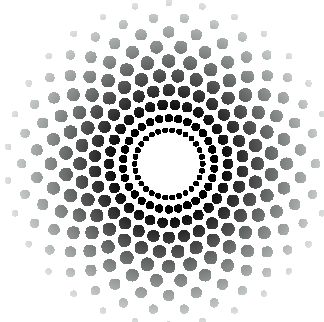
NOT FOR
CONSTRUCTION

Project Name
LUMEN CENTER
Project Number
05.8722.000
Description
ROOF LEVEL

Scale
1/16" = 1'-0"

A1.111.

© 2015 Gensler



LUMEN
WEST LA

11355 and 11377 W. Olympic BLVD
Los Angeles, CA 90064

McCARTHY • COOK
RELATIONSHIP DRIVEN EXPERIENCE

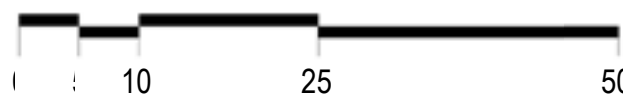
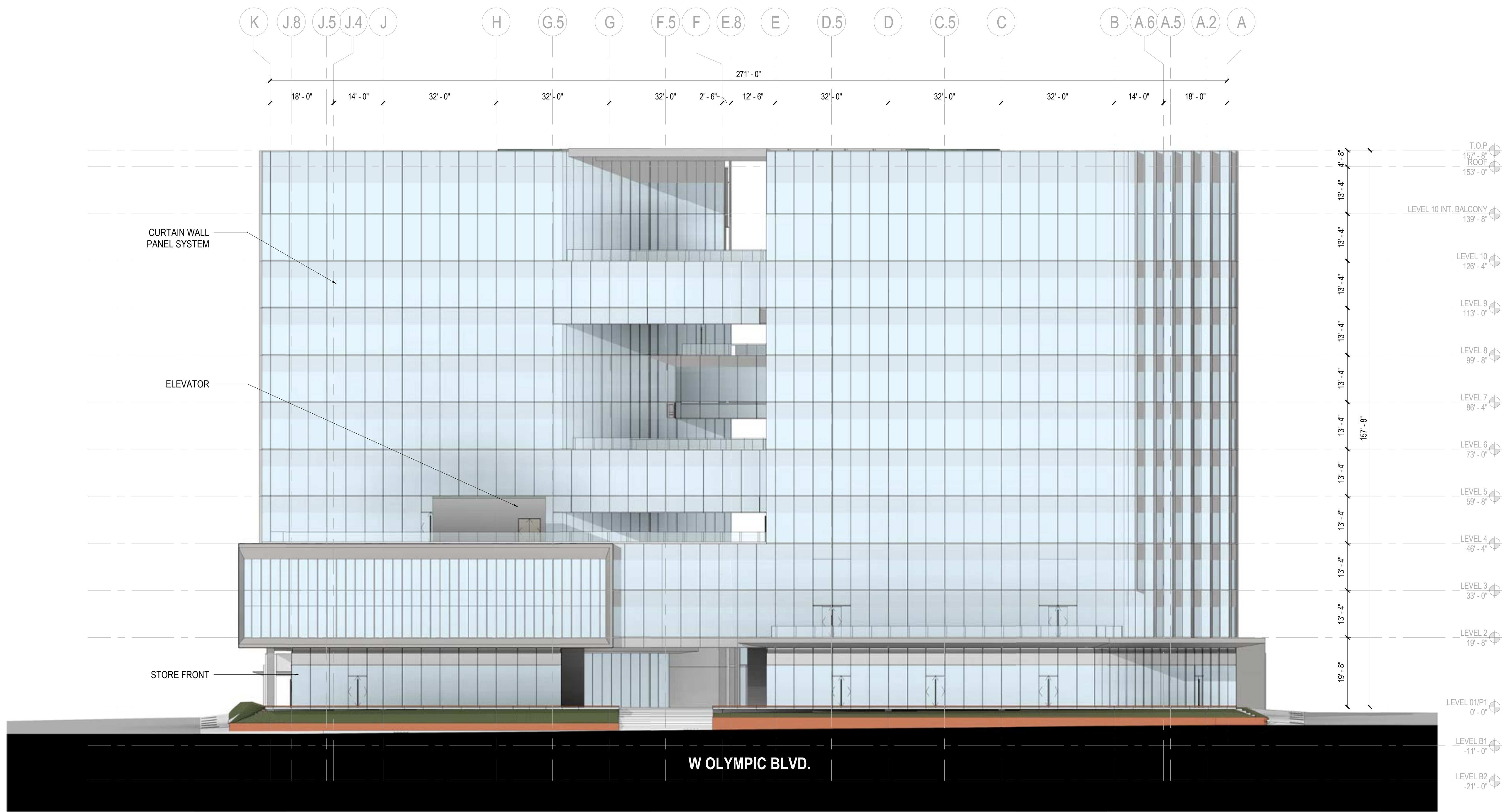
McCARTHY COOK
2301 Rosecrans Avenue
Suite 4170
El Segundo, CA 90245
Tel: 310.297.9100
Fax: 310.297.9300

NORTHWOOD
INVESTORS

NORTHWOOD INVESTORS
11355 W. Olympic Blvd
Suite 100
Los Angeles, CA 90064
Tel: 310.986.6800

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States
Tel: 213.327.3600
Fax: 213.327.3601



Date	Description
Sept. 12, 2018	

Seal / Signature

NOT FOR
CONSTRUCTION

Project Name	LUMEN CENTER
Project Number	05.8722.000
Description	BUILDING ELEVATION - EAST

Scale
1/16" = 1'-0"

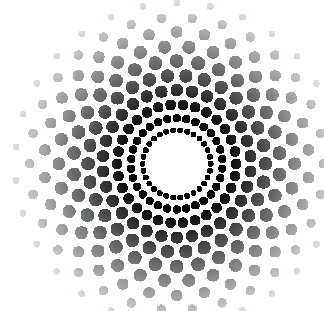
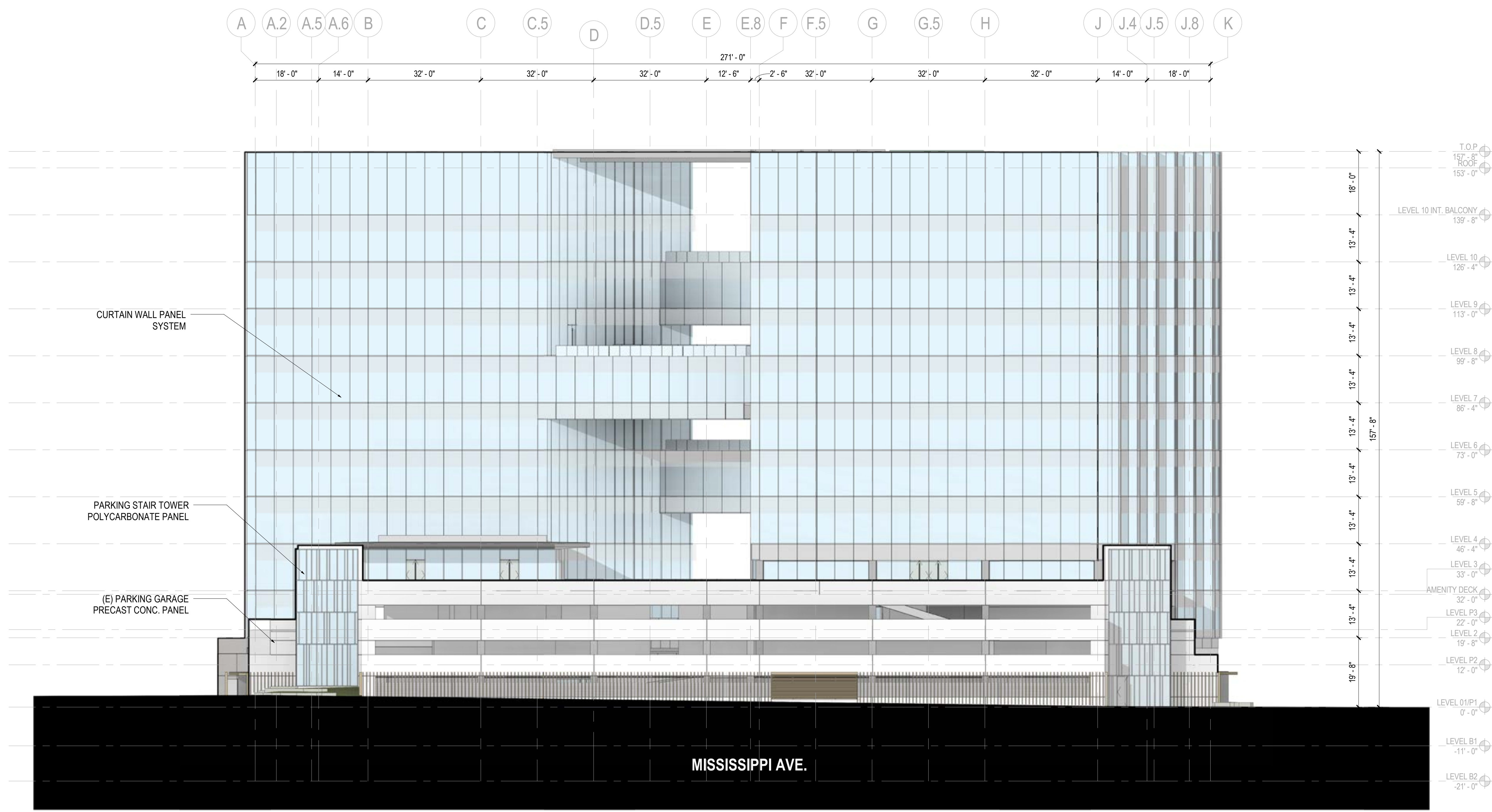
A2.101.

5/4/2018 4:01:09 PM I:\genseis\ad\project\Revit\user\lumen\05.8722.000_TriNet_CENTRAL_detached_rss\05.8722.000.rvt

1

BUILDING ELEVATION - WEST

SCALE: 1/16" = 1'-0"



LUMEN
WEST LA

11355 and 11377 W. Olympic BLVD
Los Angeles, CA 90064

McCARTHY • COOK
RELATIONSHIP DRIVEN EXPERIENCE

McCARTHY COOK
2301 Rosecrans Avenue
Suite 4170
El Segundo, CA 90245
Tel: 310.297.9100
Fax: 310.297.9300

NORTHWOOD
INVESTORS

NORTHWOOD INVESTORS
11355 W. Olympic Blvd
Suite 100
Los Angeles, CA 90064
Tel: 310.986.6800

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States
Tel: 213.327.3600
Fax: 213.327.3601

Date	Description
Sept. 12, 2018	

Seal / Signature

NOT FOR
CONSTRUCTION

Project Name

LUMEN CENTER

Project Number

05.8722.000

Description

BUILDING ELEVATION - WEST

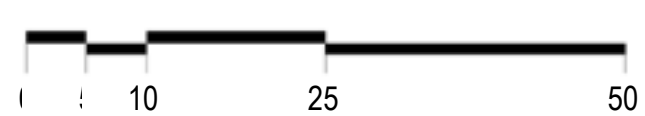
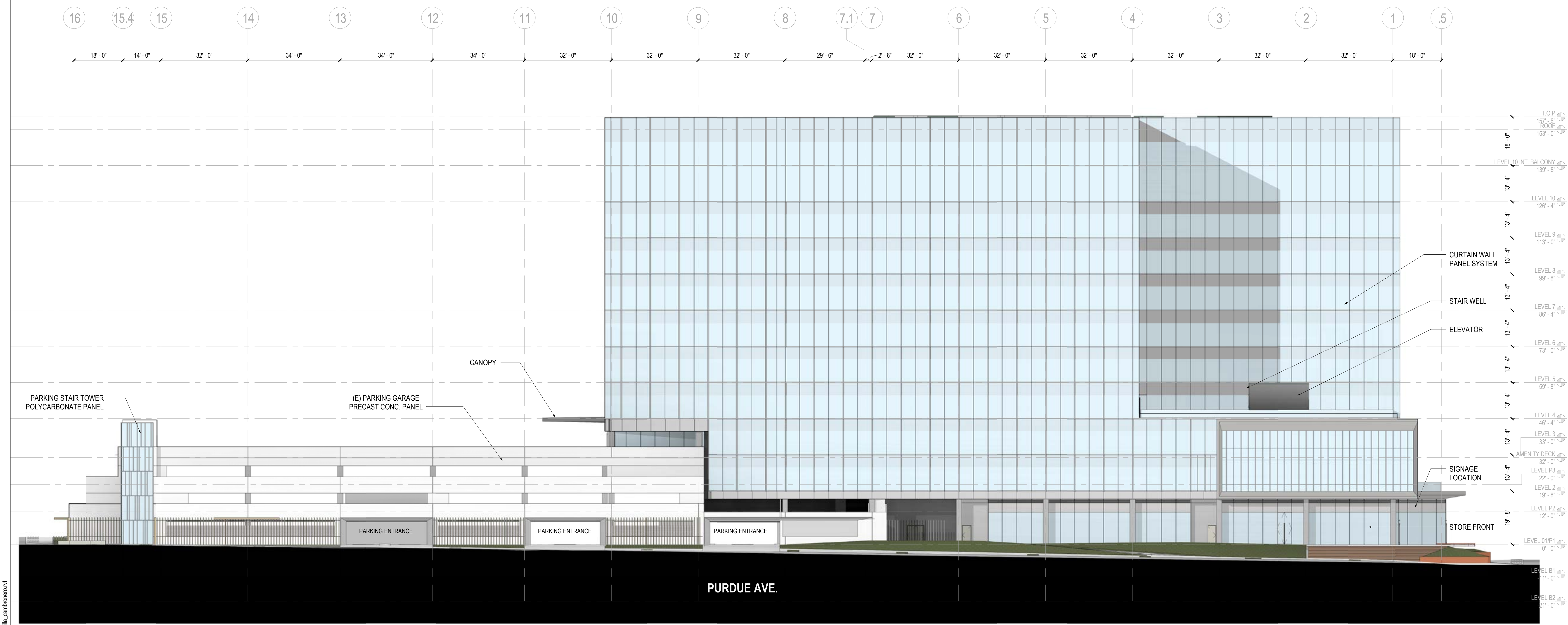
Scale

1/16" = 1'-0"

A2.102.

© 2015 Gensler

5/4/2018 4:07:34 PM \\gnsler-ar\project\Revit\user\lumen\05.8722.000 - Titled - CENTRAL.dwg\sheet_1.rvt\sheet_1.rvt





LUMEN
WEST LA

11355 and 11377 W. Olympic BLVD
Los Angeles, CA 90064

McCarthy • Cook
RELATIONSHIP DRIVEN EXPERIENCE

McCarthy Cook
2301 Rosecrans Avenue
Suite 4170
El Segundo, CA 90245
Tel: 310.297.9100
Fax: 310.297.9300

NORTHWOOD
INVESTORS

NORTHWOOD INVESTORS
11355 W. Olympic Blvd
Suite 100
Los Angeles, CA 90064
Tel: 310.986.6800

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States

Tel: 213.327.3600
Fax: 213.327.3601

Date	Description
Sept. 12, 2018	

Seal / Signature

**NOT FOR
CONSTRUCTION**

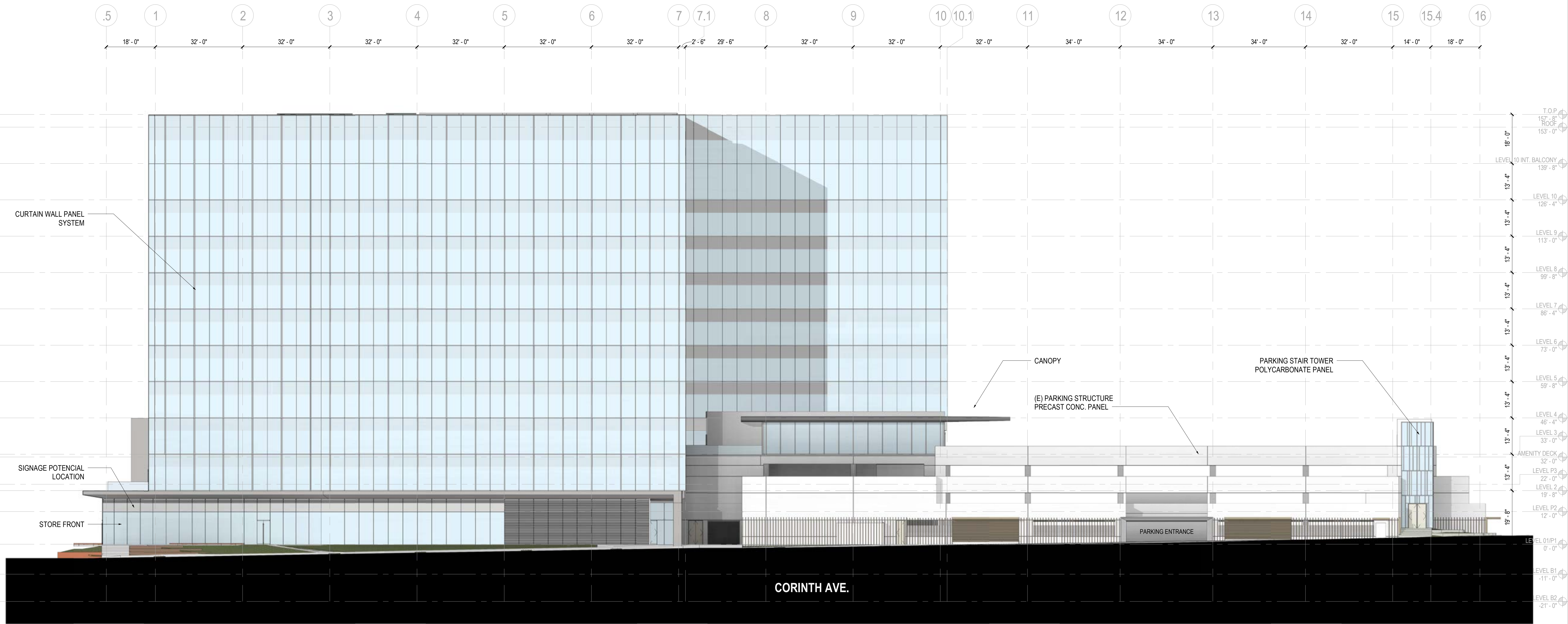
Project Name
LUMEN CENTER

Project Number
05.8722.000

Description
BUILDING ELEVATION - SOUTH

Scale
1/16" = 1'-0"

5/4/2018 4:14:05 PM \\gnsler\ad\project\Revit\user\lumen\05.8722.000_Titled_CENTRAL_detached_rss\all_cmb\lumen.rvt





LUMEN
WEST LA

11355 and 11377 W. Olympic BLVD
Los Angeles, CA 90064

McCarthy • Cook
RELATIONSHIP DRIVEN EXPERIENCE

McCarthy Cook
2301 Rosecrans Avenue
Suite 4170
El Segundo, CA 90245
Tel: 310.297.9100
Fax: 310.297.9300

NORTHWOOD
INVESTORS

NORTHWOOD INVESTORS
11355 W. Olympic Blvd
Suite 100
Los Angeles, CA 90064
Tel: 310.986.6800

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States

Tel: 213.327.3600
Fax: 213.327.3601

Date	Description
Sept. 12, 2018	

Seal / Signature

**NOT FOR
CONSTRUCTION**

Project Name	LUMEN CENTER
Project Number	05.8722.000
Description	BUILDING ELEVATION - NORTH

Scale
1/16" = 1'-0"



△	Date	Description
	Sept. 12, 2018	

Seal / Signature

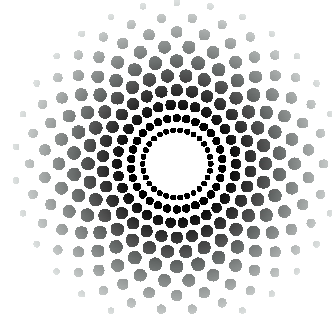
**NOT FOR
CONSTRUCTION**

Project Name	LUMEN CENTER
Project Number	05.8722.000
Description	BUILDING SECTION A

Scale

A4.101

NOTE: DRAFT LANDSCAPE SHOWN HERE FOR REFERENCE PURPOSES ONLY.
RENDERING SHALL BE UPDATED BASED ON FINAL LANDSCAPE PLAN.



LUMEN
WEST LA

11355 and 11377 W. Olympic BLVD
Los Angeles, CA 90064

McCarthy • Cook
RELATIONSHIP DRIVEN EXPERIENCE

McCarthy Cook
2301 Rosecrans Avenue
Suite 4170
El Segundo, CA 90245
Tel: 310.297.9100
Fax: 310.297.9300

NORTHWOOD
INVESTORS

NORTHWOOD INVESTORS
11355 W. Olympic Blvd
Suite 100
Los Angeles, CA 90064
Tel: 310.986.6800

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States
Tel: 213.327.3600
Fax: 213.327.3601

△	Date	Description
	Sept. 12, 2018	

Seal / Signature

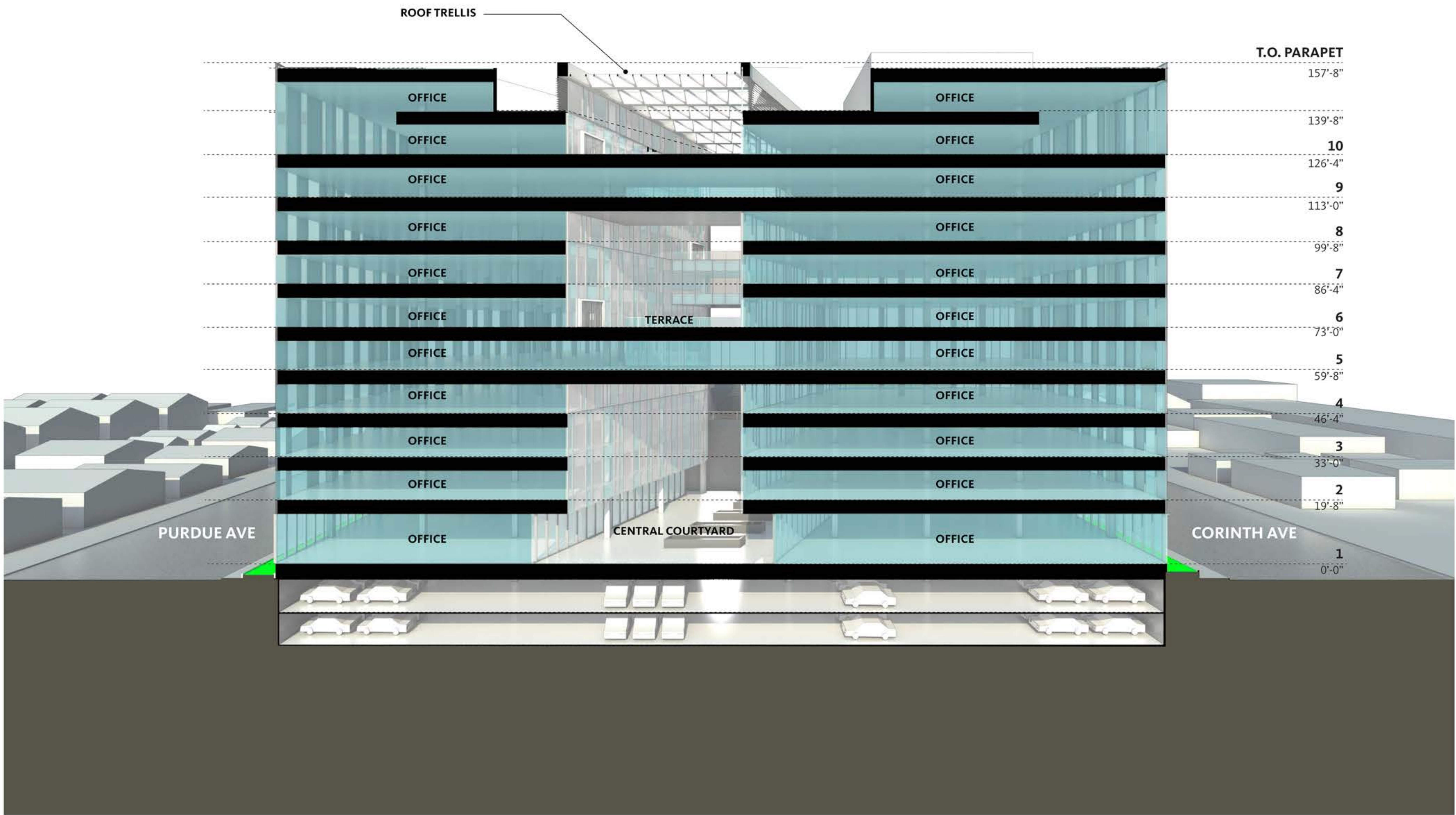
NOT FOR
CONSTRUCTION

Project Name	LUMEN CENTER
Project Number	05.8722.000
Description	BUILDING SECTION B

Scale

A4.102

© 2015 Gensler



NOTE: DRAFT LANDSCAPE SHOWN HERE FOR REFERENCE PURPOSES ONLY.
RENDERING SHALL BE UPDATED BASED ON FINAL LANDSCAPE PLAN.

LUMEN

LANDSCAPE PLANS

11355 & 11377 West Olympic Blvd, Los Angeles, CA



LUMEN OPEN SPACE AREA	
SITE GRAND TOTAL	
L01	35,552 SF
P2	4,837 SF
L02/P3	7,155 SF
L03	43,820 SF
L04	11,150 SF
L06	2,035 SF
L08	2,035 SF
L10	2,035 SF
TOTAL	108,619 SF

NOTE: OPEN SPACE CALCULATION REPRESENTS ALL OUTDOOR AREAS. THOSE SQUARE FEET INCLUDE UNCOVERED AND COVERED, ACCESSIBLE AND NON ACCESSIBLE, PLANTED AND HARDSCAPED AREAS.

HARDSCAPE & SITE ITEMS LEGEND	
PAVING TYPES	
SYMBOL	DESCRIPTION
(A1) (A2)	CONCRETE PAVERS
(B)	NATURAL GRAY CONCRETE
(C)	ARTIFICIAL TURF
(D)	WOOD DECKING OR LINEAR CONCRETE PAVERS
SITE ITEMS	
SYMBOL	DESCRIPTION
(S-1)	CORTEN TERRACED SEATING
(S-2)	RAMP
(S-3)	CORTEN METAL EDGING/PLANTER WALL
(S-4)	CONCRETE STEPS WITH HANDRAILS
(S-5)	DECORATIVE ROCK
(S-6)	RAISED PLANTERS WITH BAMBOO

HARDSCAPE & SITE ITEMS LEGEND (CONT.)	
SITE ITEMS	
SYMBOL	DESCRIPTION
(S-7)	RETAIL DECK WITH LOUNGE AND CAFE SEATING
(S-8)	EXISTING LOADING DOCK
(S-9)	EXISTING GARAGE ENTRY/EXIT
(S-10)	GATED DOG RUN WITH ARTIFICIAL TURF
(S-11)	SIGNAGE PER ARCHITECT
WALLS, FENCES & GATES	
SYMBOL	DESCRIPTION
(W-1)	SEAT WALL
(W-2)	SECURITY FENCE & GATE (6' HT.)
(W-3)	FENCE AT DOG RUN (3'-6" HT.)

PLANT LEGEND TOTAL SITE TREE COUNT: 26				
GROUND LEVEL				
SYMBOL	QUANTITY	SIZE	SCIENTIFIC NAME	COMMON NAME
(1)	5	60" BOX	CANOPY TREES	
		60" BOX	CEDRUS DEODARA	DECODAR CEDAR
		60" BOX	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK
		60" BOX	PODOCARPUS GRACILIOR	FERN PINE
(2)	7,544 SF		GROUND LEVEL PLANTINGS	
			MASSSES OF DROUGHT TOLERATE GRASSES AND GROUND COVER WITH VERTICAL SCULPTURAL ACCENTS AND SEASONAL COLOR SUCH AS:	
		SEE NOTES	GRASSES AND GROUND COVERS	
			CAREX TUMULICOLA	FOOTHILL SEDGE
			CARRISSA SPP.	ATLAS FESCUE
			FESTUCA MAIREI	RED FESCUE
			GREVILLEA 'COASTAL GEM'	CREeping JUNIPER
			JUNIPERUS HORIZONTALIS	CANYON PRINCE WILD RYE
			LEYMUS CONDEN 'CANYON PRINCE'	WAT RUSH
			LOMANDRA BREEZE	MONDO GRASS
			OPHIPOGON JAPONICUS	PITTOSPORIUM
			PITTOSPORIUM TOBIRA 'VARIEGATA'	JAPANESE PITTOSPORIUM
			RHAPHIOLEPIS SPP.	AUTUMN MOOR GRASS
			SESLERIA AUTUMNALIS	STAR JASMINE
			TRACHELOSPERMUM JASMINOIDES	COAST ROSEMARY
			WESTRINGIA 'MUNDI'	

PLANT LEGEND (CONT.)				
GROUND LEVEL				
SYMBOL	QUANTITY	SIZE	SCIENTIFIC NAME	COMMON NAME
(3)	550 SF		ACCENT PLANTINGS WITH SEASONAL COLOR	
		SEE NOTES	ALOE SPP.	
			AGAVE SPP.	
			ANIGONANTHOS SPP.	
			ASPARAGUS MEYERI	ASPARAGUS FERN
			TRADESCANTIA PALLIDA	PURPLE SPIDERWORT
			SENECIO SPP.	
(4)	2,011 SF		WATER TREATMENT AREAS	
			GRASSES & RUSHES TOLERANT OF BOTH DROUGHT AND PERIODIC INUNDATION SUCH AS:	
		SEE NOTES	AGAVE ATTENUATA	FOXTAIL AGAVE
			CAREX PRAEGRACILIS	CALIFORNIA FIELD SEDGE
			CAREX TUMULICOLA	FOOTHILL SEDGE
			CHONDRAPETALUM TECTORUM	GIANT CAPE RUSH
			JUNCUS PATENS	CALIFORNIA GRAY RUSH
(5)	1,105 SF		GROUND LEVEL SCREENING	
			MIX OF LOW TO MEDIUM WATER LOOSELY MASSED FOLIAGE AND FLOWERING SHRUBS, GRASSES, GROUND COVER AND SUCCULENTS SUCH AS:	
		SEE NOTES	ACACIA COGNATA	RIVER WATTLE
			ACACIA CULIFORMIS	KNIFEHEAD ACACIA
			BAMBUSA SPP.	
			CARRISSA MACRO GRANDIFLORA	NATAL PLUM
			CALLISTEMON 'LITTLE JOHN'	LITTLE JOHN BOTTLE BRUSH
			FEIJOA SELLOWIANA	PINEAPPLE GUAVA

PLANT LEGEND (CONT.)					
GROUND LEVEL					
SYMBOL	QUANTITY	SIZE	SCIENTIFIC NAME	COMMON NAME	NOTES
(S) (CONT.)	SEE NOTES		FICUS PUMILA METROSIDEROS 'KERM 'TAHITI' OLEA EUROPAEA 'LITTLE OLLIE' PITTOSPORIUM TENUIFOLIUM PITTOSPORIUM TOBIRA 'VARIEGATA' RHAPHIOLEPIS 'JACK EVANS' WESTRINGIA SPP.	CREeping FIG DWARF POHUTUKAWA DWARF OLIVE KAHUJI JAPANESE PITTOSPORIUM JACK EVANS HAWTHORN	25% TO BE 15 GALLON 75% TO BE 5 GALLON
OTHER			OPEN SPACE CALCULATION		
SYMBOL	DESCRIPTION		GROUND LEVEL..... 35,552 SF		
AA	EXISTING STREET TREE TO REMAIN TYP.		HARDSCAPE..... 24,342 SF		
BB	PROPERTY LINE		LANDSCAPE..... 11,210 SF		
COMMENTS			NOTE: NO CALIFORNIA INDIGENOUS NATIVE OAKS, SOUTHERN CALIFORNIA BLACK WALNUT, WESTERN SYCAMORE OR CALIFORNIA BAY LAUREL EXIST ONSITE		
EASEMENTS: NONE PER STEWART TITLE OF CALIFORNIA INC. PRELIMINARY REPORT NO. 01100-8992 DATED NOVEMBER 5, 2012. SETBACKS: NO FRONT, SIDE, OR REAR SETBACKS & NO HEIGHT RESTRICTIONS AREAS: LAND AREA: 156,130 SF BUILDING FOOTPRINT: 111,530 SF					
NOTES					
1. THIS PROPOSED PLAN DOES NOT INCLUDE POTENTIAL SHADE STRUCTURES, SITE FURNISHINGS, UMBRELLAS AND OTHER LIKE ITEMS AS INTRODUCTION OF SUCH ELEMENTS ARE DEPENDENT ON FUTURE TENANT NEEDS. SUCH ITEMS SHALL NOT BE COUNTED AS FLOOR AREA.					

11355 and 11377 W. Olympic BLVD
Los Angeles, CA 90064

McCarthy • Cook
RELATIONSHIP DRIVEN EXPERIENCE

McCarthy Cook
2301 Rosecrans Avenue
Suite 4170
El Segundo, CA 90245
Tel: 310.297.9100
Fax: 310.297.9300

NORTHWOOD INVESTORS
11355 W. Olympic Blvd
Suite 100
Los Angeles, CA 90064
Tel: 310.986.6800

Gensler
500 South Figueroa Street
Los Angeles, California 90071
United States
Tel: 213.327.3600
Fax: 213.327.3601

GROUNDLEVEL
2605 STATE STREET, SUITE B
SAN DIEGO CA 92103
(619) 272 2384

Date	Description
Sept. 12, 2018	

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
LUMEN CENTER

Project Number
05.8722.000

Description
LANDSCAPE PLAN: LEVEL 1

Scale
1/16" = 1'-0"

L1.01

© 2015 Gensler



LUMEN
WEST LA

11355 and 11377 W. Olympic BLVD
Los Angeles, CA 90064

McCarthy • Cook

RELATIONSHIP DRIVEN EXPERIENCE

McCarthy Cook

2301 Rosecrans Avenue
Suite 4170
El Segundo, CA 90245
Tel: 310.297.9100
Fax: 310.297.9300

NORTHWOOD
INVESTORS

NORTHWOOD INVESTORS

11355 W. Olympic Blvd
Suite 100
Los Angeles, CA 90064
Tel: 310.986.6800

Gensler

500 South Figueroa Street

Los Angeles, California 90071
United States

Tel: 213.327.3600

Fax: 213.327.3601

GROUNDLEVEL

2605 STATE STREET, SUITE B
SAN DIEGO CA 92103
(619) 272 2384

△ Date Description

Sept. 12, 2018

Seal / Signature

NOT FOR
CONSTRUCTION

Project Name

LUMEN CENTER

Project Number

05.8722.000

Description

LANDSCAPE PLAN: LEVEL 1.5

Scale

1/16" = 1'-0"

L1.02

© 2015 Gensler

HARDSCAPE & SITE ITEMS LEGEND

PAVING TYPES	
SYMBOL	DESCRIPTION
(A)	NATURAL GRAY CONCRETE
SITE ITEMS	
SYMBOL	DESCRIPTION
S-1	ACCESS STAIRS

PLANT LEGEND

LEVEL 1.5 - TERRACED PLANTING				
SYMBOL	QUANTITY	SIZE	SCIENTIFIC NAME	COMMON NAME
①	81 SF		ORNAMENTAL PLANTING LOW TO MEDIUM WATER USE PLANTS, LOW TO MEDIUM HEIGHT	
SEE NOTES			GRASSES AND GROUNDCOVERS	
			CAREX TUMULICOLA CHONDRAPETALUM TECTORUM FESTUCA MAIREI FESTUCA RUBRA LEYMUS CONDEN 'CANYON PRINCE' LOMANDRA 'BREEZE' SESLERIA AUTUMNALIS	FOOTHILL SEDGE GIANT CAPE RUSH ATLAS FESCUE RED FESCUE CANYON PRINCE WILD RYE MAT RUSH AUTUMN MOOR GRASS
SEE NOTES			MEDIUM HEIGHT SHRUBS & SUCCULENTS	
			AEONIUM SPP. AGAVE SPP. ALOE SPP. CRASSULA SPP. FURCRAEA FOETIDA HESPERALOE PARVIFLORA OLEA EUROPAEA 'LITTLE OLLIE' RHAPHIOLEPIS SPP. SALVIA LEUCANTHA 'SANTA BARBARA' SEDUM SPP. SENECIO BARBERTONICUS SENECIO DECAYRI WESTRINGIA SPP.	MAURITUS HEMP RED YUCCA DWARF OLIVE SANTA BARBARA SAGE SUCCULENT BUSH SENECIO MADAGASCAR SENECIO

PLANT LEGEND (CONT.)

LEVEL 1.5 - TERRACED PLANTING				
SYMBOL	QUANTITY	SIZE	SCIENTIFIC NAME	COMMON NAME
① (CONT.)			TALL EVERGREEN HEDGES TO DELINEATE OUTDOOR ROOMS	
SEE NOTES			BAMBUSA DOLICH 'GREEN STRIPE' FICUS 'GREEN GEM' LIGUSTRUM JAPONICUM TEXANUM PITTOSPORUM TENUIFOLIUM PRUNUS CAROLINIANA 'BRIGHT N TIGHT'	GREEN STRIPE BAMBOO GREEN GEM FICUS WAXLEAF PRIVET KOHUJU CAROLINA LAUREL
②	1,719 SF		STORMWATER TREATMENT AREAS GRASSES & RUSHES TOLERANT OF BOTH DROUGHT AND PERIODIC INUNDATION SUCH AS:	
SEE NOTES			AGAVE ATTENUATA CAREX PRAEGRACILIS CAREX TUMULICOLA DIANELLA REVOLUTA CHONDRAPETALUM TECTORUM JUNCUS PATENS	FOXTAIL AGAVE CALIFORNIA FIELD SEDGE FOOTHILL SEDGE GIANT CAPE RUSH CALIFORNIA GRAY RUSH
③	3,231 SF		SCREENING PLANTINGS AT TIERED GARAGE PLANTERS BANDS OF VERTICAL PLANT MATERIAL IN HEDGES AND ROWS	
	15 GAL.		BAMBUSA TEXTILIS BAMBUSA OLDHAMII BAMBUSA DOLICH 'GREEN STRIPE' METROSIDEROS KERM TAHITI PITTOSPORUM TOBIRA PODOCARPUS HENKELII	WEAVER'S BAMBOO GIANT TIMBER BAMBOO GREEN STRIPE BAMBOO DWARF POHUTUKAWA JAPANESE PITTOSPORUM LONG LEAFED YELLOWWOOD

OTHER

SYMBOL	DESCRIPTION
AA	TERRACED PLANTERS ON PARKING STRUCTURE
BB	PROPERTY LINE

NOTES

- THIS PROPOSED PLAN DOES NOT INCLUDE POTENTIAL SHADE STRUCTURES, SITE FURNISHINGS, UMBRELLAS AND OTHER LIKE ITEMS AS INTRODUCTION OF SUCH ELEMENTS ARE DEPENDENT ON FUTURE TENANT NEEDS.

OPEN SPACE CALCULATION

LEVEL 1.5	4,837 SF
HARDSCAPE	781 SF
LANDSCAPE	4,056 SF

NOTE: NO CALIFORNIA INDIGENOUS NATIVE OAKS, SOUTHERN CALIFORNIA BLACK WALNUT, WESTERN SYCAMORE OR CALIFORNIA BAY LAUREL EXIST ONSITE

NOTE: OPEN SPACE CALCULATION REPRESENTS ALL OUTDOOR AREAS. THOSE SQUARE FEET INCLUDE UNCOVERED AND COVERED, ACCESSIBLE AND NON ACCESSIBLE, PLANTED AND HARDSCAPED AREAS



McCARTHY • COOK
RELATIONSHIP DRIVEN EXPERIENCE

NORTHWOOD
INVESTORS

Gensler



GROUNDLEVEL

 Date	Description
Sept. 12, 2018	

Seal / Signature

**NOT FOR
CONSTRUCTION**

Project Name

LUMEN CENTER

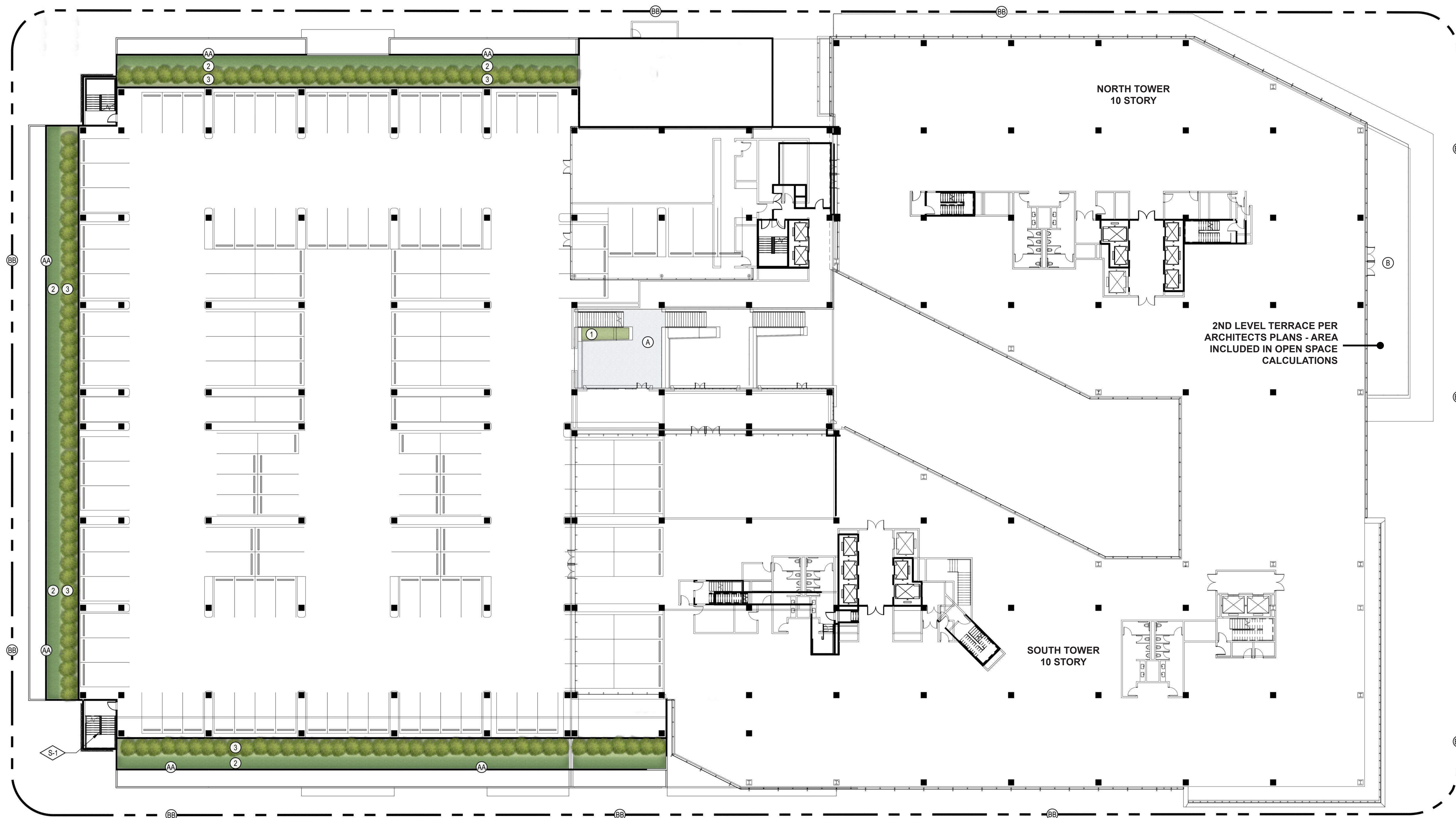
Project Number	05.8722.000
----------------	-------------




Description
LANDSCAPE PLAN: LEVEL 2

Scale
1/16" = 1'-0"

L1.03

© 2015 Gensler



HARDSCAPE & SITE ITEMS LEGEND	
PAVING TYPES	
SYMBOL	DESCRIPTION
	NATURAL GRAY CONCRETE
	LINEAR CONCRETE PAVERS
SITE ITEMS	
SYMBOL	DESCRIPTION
	ACCESS STAIRS

PLANT LEGEND					
LEVEL 2 - TERRACED PLANTING					
SYMBOL	QUANTITY	SIZE	SCIENTIFIC NAME	COMMON NAME	NOTES
①	81 SF		ORNAMENTAL PLANTING LOW TO MEDIUM WATER USE PLANTS, LOW TO MEDIUM HEIGHT		
	SEE NOTES		GRASSES AND GROUNDCOVERS CAREX TUMULICOLA CHONDROPETALUM TECTORUM FESTUCA MAIREI FESTUCA RUBRA LEYMUS CONDEN 'CANYON PRINCE' LOMANDRA 'BREEZE' SESLERIA AUTUMNALIS	FOOTHILL SEDGE GIANT CARE RUSH ATLAS FESCUE RED FESCUE CANYON PRINCE WILD RYE MAT RUSH AUTUMN MOOR GRASS	50% TO BE 5 GALLON 50% TO BE 1 GALLON
	SEE NOTES		MEDIUM HEIGHT SHRUBS & SUCCEULANTS AEONICUM SPP. AGAVE SPP. ALOE SPP. CHASSULA SPP. FURCRAEA FOETIDA HESPERALOE PARVIFLORA OLEA EUROPAEA 'LITTLE OLLIE' RHAPHIOLEPIS SPP. SALVIA LEUCANTHA 'SANTA BARBARA' SEDUM SPP. SENECIO BARBERTONICUS SENECIO DECARRI WESTRINGIA SPP.	- - - - MAURITUS HEMP RED YUCCA DWARF OLIVE - SANTA BARBARA SAGE - SUCCEULANT BUSH SENECIO MADAGASCAR SENECIO	50% TO BE 5 GALLON 50% TO BE 1 GALLON

PLANT LEGEND (CONT.)					
LEVEL 2 - TERRACED PLANTING					
SYMBOL	QUANTITY	SIZE	SCIENTIFIC NAME	COMMON NAME	NOTES
① (CONT.)		SEE NOTES	TALL EVERGREEN HEDGES TO DELINEATE OUTDOOR ROOMS BAMBUOSA DOLICH, 'GREEN STRIPE' FICUS 'GREEN GEM' LIGUSTRUM JAPONICUM TEXANUM PITTIOSPORUM TENIFOLIUM PRUNUS CAROLINIANA 'BRIGHT N TIGHT'	GREEN STRIPE BAMBOO GREEN GEM FICUS WAXLEAF PRIVET KOHUJII CAROLINA LAUREL	50% TO BE 5 GALLON 50% TO BE 1 GALLON
②	2,406 SF	STORMWATER TREATMENT AREAS GRASSES & RUSHES TOLERANT OF BOTH DROUGHT AND PERIODIC INUNDATION SUCH AS: SEE NOTES	AGAVE ATTENUATA CAREX PRAEGRACIUS CAREX TUMULUCLA DIANELLA REVOLUTA CHONDRAPELALUM TECTORUM JUNCUS PATENS	FORTALIA AGAVE CALIFORNIA FIELD SEDGE FOOTHILL SEDGE * GIANT CAPE RUSH CALIFORNIA GRAY RUSH	25% TO BE 5 GALLON 75% TO BE 1 GALLON
③	2,406 SF	SCREENING PLANTINGS AT TIERED GARAGE PATIERS BANDS OD VERTICAL PLANT MATERIAL IN HEDGES AND ROWS	15 GAL. BAMBUOSA TEXTILIS BAMBUOSA OLIVARIUM BAMBUOSA DOLICH, 'GREEN STRIPE' METROSIDEROS KERM TAHITI PITTIOSPORUM TOBIIRA PITTIOSPORUM HERWEGII	WEAVER'S BAMBOO GIANT TIMBER BAMBOO GREEN STRIPE BAMBOO DWARF POHUTUKAWA JAPANESE PITTIOSPORUM LONG LEAFED YU YUWOOD	ALL BAMBUOSA TO BE CLUMPING VARIETY

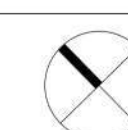
OTHER	
SYMBOL	DESCRIPTION
(AA)	TERRACED PLANTERS ON PARKING STRUCTURE
(BB)	PROPERTY LINE

NOTES	
1.	THIS PROPOSED PLAN DOES NOT INCLUDE POTENTIAL SHADE STRUCTURES, SITE FURNISHINGS, UMBRELLAS AND OTHER LIKE ITEMS AS INTRODUCTION OF SUCH ELEMENTS ARE DEPENDENT ON FUTURE TENANT NEEDS.

NOTE: OPEN SPACE CALCULATION REPRESENTS ALL OUTDOOR AREAS. THOSE SQUARE FEET INCLUDE UNCOVERED AND COVERED, ACCESSIBLE AND NON ACCESSIBLE, PLANTED AND HARDSCAPED AREAS

OPEN SPACE CALCULATION	
LEVEL 2.....	7,155 SF
HARDSCAPE	2,281 SF
LANDSCAPE	4,894SF

NOTE: NO CALIFORNIA INDIGENOUS NATIVE OAKS, SOUTHERN CALIFORNIA BLACK WALNUT, WESTERN SYCAMORE OR CALIFORNIA BAY LAUREL EXIST ONSITE





LUMEN
WEST LA

11355 and 11377 W. Olympic BLVD
Los Angeles, CA 90064

McCarthy • Cook
RELATIONSHIP DRIVEN EXPERIENCE

McCarthy Cook
2301 Rosecrans Avenue
Suite 4170
El Segundo, CA 90245
Tel: 310.297.9100
Fax: 310.297.9300

NORTHWOOD
INVESTORS

NORTHWOOD INVESTORS
11355 W. Olympic Blvd
Suite 100
Los Angeles, CA 90064
Tel: 310.986.6800

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States
Tel: 213.327.3600
Fax: 213.327.3601

GROUNDLEVEL

2605 STATE STREET, SUITE B
SAN DIEGO CA 92103
(619) 272.2384

Date Description
Sept. 12, 2018

Seal / Signature

NOT FOR
CONSTRUCTION

Project Name
LUMEN CENTER

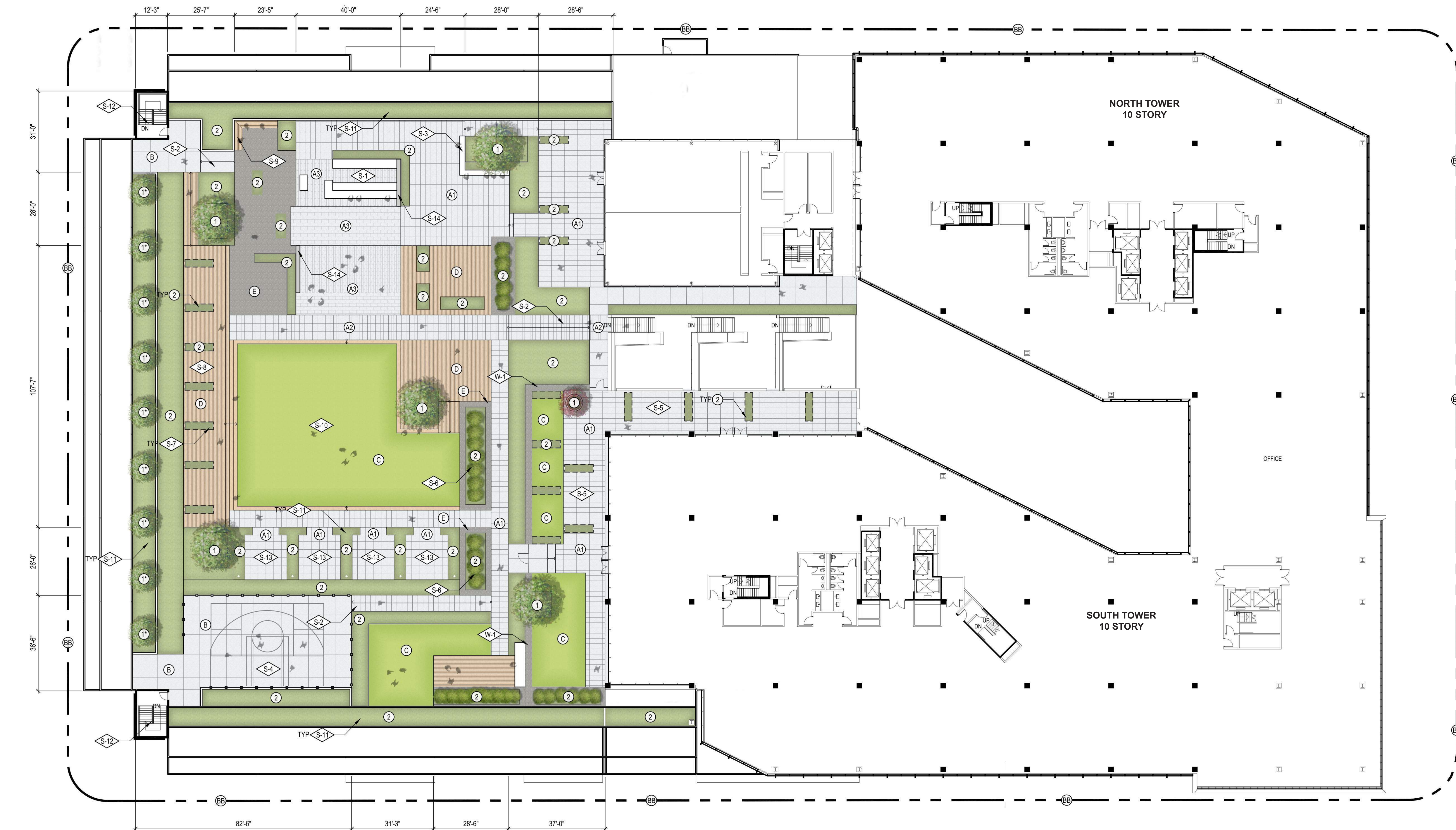
Project Number
05.8722.000

Description
LANDSCAPE PLAN: LEVEL 3

Scale
1/16" = 1'-0"

L1.04

© 2015 Gensler



HARDSCAPE & SITE ITEMS LEGEND

PAVING TYPES	
SYMBOL	DESCRIPTION
(A1) (A2) (A3)	LINEAR CONCRETE PAVERS
(B)	NATURAL GRAY CONCRETE
(C)	ARTIFICIAL TURF
(D)	WOOD DECKING OR LINEAR CONCRETE PAVERS
(E)	DECORATIVE CRUSHED GRAVEL MULCH
SITE ITEMS	
SYMBOL	DESCRIPTION
(S-1)	OUTDOOR KITCHEN WITH BAR/BARBECUE COUNTER
(S-2)	SLOPED WALKWAY
(S-3)	BAR COUNTER
(S-4)	HALF SIZE SPOTS COURT
(S-5)	PRIVATE TENANT PATIOS

HARDSCAPE & SITE ITEMS LEGEND (CONT.)

SITE ITEMS	
SYMBOL	DESCRIPTION
(S-6)	RAISED PLANTERS WITH BAMBOO
(S-7)	DECORATIVE PLANTER POT
(S-8)	ELEVATED WOOD DECK (2'-0" MAX)
(S-9)	BUILT-IN BANQUETTE
(S-10)	ARTIFICIAL TURF LAWN
(S-11)	GREENROOF PLANTING SYSTEM
(S-12)	ACCESS STAIRS
(S-13)	PRIVATE MEETING AREAS
(S-14)	FEATURE WALL
WALLS, FENCES & GATES	
SYMBOL	DESCRIPTION
(W-1)	PRIVACY SCREEN WITH GATE(S)

PLANT LEGEND

LEVEL 3 ROOF DECK				
SYMBOL	QUANTITY	SIZE	SCIENTIFIC NAME	COMMON NAME
(1)	15	CANOPY TREES		
		60" BOX	METROSIDEROS EXCELSA	NZ CHRISTMAS TREE
		60" BOX	OLEA EUROPEA	FRUITLESS OLIVE
		60" BOX	PROSOPIS CHILENSIS	CHILEAN MESQUITE
		60" BOX	*PRUNUS CERASIFERA VARIETIES	CHERRY PLUM
(2)	13,576 SF	ORNAMENTAL PLANTING		
		LOW TO MEDIUM WATER USE PLANTS, LOW TO MEDIUM HEIGHT		
		SEE NOTES		
		GRASSES AND GROUNDCOVERS		
		CAREX TUMULICOLA	FOOTHILL SEDGE	50% TO BE 5 GALLON
		CHONDRAPETALUM TECTORUM	GIANT CAPE RUSH	50% TO BE 1 GALLON
		FESTUCA MAIREI	ATLAS FESCUE	
		FESTUCA RUBRA	RED FESCUE	
		LEYMUS CONDEN 'CANYON PRINCE'	CANYON PRINCE WILD RYE	
		LOMANDRA 'BREEZE'	MAT RUSH	
		SESLERIA AUTUMNALIS	AUTUMN MOOR GRASS	
		SEE NOTES		
		MEDIUM HEIGHT SHRUBS & SUCCULENTS		
		AEONIU SPP.	.	50% TO BE 5 GALLON
		AGAVE SPP.	.	50% TO BE 1 GALLON
		ALOE SPP.	.	
		CRASSULA SPP.	.	
		FURCRAEA FOETIDA	MAURITUS HEMP	

PLANT LEGEND (CONT.)

LEVEL 3 ROOF DECK				
SYMBOL	QUANTITY	SIZE	SCIENTIFIC NAME	COMMON NAME
(2)	(CONT.)		HESPERALOE PARVIFLORA	RED YUCCA
			OLEA EUROPAEA 'LITTLE OLLIE'	DWARF OLIVE
			RHAPHIOLEPIS SPP.	SANTA BARBARA SAGE
			SALVIA LEUCANTHA 'SANTA BARBARA'	
			SEDUM SPP.	SUCCULENT BUSH
			SENECIO BARBERTONICUS	SENECIO
			SENECIO DECARYI	MADAGASCAR SENECIO
			WESTRINGIA SPP.	
		SEE NOTES		
		TALL EVERGREEN HEDGES TO DELINEATE OUTDOOR ROOMS		
		BAMBUSA DOLICH. 'GREEN STRIPE'	GREEN STRIPE BAMBOO	50% TO BE 5 GALLON
		FICUS 'GREEN GEM'	GREEN GEM FICUS	50% TO BE 1 GALLON
		LIGULSTRUM JAPONICUM TEXANUM	WAXLEAF PRIVET	
		PITTOSPORUM TENUIFOLIUM	KOHILU	
		PRUNUS CAROLINIANA 'BRIGHT N TIGHT'	CAROLINA LAUREL	

OTHER

SYMBOL	DESCRIPTION
(A4)	TERRACED PLANTERS ON PARKING STRUCTURE
(B5)	PROPERTY LINE

NOTES

- THIS PROPOSED PLAN DOES NOT INCLUDE POTENTIAL SHADE STRUCTURES, SITE FURNISHINGS, UMBRELLAS AND OTHER LIKE ITEMS AS INTRODUCTION OF SUCH ELEMENTS ARE DEPENDENT ON FUTURE TENANT NEEDS.

OPEN SPACE CALCULATION

LEVEL 3 RECREATION DECK	43,820 SF
HARDSCAPE	30,244 SF
LANDSCAPE	13,576 SF

NOTE: NO CALIFORNIA INDIGENOUS NATIVE OAKS, SOUTHERN CALIFORNIA BLACK WALNUT, WESTERN SYCAMORE OR CALIFORNIA BAY LAUREL EXIST ONSITE

NOTE: OPEN SPACE CALCULATION REPRESENTS ALL OUTDOOR AREAS. THOSE SQUARE FEET INCLUDE UNCOVERED AND COVERED, ACCESSIBLE AND NON ACCESSIBLE, PLANTED AND HARDSCAPED AREAS



LUMEN
WEST LA

11355 and 11377 W. Olympic BLVD
Los Angeles, CA 90064

McCARTHY • COOK

RELATIONSHIP DRIVEN EXPERIENCE

McCARTHY COOK

2301 Rosecrans Avenue
Suite 4170
El Segundo, CA 90245
Tel: 310.297.9100
Fax: 310.297.9300

NORTHWOOD
INVESTORS

NORTHWOOD INVESTORS

11355 W. Olympic Blvd
Suite 100
Los Angeles, CA 90064
Tel: 310.986.6800

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States

Tel: 213.327.3600
Fax: 213.327.3601

GROUNDLEVEL

2605 STATE STREET, SUITE B
SAN DIEGO CA 92103
(619) 272 2384

△ Date Description
Sept. 12, 2018

Seal / Signature

NOT FOR
CONSTRUCTION

Project Name

LUMEN CENTER

Project Number

05.8722.000

Description

LANDSCAPE PLAN: LEVEL 4

Scale

1/16" = 1'-0"

L1.05

© 2015 Gensler

HARDSCAPE & SITE ITEMS LEGEND	
PAVING TYPES	
SYMBOL	DESCRIPTION
(A)	CONCRETE PAVERS
(B)	WOOD DECKING OR LINEAR CONCRETE PAVERS
(C)	ARTIFICIAL TURF
SITE ITEMS	
SYMBOL	DESCRIPTION
(S-1)	GREENROOF PLANTING SYSTEM
(S-2)	ARTIFICIAL TURF SEATING AREA
(S-3)	BAR COUNTER
(S-4)	BARBEQUE COUNTER
(S-5)	RAISED PLANTERS

HARDSCAPE & SITE ITEMS LEGEND (CONT.)	
WALLS, FENCES & GATES	
SYMBOL	DESCRIPTION
(W-1)	DECORATIVE SCREEN
(W-2)	GLASS RAILING/ WIND SCREEN
OTHER	
SYMBOL	DESCRIPTION
(BB)	PROPERTY LINE

PLANT LEGEND					
LEVEL 4 ROOF DECK					
SYMBOL	QUANTITY	SIZE	SCIENTIFIC NAME	COMMON NAME	NOTES
(1)	6	CANOPY TREES			
		60" BOX 36" BOX	METROSIDEROS EXCELSA OLEA EUROPEA ARGUTUS MARINA	NZ CHRISTMAS TREE FRUITLESS OLIVE MARINA STRAWBERRY TREE	
(2)	3,807 SF	ORNAMENTAL PLANTING LOW TO MEDIUM WATER, MEDIUM HEIGHT GRASSES AND SHRUBS WITH TEXTURE SUCH AS:			
SEE NOTES		GRASSES AND GROUNDCOVERS		FOOTHILL SEDGE GIANT CAPE RUSH ATLAS FESCUE CANYON PRINCE WILD RYE MAT RUSH AUTUMN MOOR GRASS	50% TO BE 5 GALLON 50% TO BE 1 GALLON
SEE NOTES		SCULPTURAL ACCENT PLANTING		BERKELEY SEDGE - - - MAURITUS HEMP RED YUCCA	50% TO BE 5 GALLON 50% TO BE 1 GALLON

PLANT LEGEND (CONT.)					
LEVEL 4 ROOF DECK					
SYMBOL	QUANTITY	SIZE	SCIENTIFIC NAME	COMMON NAME	NOTES
(2) (CONT.)			MELALEUCA NESOPHILA METROSIDEROS KERM. TAHITI OLEA EUROPAEA 'LITTLE OLLIE' PITTOSPORUM CRASSIFOLIUM NANA RHAPHIOLEPIS SPP. SEDUM SPP. SENECIO SPP. WESTRINGIA SPP.	PINK MELALEUCA DWARF POHUTUKAWA DWARF OLIVE DWARF PITTOSPURM - - -	
(3)	405 SF	WATER TREATMENT AREAS GRASSES & RUSHES TOLERANT OF BOTH DROUGHT AND PERIODIC INUNDATION SUCH AS:			
SEE NOTES			AGAVE ATTENUATA CHONDRAPETALUM TECTORUM JUNCUS PATENS	FOXTAIL AGAVE GIANT CAPE RUSH FOOTHILL SEDGE CALIFORNIA GRAY RUSH	50% TO BE 5 GALLON 50% TO BE 1 GALLON

PLANT LEGEND (CONT.)					
GROUND LEVEL					
SYMBOL	QUANTITY	SIZE	SCIENTIFIC NAME	COMMON NAME	NOTES
(3) (CONT.)		SEE NOTES	FICUS PUMILA METROSIDEROS KERM. TAHITI OLEA EUROPAEA 'LITTLE OLLIE' PITTOSPORUM TENUIFOLIUM PITTOSPORUM TOBIRA 'VARIEGATA' RHAPHIOLEPIS JACK EVANS WESTRINGIA SPP.	CREeping FIG DWARF POHUTUKAWA DWARF OLIVE KAHUHU JAPANESE PITTOSPORUM JACK EVANS HAWTHORN	25% TO BE 15 GALLON 75% TO BE 5 GALLON
NOTES					
1. THIS PROPOSED PLAN DOES NOT INCLUDE POTENTIAL SHADE STRUCTURES, SITE FURNISHINGS, UMBRELLAS AND OTHER LIKE ITEMS AS INTRODUCTION OF SUCH ELEMENTS ARE DEPENDENT ON FUTURE TENANT NEEDS.					
OPEN SPACE CALCULATION					
LEVEL 4 ROOF DECK 11,150 SF HARDSCAPE 7,438 SF LANDSCAPE 3,712 SF					
NOTE: NO CALIFORNIA INDIGENOUS NATIVE OAKS, SOUTHERN CALIFORNIA BLACK WALNUT, WESTERN SYCAMORE OR CALIFORNIA BAY LAUREL EXIST ONSITE					

NOTE: OPEN SPACE CALCULATION REPRESENTS ALL OUTDOOR AREAS. THOSE SQUARE FEET INCLUDE UNCOVERED AND COVERED, ACCESSIBLE AND NON ACCESSIBLE, PLANTED AND HARDSCAPED AREAS



11355 and 11377 W. Olympic BLVD
Los Angeles, CA 90064

McCarthy • Cook

RELATIONSHIP DRIVEN EXPERIENCE

McCarthy Cook
2301 Rosecrans Avenue
Suite 4170
El Segundo, CA 90245
Tel: 310.297.9100
Fax: 310.297.9300

NORTHWOOD INVESTORS

NORTHWOOD INVESTORS
11355 W. Olympic Blvd
Suite 100
Los Angeles, CA 90064
Tel: 310.986.6800

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States
Tel: 213.327.3600
Fax: 213.327.3601



2605 STATE STREET, SUITE 8
SAN DIEGO CA 92103
(619) 272.2384

△	Date	Description
	Sept. 12, 2018	

Seal / Signature

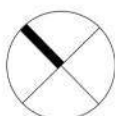
NOT FOR CONSTRUCTION

Project Name
LUMEN CENTER

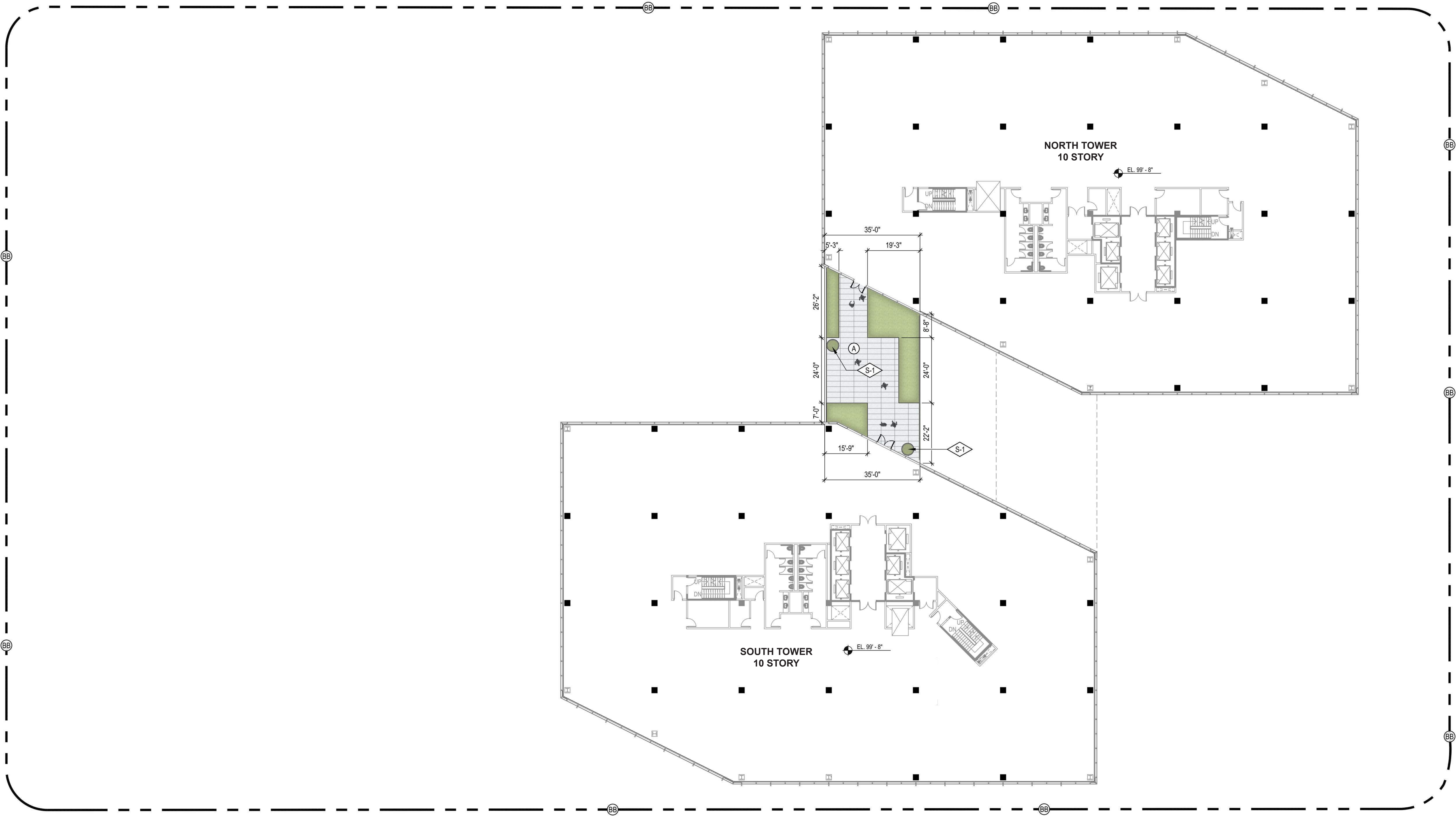
Project Number
05.8722.000

Description
LANDSCAPE PLAN: TYPICAL BRIDGE AT LEVEL 6,8,10

Scale
1/16" = 1'-0"



L1.06



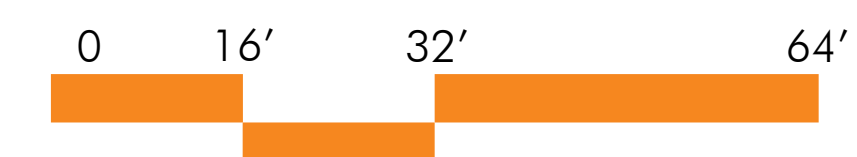
HARDSCAPE & SITE ITEMS LEGEND	
PAVING TYPES	
SYMBOL	DESCRIPTION
A	LINEAR CONCRETE PAVERS
SITE ITEMS	
SYMBOL	DESCRIPTION
S-1	PLANTER POT

PLANT LEGEND					
LEVEL 3 ROOF DECK					
SYMBOL	QUANTITY	SIZE	SCIENTIFIC NAME	COMMON NAME	NOTES
1	884 SF	ORNAMENTAL PLANTING LOW TO MEDIUM WATER USE PLANTS, LOW TO MEDIUM HEIGHT			
SEE NOTES		CAREX TUMULICOLA CHONDRAPETALUM TECTORUM FESTUCA MAIREI FESTUCA RUBRA LEYMUS CONDEN 'CANYON PRINCE' LOMANDRA BREEZE SESLERIA AUTUMNALIS	FOOTHILL SEDGE GIANT CAPE RUSH ATLAS FESCUE RED FESCUE CANYON PRINCE WILD RYE MAT RUSH AUTUMN MOOR GRASS	50% TO BE 5 GALLON 50% TO BE 1 GALLON	

OTHER	
SYMBOL	DESCRIPTION
BB	PROPERTY LINE
NOTES	
1. THIS PROPOSED PLAN DOES NOT INCLUDE POTENTIAL SHADE STRUCTURES, SITE FURNISHINGS, UMBRELLAS AND OTHER LIKE ITEMS AS INTRODUCTION OF SUCH ELEMENTS ARE DEPENDENT ON FUTURE TENANT NEEDS.	

OPEN SPACE CALCULATION	
TYPICAL BRIDGE (LEVEL 6, 8, 10)	2,035 SF
HARDSCAPE	1,151 SF
LANDSCAPE	884 SF
GRAND TOTAL OF (3) BRIDGES	6,105 SF
NOTE: NO CALIFORNIA INDIGENOUS NATIVE OAKS, SOUTHERN CALIFORNIA BLACK WALNUT, WESTERN SYCAMORE OR CALIFORNIA BAY LAUREL EXIST ON SITE	

NOTE: OPEN SPACE CALCULATION REPRESENTS ALL OUTDOOR AREAS. THOSE SQUARE FEET INCLUDE UNCOVERED AND COVERED, ACCESSIBLE AND NON ACCESSIBLE, PLANTED AND HARDSCAPED AREAS




LUMEN
 WEST LA
 11355 and 11377 W. Olympic BLVD
 Los Angeles, CA 90064

McCARTHY • COOK
 RELATIONSHIP DRIVEN EXPERIENCE
 McCarthy Cook
 2301 Rosecrans Avenue
 Suite 4170
 El Segundo, CA 90245
 Tel: 310.297.9100 Fax: 310.297.9300

NORTHWOOD
 INVESTORS
 NORTHWOOD INVESTORS
 11355 W. Olympic Blvd
 Suite 100
 Los Angeles, CA 90064
 Tel: 310.986.6800

Gensler
 500 South Figueroa Street
 Los Angeles, California 90071
 United States
 Tel: 213.327.3600
 Fax: 213.327.3601


GROUNDLEVEL
 2605 STATE STREET, SUITE B
 SAN DIEGO CA 92103
 (619) 272.2384

△ Date	Description
Sept. 12, 2018	

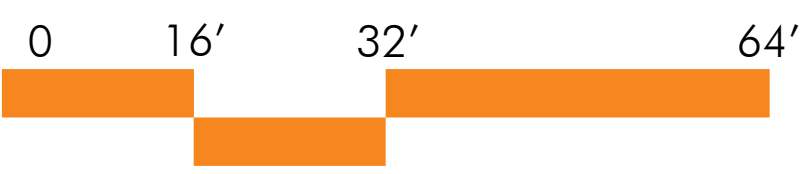
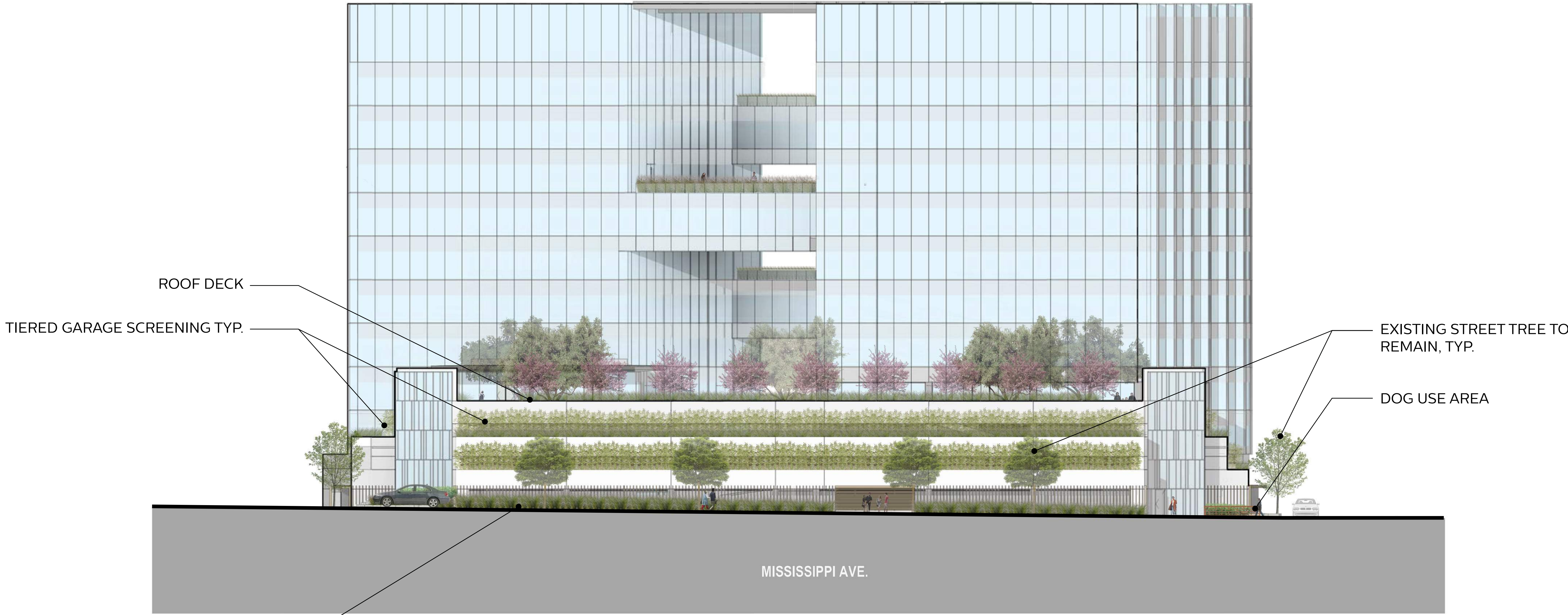
Seal / Signature

**NOT FOR
CONSTRUCTION**

Project Name
 LUMEN CENTER
 Project Number
 05.8722.000
 Description
 LANDSCAPE ELEVATION: WEST OLYMPIC
 BOULEVARD

Scale
 1/16" = 1'-0"

L2.01





LUMEN
WEST LA

11355 and 11377 W. Olympic BLVD
Los Angeles, CA 90064

McCARTHY • COOK

RELATIONSHIP DRIVEN EXPERIENCE

McCARTHY COOK
2301 Rosecrans Avenue
Suite 4170
El Segundo, CA 90245
Tel: 310.297.9100
Fax: 310.297.9300

NORTHWOOD

INVESTORS

NORTHWOOD INVESTORS
11355 W. Olympic Blvd
Suite 100
Los Angeles, CA 90064
Tel: 310.986.6800

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States

Tel: 213.327.3600
Fax: 213.327.3601



GROUNDLEVEL

2605 STATE STREET, SUITE B
SAN DIEGO CA 92103
(619) 272 2384

△ Date	Description
Sept. 12, 2018	

Seal / Signature

NOT FOR
CONSTRUCTION

Project Name	LUMEN CENTER
Project Number	05.8722.000
Description	LANDSCAPE ELEVATION: MISSISSIPPI

Scale	1/16" = 1'-0"
-------	---------------

L2.02



LUMEN
WEST LA

11355 and 11377 W. Olympic BLVD
Los Angeles, CA 90064

McCARTHY • COOK

RELATIONSHIP DRIVEN EXPERIENCE

McCARTHY COOK
2301 Rosecrans Avenue
Suite 4170
El Segundo, CA 90245
Tel: 310.297.9100
Fax: 310.297.9300

NORTHWOOD
INVESTORS

NORTHWOOD INVESTORS
11355 W. Olympic Blvd
Suite 100
Los Angeles, CA 90064
Tel: 310.986.6800

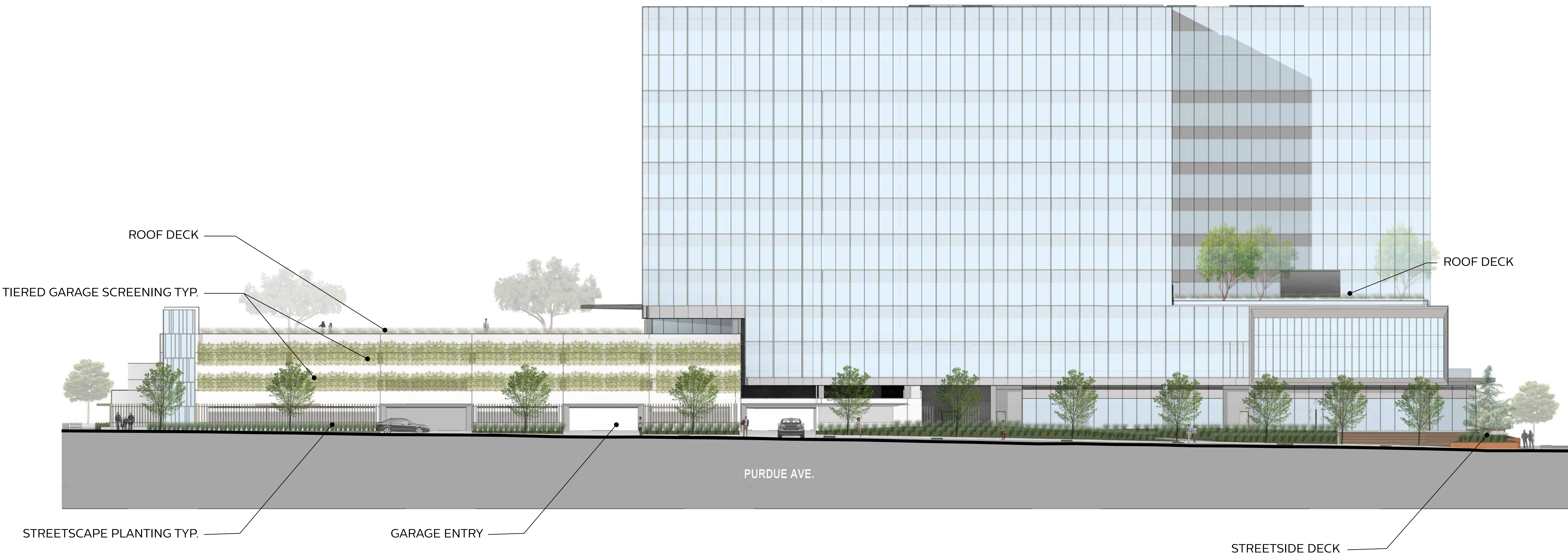
Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States
Tel: 213.327.3600
Fax: 213.327.3601



GROUNDLEVEL
2605 STATE STREET, SUITE B
SAN DIEGO CA 92103
(619) 272.2384

△	Date	Description
	Sept. 12, 2018	



Seal / Signature

NOT FOR
CONSTRUCTION

Project Name

LUMEN CENTER

Project Number

05.8722.000

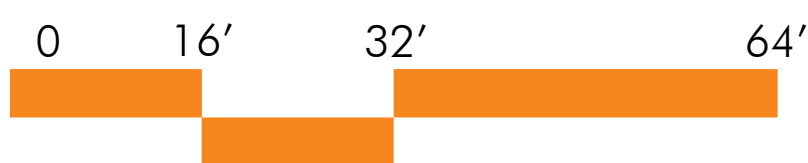
Description

LANDSCAPE ELEVATION: MISSISSIPPI

Scale

1/16" = 1'-0"

L2.03





△ Date	Description
Sept. 12, 2018	

Seal / Signature

**NOT FOR
CONSTRUCTION**

Project Name	LUMEN CENTER
Project Number	05.8722.000
Description	LANDSCAPE ELEVATION: MISSISSIPPI

Scale	1/16" = 1'-0"
-------	---------------

L2.04

5.0 MITIGATION MONITORING PROGRAM

A. INTRODUCTION

To ensure that the mitigation measures identified in an Environmental Impact Report (EIR) or Mitigated Negative Declaration (MND) are implemented, the California Environmental Quality Act (CEQA) requires the Lead Agency for a project to adopt a program for monitoring or reporting on the revisions it has required for a project and the measures it has imposed to mitigate or avoid significant environmental effects. As specifically set forth in Section 15097(c) of the CEQA Guidelines, the public agency may choose whether its program will monitor mitigation, report on mitigation, or both. As provided in Section 15097(c) of the CEQA Guidelines, “monitoring” is generally an ongoing or periodic process of project oversight. “Reporting” generally consists of a written compliance review that is presented to the decision-making body or authorized staff person.

An EIR has been prepared to address the Project’s potential environmental impacts. The evaluation of the Project’s impacts takes into consideration project design features, which are measures proposed by the Applicant as a feature of the Project and which are detailed in the EIR. Where appropriate, the EIR also identifies mitigation measures to avoid or substantially lessen any significant impacts. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of those project design features and mitigation measures.

This MMP has been prepared in compliance with the requirements of CEQA Section 21081.6 and CEQA Guidelines Section 15097. It is noted that while certain agencies outside of the City of Los Angeles (City) are listed as the monitoring/enforcement agencies for individual project design features and mitigation measures listed in this MMP, the City, as Lead Agency for the Project, is responsible for overseeing and enforcing implementation of the MMP as a whole.

B. PURPOSE

It is the intent of this MMP to:

1. Verify compliance with the project design features and mitigation measures identified in the EIR;
2. Provide a framework to document implementation of the identified project design features and mitigation measures;
3. Provide a record of mitigation requirements;
4. Identify monitoring and enforcement agencies;
5. Establish and clarify administrative procedures for the clearance of project design features and mitigation measures;

6. Establish the frequency and duration of monitoring; and
7. Utilize the existing agency review processes wherever feasible.

C. ORGANIZATION

As shown on the following pages, each identified project design feature and mitigation measure for the Project is listed and categorized by environmental issue area, with accompanying discussion of:

- **Enforcement Agency**—the agency with the power to enforce the project design feature or mitigation measure.
- **Monitoring Agency**—the agency to which reports involving feasibility, compliance, implementation, and development are made.
- **Monitoring Phase**—the phase of the Project during which the project design feature or mitigation measure shall be monitored.
- **Monitoring Frequency**—the frequency at which the project design feature or mitigation measure shall be monitored.
- **Action(s) Indicating Compliance**—the action(s) by which the enforcement or monitoring agency indicates that compliance with the identified project design feature or required mitigation measure has been implemented.

D. ADMINISTRATIVE PROCEDURES AND ENFORCEMENT

This MMP shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each project design feature and mitigation measure and shall be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that each project design feature and mitigation measures has been implemented. The Applicant shall maintain records demonstrating compliance with each project design feature and mitigation measure. Such records shall be made available to the City upon request. Further, specifically 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 project design features and mitigation measures 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 project design features and mitigation measures 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 Annual Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any noncompliance with the mitigation measures and project design features within

two businesses days if the Applicant does not correct the noncompliance within a reasonable time of notification to the Applicant by the monitor or if the noncompliance is repeated. Such noncompliance shall be appropriately addressed by the Enforcement Agency.

E. PROGRAM MODIFICATION

The project shall be in substantial conformance with the project design features and mitigation measures contained in this Mitigation Monitoring Program. The enforcing departments or agencies may determine substantial conformance with project design features and mitigation measures in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a project design feature or mitigation measure may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval, complies with CEQA Guidelines, Sections 15162 and 15164, including by preparing an addendum or subsequent environmental clearance to analyze the impacts from the modifications to or deletion of the project design features or mitigation measures. Any addendum or subsequent CEQA clearance shall explain why the project design feature or mitigation measure is no longer needed, not feasible, or the other basis for modifying or deleting the project design feature or mitigation measure. Under this process, the modification or deletion of a project design feature or mitigation measure shall not require a modification to any project discretionary approval unless the Director of Planning also finds that the change to the project design features or mitigation measures results in a substantial change to the Project or the nonenvironmental conditions of approval.

F. MITIGATION MONITORING PROGRAM

1. Aesthetics and Visual Resources

Project Design Features

PDF AES-1 Glass used in building facades shall minimize glare (e.g., minimize the use of glass with mirror coatings). Consistent with applicable energy and building code requirements, including Section 140.3 of the California Energy Code as may be amended, glass with coatings required to meet the Energy Code requirements shall be permitted.

Enforcement Agency:	City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
Monitoring Agency:	City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
Monitoring Phase:	Preconstruction; Construction

Monitoring Frequency: Once, at Plan Check; once during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit; field inspection sign-off and Certification of Occupancy

Mitigation Measures

No mitigation measures are required for Aesthetics.

2. Air Quality

Project Design Features

PDF AQ-1 Where power poles are available, electricity from power poles and/or solar-powered generators rather than temporary diesel or gasoline generators shall be used during construction.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Preconstruction; Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance: Field inspection sign-off; Compliance certification report submitted by Project contractor

PDF AQ-2 The Project shall utilize off-road diesel-powered construction equipment that meet or exceeds the California Air Resources Board (CARB) and U.S Environmental Protection Agency (USEPA) Tier 3 off-road emissions standards for equipment rated at 50 horsepower or greater during the grading, concrete pouring, and building construction phases. A copy of each unit's certified tier specification and CARB or the South Coast Air Quality Management District (SCAQMD) operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment.

Enforcement Agency: South Coast Air Quality Management District

Monitoring Agency: City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety

Monitoring Phase: Preconstruction; Construction

Monitoring Frequency: Once, at Plan Check; once during field inspection

Action Indicating Compliance: Plan approval; field inspection sign-off

PDF AQ-3: The Project shall use on-road haul trucks that meet or exceed the model year 2010 emission standards. A copy of each unit's certified model year specification shall be available upon request at the time of mobilization of each applicable unit of equipment.

Enforcement Agency: South Coast Air Quality Management District

Monitoring Agency: City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

PDF AQ-4: The Project has been designed to meet the Certified Leadership in Energy and Environmental Design (LEED) Green Building Rating System standards to reduce energy consumption. The Project shall include one or more of the following Green building features:

- Stormwater quantity and quality control
- Mitigation of heat island effects
- Light-pollution reduction
- Use of water-efficient landscaping
- On-site renewable energy
- Enhanced refrigerant management
- Use of regional construction materials and certified wood
- Use of low-emitting materials
- Controllable lighting and thermal systems

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Preconstruction; Construction

Monitoring Frequency: Once at Project plan check

Action Indicating Compliance: Plan check approval and issuance of applicable permit;
Field inspection sign-off; Compliance certification report
submitted by Project contractor

Mitigation Measures

No mitigation measures are required for air quality.

3. Biological Resources

Project Design Features

PDF BIO-1: All Non-Protected Significant Trees will be replaced on at least a 1:1 basis with 24-inch (minimum) box trees.

Enforcement Agency: City of Los Angeles Urban Forestry Division

Monitoring Agency: City of Los Angeles Urban Forestry Division

Monitoring Phase: Preconstruction

Monitoring Frequency: Once, during field inspection

Action Indicating Compliance: Approval of tree removal by City of Los Angeles Urban Forestry Division

Mitigation Measures

No mitigation measures are required for biological resources.

4. Greenhouse Gas Emissions

Project Design Features

PDF GHG-1: The Project shall include at least twenty percent (20%) of the total code required parking spaces provided for all types of parking facilities, but in no case less than one location, shall be capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating capacity. Of the 20% EV Ready, five percent (5%) of the total code required parking spaces shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas. When the

application of either the 20% or 5% results in a fractional space, round up to the next whole number. A label stating “EV CAPABLE” shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

Enforcement Agency:	City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
Monitoring Agency:	City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
Monitoring Phase:	Preconstruction; Pre-operation
Monitoring Frequency:	Once, at Plan Check; once during field inspection
Action Indicating Compliance:	Plan approval; issuance of applicable building permit; issuance of Certificate of Occupancy

Mitigation Measures

No mitigation measures for greenhouse gas emissions are required.

5. Hazards and Hazardous Materials

Project Design Features

No project design features are included for hazards or hazardous materials.

Mitigation Measures

No mitigation measures are required for hazards and hazardous materials.

6. Land Use and Planning

Project Design Features

No project design features are included for land use and planning.

Mitigation Measures

No mitigation measures are required for land use and planning.

7. Noise

Project Design Features

PDF N-1 High vibration producing construction activities – specifically the use of large equipment such as dozers, tractors, loaders, backhoes, cranes, pavers, or loaded trucks – would only be scheduled to occur between the hours of 8:00 AM and 4:00 PM.

Enforcement Agency: City of Los Angeles Department of Public Works; Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Public Works; City of Los Angeles Department of Building and Safety

Monitoring Phase: Preconstruction; Construction

Monitoring Frequency: Once, at Plan Check; once during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit; submittal of Construction Noise Mitigation Plan; field inspection sign-off

Mitigation Measures

Construction Noise and Vibration

MM N-1 Prior to the issuance of demolition permits for the Project, the Project Applicant shall provide proof satisfactory to the City of Los Angeles Department of Public Works and/or Department of Building and Safety, that the Construction Manager has committed in writing to comply with the City Noise Ordinance (LAMC Sections 111–116), and that the requirement to comply must be included in any contractual commitments between the contractor and the Project Applicant. The Project Applicant shall design a Construction Noise Mitigation Plan that demonstrates a reduction to construction-related noise impacts to off-site noise sensitive receptors by 20 dB(A).

The Construction Noise Mitigation Plan could include the following to reduce construction-related noise impacts to off-site noise sensitive receptors by 20 dB(A):

- Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously;
- The staging of high noise-generating activities shall take place during mid-day and/or when ambient noise levels in the receptor areas are at their highest levels;

- The idling of haul trucks shall be limited to 5 minutes at any given location as established by the South Coast Air Quality Management District;
- Locate construction staging areas in a manner which shall minimize interference with residential streets surrounding the Project site by only utilizing the portions of Corinth Avenue and Purdue Avenue within 200 feet of Olympic Boulevard for staging and deliveries;
- The Project site Construction Manager shall clearly post a hotline along the construction fence, in several areas, to enable the public to call and report construction related issues associated with the construction;
- Project construction shall not use impact pile driving methods;
- The Project site Construction Manager shall locate stationary construction noise sources as far as possible from noise-sensitive uses, and ensure that they are muffled and enclosed within temporary sheds, or incorporated insulation barriers, or other measures.
- All construction equipment engines shall be properly tuned and muffled according to manufacturers' specifications. The Construction Manager shall use power construction equipment with state-of-the-art noise shielding and muffling devices and shall include the use of plug-in electrical or solar-powered generators;
- Temporary sound barriers shall be located at the boundary of the Project site along Purdue Avenue and Corinth Avenue. The barriers shall be rated at a sound transmission class (STC) that is capable of producing a 15 dB(A) reduction in ambient noise levels; and
- Pursuant to LAMC Chapter XI Noise Regulations, construction hours, allowable workdays, and the phone number of the Construction Manager shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the Construction Manager. If the Construction Manager receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action taken to the reporting party. The Construction Manager must keep log of all complaints and resolution which must be provided to LADBS within 5 days of request.

Enforcement Agency:	City of Los Angeles Department of Public Works; Los Angeles Department of Building and Safety
Monitoring Agency:	City of Los Angeles Department of Public Works; City of Los Angeles Department of Building and Safety
Monitoring Phase:	Preconstruction; Construction
Monitoring Frequency:	Once, at Plan Check; once during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit; submittal of Construction Noise Mitigation Plan; field inspection sign-off

8. Public Services—Fire Protection and Emergency Medical Services

Project Design Features

No project design features are included for fire protection and emergency medical services.

Mitigation Measures

No mitigation measures are required for fire protection and emergency medical services.

9. Transportation and Traffic

Project Design Features

PDF TR-1 Construction Traffic Management Plan: Prior to the issuance of a building permit for the Project, a Construction Traffic Management Plan shall be submitted to the City of Los Angeles Department of Transportation (LADOT) for approval. This plan shall identify street closure information, a detour plan, haul routes, construction parking, and staging areas. The Construction Management Plan will formalize how construction would be carried out and identify specific actions that will be required to reduce effects on the surrounding community.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Preconstruction; Construction

Monitoring Frequency: Once, at Plan Check prior to issuance of grading or building permit; once during field inspection

Action Indicating Compliance: City of Los Angeles Department of Transportation approval; field inspection sign-off

Mitigation Measures

MM TR-1 Transportation Demand Management (TDM): In conformance with the criteria of the West Los Angeles Transportation Improvement and Mitigation Specific Plan, the Project Applicant shall prepare and implement a Transportation Demand Management (TDM)

program to reduce Project impacts. The TDM program shall include implementation of several TDM strategies, which may include, but are not limited to the following:

- Participation of an existing or formation of a new Transportation Management Association (TMA);
- Flexible work schedules, telecommuting programs, and alternative work schedules;
- Guaranteed Ride Home program;
- Rideshare/carpool/vanpool promotion and support;
- Discounted transit passes;
- Mobility hub support;
- On-site TDM Coordinator; and
- Funding for bikeway improvements.

The preliminary TDM program shall be submitted to LADOT for review prior to issuance of the first construction permit for the Project. A final TDM program shall be submitted and approved by LADOT prior to the issuance of the first certificate of occupancy for the Project and submittal (to LADOT) of an annual compliance report is required.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation; City of Los Angeles Department of Public Works, Bureau of Engineering

Monitoring Phase: Preoccupancy

Monitoring Frequency: Once; prior issuance of Certificate of Occupancy

Action Indicating Compliance: City of Los Angeles Department of Transportation approval; issuance of Certificate of Occupancy; submittal of compliance report

MM TR-2 Shuttle to Metro Expo Station: The Project Applicant shall provide a (first mile-last mile connection) shuttle bus circulator route connecting the Project site to and from the Metro Expo Line Sepulveda Station to offer a first-mile/last-mile connection for transit riders. Shuttles would operate during peak hours and at frequencies no greater than 5 to 6 minutes.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency:	City of Los Angeles Department of Transportation; City of Los Angeles Department of Public Works
Monitoring Phase:	Prior to Occupancy; Operation
Monitoring Frequency:	Prior to issuance of certificate of occupancy
Action Indicating Compliance:	Consistency review as needed

10. Tribal Cultural Resources

Project Design Features

No project design features are included for tribal cultural resources.

Mitigation Measures

No mitigation measures are required for Tribal Cultural resources.

11. Utilities—Water Supply

Project Design Features

No project design features are included for water supply.

Mitigation Measures

No mitigation measures are required for water supply.

12. Utilities—Wastewater

Project Design Features

No project design features are included for wastewater.

Mitigation Measures

No mitigation measures are required for wastewater.

13. Utilities—Solid Waste Disposal

Project Design Features

No project design features are included for solid waste disposal.

Mitigation Measures

No mitigation measures are required for solid waste disposal.

Exhibit C

CITY OF LOS ANGELES INTER-DEPARTMENTAL MEMORANDUM

11355-11377 W. Olympic Boulevard
LADOT Case No. WLA15-103217

Date: July 27, 2017

To: Karen Hoo, City Planner
Department of City Planning

From: Hamed Sandoghdar, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED OFFICE PROJECT AT 11355-11377 WEST OLYMPIC BOULEVARD**

Pursuant to the West Los Angeles Transportation Improvement and Mitigation Specific Plan Ordinance No. 171,492 (WLA TIMP), the Department of Transportation (DOT) has completed the traffic assessment of the proposed office expansion Project located at 11355 -11377 West Olympic Boulevard. The project is generally bounded by Olympic Boulevard to the south, Corinth Avenue to the east, Mississippi Avenue to the north, and Purdue Avenue to the West. This traffic assessment is based on a traffic study report prepared by Raju Associates, Inc., submitted June 15, 2016 with subsequent revision on June 1, 2017. Based on DOT's traffic impact criteria, the study included the detailed analysis of 31 signalized intersections and determined that 3 of the study intersections would be significantly impacted prior to the implementation of project mitigations. After a review of the pertinent data, DOT has determined that the traffic study adequately describes the project-related impacts of the proposed development.

PROJECT DESCRIPTION

The Project proposes the expansion of the Trident Center, an existing 342,078 square feet building composed of 335,078 square feet of office space and 7000 square feet of bank space on Olympic Boulevard. The proposed project is for construction of an additional 115,000 square feet of office space plus 5,000 square feet of high turnover restaurant use. The project is expected to be completed in two phases and once completed will contain a total of 462,078 square feet including 450,078 square feet of office use, 7000 square feet of bank use, and 5,000 square feet of high turnover restaurant. Phase one will be the addition of 55,000 square feet of office space and scheduled to be completed by 2018. The remaining project will be completed by year 2020. Accesses to the site are from three driveways on Purdue Avenue, and two driveways on Corinth Avenue. The existing site provides a total of approximately 1,383 parking spaces in a three level parking structure. The proposed project does not recommended any changes to the existing parking or site access.

DISCUSSION AND FINDINGS

Trip Generation

The project is expected to create a net increase of 1,244 daily trips, a net increase of 167 A.M. peak hour trips, and a net increase of 169 P.M. peak hour trips. The trip generation estimates are based on rates from Appendix "A" of the WLA TIMP, Brief Guide of Vehicular Traffic Generation Rates for San Diego, April 2002, and formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th

Edition, 2012. A copy of the study report trip generation summary table (Table 4) is provided as **Attachment "A"** to this report

Traffic Impacts

With respect to the information presented in the project study report, DOT has determined that the proposed development will create significant traffic impacts at three (3) of the thirty one (31) studied signalized intersections in one or more study analysis years (existing year 2016 or future year 2020), as shown in the report's summary of volume-to-capacity (V/C) ratios and levels of service (LOS) tables (Table 6A). A copy of the LOS summary table is provided as **Attachment "B"** to this report.

The potentially impacted signalized intersections are as follows:

1. Purdue Avenue and Olympic Boulevard (#16)
2. Sawtelle Boulevard and Olympic Boulevard (#18)
3. Cotner Avenue and Olympic Boulevard (#24)

In order to address the identified project impacts, the project is proposing to implement a comprehensive Transportation Demand Management and Monitoring Program (TDM&MP) as a means for reducing project trips during the commuter peak periods. As part of this program the developer shall provide a shuttle service between the project site and the Metro Sepulveda and Exposition Light Rail Train (LRT) station. A copy of the report Project with Mitigation summary of volume-to-capacity (V/C) ratios and levels of service (LOS) tables (Table 6C) is provided as **Attachment "C"** to this report.

The project impact analysis also included a review of the stop sign controlled intersection at Butler Avenue & Mississippi Avenue to determine if the addition of project traffic would trigger the need for signalization at this location. The Highway Capacity Manual (HCM) 2010 stop-controlled intersection analysis methodology was used to determine the intersection level of service (LOS) at project build-out. Based on the HCM evaluation results, the intersection does not meet the level of activity that would require a traffic signal warrant analysis. Therefore, no further analysis was required.

The project study also completed a residential street traffic impact analysis and concluded that the Project would not create a significant impact at any of the five (5) street segments analyzed in the study. A copy of the residential impact summary table (Table 7) is provided as **Attachment "D"** to this report.

Congestion Management Program (CMP)

The CMP traffic impact analysis (TIA) guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips to the intersection during either the AM or PM weekday peak hours. The nearest CMP arterial monitoring location to the project site is the intersection of Bundy Drive and Santa Monica Boulevard, located around one mile from the project site. Based on the distribution of the project trips it is anticipated that fewer than 15 project trips during the A.M or P.M peak would likely travel through this location. These project-related trips are well below the 50 trips thresholds for potential CMP intersection impact and therefore no further analysis is needed.

The nearest CMP freeway monitoring stations, within approximately two and half miles of the Project site, are as follows:

1. I-10 at Overland Avenue
2. I-405 north of Venice Boulevard

Based on the trip distribution pattern, the maximum number of project related trips to occur along these freeway segments are well below the 150 trips threshold for potential CMP Freeway Segment impact and therefore, no further analysis is needed.

Freeway Screening Analysis

To comply with the Freeway Analysis Agreement executed between Caltrans and LADOT in October 2013, the study also included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare a more detailed freeway analysis. However, the project did not meet or exceed any of the four thresholds defined in the agreement; therefore, no additional freeway analysis is deemed required at this time. Although the freeway off-ramp screening did not trigger any further analysis, the study analyzed 6 ramp intersections. A copy of the project freeway screening segment and off-ramp analysis summary tables (Appendix E Table 2 and Table 3) is provided as **Attachment "E"** to this report.

PROJECT REQUIREMENTS

In response to the findings of the traffic impact study, DOT recommends that the following project requirements be adopted as conditions of project approval.

A. Application Fee

Pursuant to Section 4.D of the WLA TIMP, the applicant submitted payment for the application/traffic study review fee on June 22, 2016.

B. Covenant and Agreement

Pursuant to Section 4.B of the WLA TIMP, the owner(s) of the property must sign and record a Covenant and Agreement prior to issuance of any building permit, acknowledging the contents and limitations of this Specific Plan in a form designed to run with the land.

C. Transportation Impact Assessment (TIA) Fee

Pursuant to Section 5 of the WLA TIMP, an applicant for a project within the Specific Plan Area, except as exempted, shall pay, or guarantee payment of, a TIA Fee prior to issuance of any building permit. In accordance with this directive, the project shall remit payment of the applicable TIA fee amount, specified below, prior to issuance of any building permit:

Proposed Use:

Current WLA TIMP Trip Fee Cost Factor*	= \$3,526/ Trip
Total trips generated, Office @ 450,078 sq-ft	= 583 Trips
Proposed Office TIA fee [\$3,526 per trip x 583 trips]	= \$2,055,658.00

Previous/Existing Use for TIA fee credit:

Current WLA TIMP Trip Fee Cost Factor*	= \$3,526/ Trip
Total trips generated, Office @ 335,078 sq-ft	= 454 Trips
Previous Office use TIA fee credit (\$3,526 per trip x 454)	= \$1,600,804.00

Total TIA Fee Due**	= \$2,055,658 – 1,617,148.00
	= \$454,854.00**

*Pursuant to Section 5.D of the WLA TIMP, the Trip Cost Factor shall be increased (or decreased) as of January 1 of each year by the amount of the percentage increase (or decrease) in the most recently available City Building Cost Index as determined by DOT. Therefore, the actual TIA Fee may vary depending upon when payment is made to DOT.

**The final TIA Fee due will be dependent upon the final configuration of the project uses and date of payment.

Pursuant to Section 6.B of the WLA TIMP, in-lieu credit against the TIA Fee shall be given for all or portions of regional or sub-regional transportation highway improvements and transit/TDM improvements designated in Appendix C of the WLA TIMP or for regional or sub-regional improvements as determined by DOT. The amount of in-lieu credit for regional or sub-regional transportation improvements shall be calculated by DOT and shall not exceed 90% of the TIA Fee.

D. Highway Dedication and Physical Street Improvements

Pursuant to Section 4.E.2 of the WLA TIMP, the applicant shall check with the Bureau of Engineering's (BOE) Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project. These requirements must be guaranteed before issuance of any building permit through the B-permit process of the Bureau of Engineering, Department of Public Works. They must be constructed prior to issuance of any certificate of occupancy to the satisfaction of DOT and the Bureau of Engineering.

E. Transportation Demand Management (TDM) and Vehicle Monitoring Program

Pursuant to Section 4.G. of the WLA TIMP, the applicant shall submit to DOT a Transportation Demand Management (TDM) Plan designed to reduce the total net project trips during the peak commute periods. The "peak trip goal" shall be a reduction of 133 gross (driveway) P.M. peak hour trips generated by the project. The TDM Plan should include a variety of measures to reduce single occupant vehicle (SOV) trips by increasing the number of walking, bicycling, carpool, vanpool, and transit trips. A full detailed description of the TDM Plan should be prepared by a licensed Traffic Engineer and submitted to DOT for review and approval, prior to the issuance of any certificate of occupancy. The project shall also comply with Section 12.26-J (Ordinance 168,700) of the Los Angeles Municipal Code which requires specific TDM and trip reduction measures before the issuance of any building permit. The TDM program may include, but is not limited to, the following strategies:

- Provide a dedicated shuttle service from the site to the LRT Station (the frequency of the shuttle service should commensurate to that of the Expo Line schedule, to the extent possible)
- Participation in an existing or formation of a new Transportation Management Association
- Participation in the Metro Business Transit Access Pass (B-TAP) Program
- Implementation of an interactive, digital Transit Information Display
- Implement enhanced pedestrian connections (e.g., improve sidewalks, widen crosswalks adjacent to the project, install wayfinding signage and pedestrian level lighting, etc.);
- Design the project to ensure a bicycle, pedestrian and transit friendly environment;
- Provide parking as an option only (i.e., unbundle the parking);
- Coupled with the unbundled parking, provide on-site car share amenities;

- Provide rideshare program and support for project employees and tenants;
- Coordinate with DOT to determine if the site would be eligible for one or more of the services to be provided by the future Mobility Hubs program (secure bike parking, bike share kiosks, and car-share parking spaces);
- Flexible work schedule, telecommunicating programs and alternative work schedule
- Guaranteed Ride Home Program

The final TDM plan should include measurable goals and objectives, a data collection and evaluation process, a monitoring and reporting program that ensures compliance with the plan's goals, and enforcement provisions that define penalties should the stated goals not be met. Ongoing monitoring of the TDM Plan (including the effectiveness of the shuttle) will help determine if any revisions to the plan are necessary. The applicant is responsible for any costs associated with the monitoring and reporting program, including any necessary LADOT review fees. The TDM Plan should highlight that the monitoring program will be required to continue until such time that the Project has demonstrated that the proposed trip reduction measures have a continuing benefit in achieving the TDM Plan's stated goals for a minimum of five consecutive years. The TDM Plan should also identify penalties for non-compliance in achieving the intent and goals of the TDM Plan.

F. Site Access and Internal Circulation

This determination does not include approval of the project's driveways, internal circulation and parking scheme. The applicant is advised to consult with DOT for driveway locations and specifications prior to the commencement of any architectural plans, as they may affect building design. Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting detailed site/driveway plans, at a scale of at least 1" = 40', separately to DOT's WLA/Coastal Development Review Section at 7166 West Manchester Avenue, Los Angeles 90045 as soon as possible but prior to submittal of building plans for plan check to the Department of Building and Safety.

G. Pedestrian Connectivity

Applicant shall consult with the Department of City Planning for any additional requirements pertaining to pedestrian walkability and connectivity, as described in the Walkability Checklist.

H. Construction Impacts

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

DOT ASSESSMENT APPEAL PROCESS

Pursuant to Section 8.A of the WLA TIMP, an applicant or any other interested person adversely affected by the project who disputes any determination made by DOT pursuant to this Ordinance may appeal to the General Manager of DOT. This appeal must be filed within a 15 day period following the applicant's receipt date of this letter of determination. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified.

If you have any questions, I can be reached at the LADOT West L.A. Planning Office, (213) 485-1062.

HS:pa

Attachments

cc: Eleventh Council District
Sean Haeri, Mo Blorfroshan (Western District), DOT
David Weintraub, DCP
Kevin Azarmahan, BOE
Srinath Raju, Raju Associates, Inc

**TABLE 4
ESTIMATED PROJECT TRIP GENERATION**

	Size	Daily	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Existing On-Site Uses								
General Office	335,078 s.f.	3,291	443	60	503	77	377	454
	Transit Trips (5%)	(165)	(22)	(3)	(25)	(4)	(19)	(23)
Bank	7,000 s.f.	1,050	29	13	42	37	48	85
	Pass-By Trips (20%)	(210)	(6)	(3)	(9)	(7)	(10)	(17)
Existing Subtotal		3,966	444	67	511	103	396	499
Proposed Project								
General Office	450,078 s.f.	4,118	561	76	637	99	484	583
	Transit Trips (5%)	(206)	(28)	(4)	(32)	(5)	(24)	(29)
Bank	7,000 s.f.	1,050	29	13	42	37	48	85
	Pass-By Trips (20%)	(210)	(6)	(3)	(9)	(7)	(10)	(17)
Restaurant (High-Turnover)	5,000 s.f.	636	30	24	54	39	26	65
	Internal Capture (10%)	(64)	(3)	(2)	(5)	(4)	(3)	(7)
	Pass-By Trips (20%)*	(114)	(5)	(4)	(9)	(7)	(5)	(12)
Overall Project Subtotal		5,210	578	100	678	152	516	668
Trip Generation Total (Net)	120,000 s.f.	1,244	134	33	167	49	120	169
Trip Rates [1]								
Office (ITE Land Use 710)	Trips per 1,000 s.f.	[2]	88%	12%	[2]	17%	83%	[2]
High-Turnover Restaurant (ITE Land Use 932) [3]	Trips per 1,000 s.f.	127.15	55%	45%	10.81	60%	40%	12.92
Walk-In Bank (ITE Land Use 911) [4]	Trips per 1,000 s.f.	150	70%	30%	6	44%	56%	12.13

* Pass-by trips determined after reduction of internal capture.

[1] Trip generation rates from Trip Generation Manual, 9th Edition, ITE 2012, unless noted otherwise.

[2] Trip generation estimates for office was calculated using the following equations:

$$\begin{aligned}
 \text{Daily:} & \quad \ln(T) = 0.76 \ln(X) + 3.68 \\
 \text{AM Peak Hour:} & \quad \ln(T) = 0.80 \ln(X) + 1.57 \\
 \text{PM Peak Hour:} & \quad (T) = 1.12(X) + 78.45
 \end{aligned}$$

Where:

\ln = Natural logarithm

T = Two-way volume of traffic (total trip-ends)

X = Area in 1,000 gross square feet of leasable area

[3] PM trip rates from West Los Angeles Transportation and Improvement Specific Plan.

[4] ITE does not provide Daily and AM peak hour trip rates for this use. Therefore, the Daily and AM peak hour trip rates from *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, SANDAG, April 2002 was utilized.

**TABLE 6A
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS**

Attachment B

No.	Intersection	Peak Hour	Existing (2016) Conditions		Existing (2016) Plus Project Conditions		Project Increase In V/C	Significant Project Impact	Cumulative (2020) Base Conditions		Cumulative (2020) Plus Project Conditions		Project Increase In V/C	Significant Project Impact
			V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
1.	I-10 Eastbound Off-Ramp/34th Street & Pico Bl [1]	AM PM	0.656 0.773	B C	0.658 0.774	B C	0.002 0.001	No No	0.728 0.864	C D	0.731 0.865	C D	0.003 0.001	No No
2.	Centinela Avenue & I-10 Westbound Ramps [1]	AM PM	0.878 0.897	D D	0.878 0.897	D D	0.000 0.000	No No	1.042 1.080	F F	1.042 1.080	F F	0.000 0.000	No No
3.	Centinela Avenue & Pico Boulevard [1]	AM PM	0.734 0.737	C C	0.735 0.739	C C	0.001 0.002	No No	0.837 0.863	D D	0.837 0.865	D D	0.000 0.002	No No
4.	Bundy Drive & Olympic Boulevard	AM PM	0.961 0.808	E D	0.965 0.813	E D	0.004 0.005	No No	1.116 0.963	F E	1.120 0.968	F E	0.004 0.005	No No
5.	Bundy Drive & Pico Boulevard	AM PM	0.875 1.064	D F	0.876 1.069	D F	0.001 0.005	No No	1.013 1.236	F F	1.014 1.243	F F	0.001 0.007	No No
6.	Bundy Drive & I-10 Eastbound On-Ramp	AM PM	0.623 0.639	B B	0.625 0.647	B B	0.002 0.008	No No	0.698 0.745	B C	0.700 0.753	B C	0.002 0.008	No No
7.	Bundy Drive & Ocean Park Boulevard	AM PM	1.036 1.139	F F	1.036 1.142	F F	0.000 0.003	No No	1.098 1.235	F F	1.098 1.237	F F	0.000 0.002	No No
8.	Barrington Avenue & Santa Monica Boulevard	AM PM	0.866 0.860	D D	0.870 0.864	D D	0.004 0.004	No No	0.975 1.010	E F	0.980 1.015	E F	0.005 0.005	No No
9.	Barrington Avenue & La Grange Avenue	AM PM	0.649 0.689	B B	0.654 0.693	B B	0.005 0.004	No No	0.713 0.766	C C	0.718 0.771	C C	0.005 0.005	No No
10.	Barrington Avenue & Mississippi Avenue	AM PM	0.759 0.833	C D	0.759 0.835	C D	0.000 0.002	No No	0.821 0.910	D E	0.821 0.912	D E	0.000 0.002	No No
11.	Barrington Avenue & Olympic Boulevard	AM PM	1.175 1.017	F F	1.177 1.025	F F	0.002 0.008	No No	1.304 1.138	F F	1.306 1.147	F F	0.002 0.009	No No
12.	Barrington Avenue & Pico Boulevard	AM PM	1.025 1.089	F F	1.031 1.093	F F	0.006 0.004	No No	1.143 1.221	F F	1.148 1.224	F F	0.005 0.003	No No
13.	Barrington Avenue & Gateway Boulevard	AM PM	0.699 0.902	B E	0.706 0.903	C E	0.007 0.001	No No	0.747 0.965	C E	0.753 0.966	C E	0.006 0.001	No No
14.	Barrington Avenue & National Boulevard	AM PM	0.809 0.782	D C	0.811 0.784	D C	0.002 0.002	No No	0.880 0.853	D D	0.882 0.854	D D	0.002 0.001	No No
15.	Colby Avenue & Olympic Boulevard	AM PM	0.640 0.603	B B	0.643 0.613	B B	0.003 0.010	No No	0.713 0.669	C B	0.715 0.678	C B	0.002 0.009	No No
16.	Purdue Avenue & Olympic Boulevard	AM PM	0.709 0.728	C C	0.793 0.787	C C	0.084 0.059	Yes Yes	0.783 0.803	C D	0.867 0.860	D D	0.084 0.057	Yes Yes
17.	Sawtelle Boulevard & Santa Monica Boulevard	AM PM	0.809 0.846	D D	0.812 0.852	D D	0.003 0.006	No No	0.913 0.951	E E	0.916 0.958	E E	0.003 0.007	No No
18.	Sawtelle Boulevard & Olympic Boulevard	AM PM	1.089 1.165	F F	1.096 1.176	F F	0.007 0.011	No Yes	1.182 1.283	F F	1.188 1.294	F F	0.006 0.011	No Yes
19.	Sawtelle Boulevard & Tennessee Av/I-405 SB Off-Ramp	AM PM	0.522 0.732	A C	0.525 0.741	A C	0.003 0.009	No No	0.572 0.828	A D	0.574 0.837	A D	0.002 0.009	No No
20.	Sawtelle Boulevard & Pico Boulevard	AM PM	1.153 1.146	F F	1.160 1.153	F F	0.007 0.007	No No	1.284 1.413	F F	1.291 1.419	F F	0.007 0.006	No No
21.	Sawtelle Boulevard & National Boulevard	AM PM	0.849 0.925	D E	0.851 0.926	D E	0.002 0.001	No No	0.915 1.002	E F	0.917 1.003	E F	0.002 0.001	No No
22.	I-405 Southbound On-Ramp & National Boulevard	AM PM	0.457 0.618	A B	0.459 0.628	A B	0.002 0.010	No No	0.504 0.673	A B	0.507 0.683	A B	0.003 0.010	No No
23.	I-405 Northbound Off-Ramp & National Boulevard	AM PM	0.759 0.706	C C	0.766 0.708	C C	0.007 0.002	No No	0.838 0.796	D C	0.844 0.798	D C	0.006 0.002	No No
24.	Cotner Avenue & Olympic Boulevard	AM PM	0.798 0.886	C D	0.801 0.895	D D	0.003 0.009	No No	0.866 0.977	D E	0.868 0.987	D E	0.002 0.010	No Yes
25.	Cotner Avenue & Pico Boulevard	AM PM	0.856 0.762	D C	0.859 0.763	D C	0.001 0.001	No No	0.936 0.876	E D	0.938 0.877	E D	0.002 0.001	No No
26.	Sepulveda Boulevard & Santa Monica Boulevard	AM PM	0.969 0.932	E E	0.970 0.934	E E	0.001 0.002	No No	1.044 1.056	F F	1.046 1.058	F F	0.002 0.002	No No
27.	Sepulveda Boulevard & Olympic Boulevard	AM PM	0.979 1.069	E F	0.984 1.073	E F	0.005 0.004	No No	1.064 1.231	F F	1.066 1.238	F F	0.004 0.007	No No
28.	Sepulveda Boulevard & Pico Boulevard	AM PM	0.930 0.956	E E	0.934 0.958	E E	0.004 0.002	No No	1.064 1.256	F F	1.067 1.260	F F	0.003 0.004	No No
29.	Veteran Avenue & Olympic Boulevard	AM PM	0.572 0.613	A B	0.574 0.614	A B	0.002 0.001	No No	0.624 0.671	B B	0.627 0.671	B B	0.003 0.000	No No
30.	Gateway Boulevard/Exposition Boulevard & Pico Bl	AM PM	0.843 0.697	D B	0.848 0.702	D C	0.005 0.005	No No	0.916 0.817	E D	0.922 0.821	E D	0.006 0.004	No No
31.	Sawtelle Boulevard & Mississippi Avenue	AM PM	0.395 0.572	A A	0.404 0.589	A A	0.009 0.017	No No	0.430 0.617	A B	0.439 0.633	A B	0.009 0.016	No No

[1] Intersections under the City of Santa Monica jurisdiction were analyzed using both City of Los Angeles methodology (CMA) and City of Santa Monica methodology (HCM). The traffic analysis using HCM methodology is summarized in Table 6B.

TABLE A
ESTIMATED PROJECT TRIP GENERATION - WITH MIGATION MEASURES

	Size	Daily	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Existing On-Site Uses								
General Office	335,078 s.f. Transit Trips (5%)	3,291 (165)	443 (22)	60 (3)	503 (25)	77 (4)	377 (19)	454 (23)
Bank	7,000 s.f. Pass-By Trips (20%)	1,050 (210)	29 (6)	13 (3)	42 (9)	37 (7)	48 (10)	85 (17)
Existing Subtotal		3,966	444	67	511	103	396	499
Proposed Project								
General Office	450,078 s.f. Transit Trips (5%)	4,118 (206)	561 (28)	76 (4)	637 (32)	99 (5)	484 (24)	583 (29)
Bank	7,000 s.f. Pass-By Trips (20%)	1,050 (210)	29 (6)	13 (3)	42 (9)	37 (7)	48 (10)	85 (17)
Restaurant (High-Turnover)	5,000 s.f. Internal Capture (10%) Pass-By Trips (20%)*	636 (64) (114)	30 (3) (5)	24 (2) (4)	54 (5) (9)	39 (4) (7)	26 (3) (5)	65 (7) (12)
Overall Project Subtotal		5,210	578	100	678	152	516	668
Overall Project Subtotal with 20% TDM		4,168	462	80	542	122	413	535
Trip Generation Total (Net) including 20% TDM	120,000 s.f.	202	18	13	31	19	17	36
Trip Rates [1]								
Office (ITE Land Use 710)	Trips per 1,000 s.f.	[2]	88%	12%	[2]	17%	83%	[2]
High-Turnover Restaurant (ITE Land Use 932) [3]	Trips per 1,000 s.f.	127.15	55%	45%	10.81	60%	40%	12.92
Walk-In Bank (ITE Land Use 911) [4]	Trips per 1,000 s.f.	150	70%	30%	6	44%	56%	12.13

* Pass-by trips determined after reduction of internal capture.

[1] Trip generation rates from Trip Generation Manual, 9th Edition, ITE 2012, unless noted otherwise.

[2] Trip generation estimates for office was calculated using the following equations:

$$\begin{aligned}
 \text{Daily:} & \quad \ln(T) = 0.76 \ln(X) + 3.68 \\
 \text{AM Peak Hour:} & \quad \ln(T) = 0.80 \ln(X) + 1.57 \\
 \text{PM Peak Hour:} & \quad (T) = 1.12(X) + 78.45
 \end{aligned}$$

Where:

Ln = Natural logarithm

T = Two-way volume of traffic (total trip-ends)

X = Area in 1,000 gross square feet of leasable area

[3] PM trip rates from West Los Angeles Transportation and Improvement Specific Plan.

[4] ITE does not provide Daily and AM peak hour trip rates for this use. Therefore, the Daily and AM peak hour trip rates from *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, SANDAG, April 2002 was utilized.

TABLE 6C
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - WITH MITIGATION MEASURES

No.	Intersection	Peak Hour	Cumulative (2020) Base Conditions		Cumulative (2020) Plus Project Conditions		Project Increase in V/C	Significant Project Impact	Cumulative (2020) Plus Project + Mitigation		Project Increase in V/C	Significant Project Impact
			V/C	LOS	V/C	LOS			V/C	LOS		
16.	Purdue Avenue & Olympic Boulevard	AM PM	0.783 0.803	C D	0.867 0.860	D D	0.084 0.057	Yes Yes	0.798 0.821	C D	0.015 0.018	No No
18.	Sawtelle Boulevard & Olympic Boulevard	AM PM	1.182 1.283	F F	1.188 1.294	F F	0.006 0.011	No Yes	1.183 1.285	F F	0.001 0.002	No No
24.	Cotner Avenue & Olympic Boulevard	AM PM	0.866 0.977	D E	0.868 0.987	D E	0.002 0.010	No Yes	0.867 0.978	D E	0.001 0.001	No No

TABLE 7
RESIDENTIAL STREET TRAFFIC ANALYSIS

Street Segment	Time Period	Two-Way Traffic Volume Existing (2016)		Project % Increase	Significant Impact	Two-Way Traffic Volume Cumulative (2020) Plus Project		Project % Increase	Significant Impact
		Existing Conditions	Plus Project			Cumulative Base Conditions	Plus Project		
Purdue Avenue between La Grange Avenue and Mississippi Avenue	ADT	2,728	2,755	1.0%	No	2,839	2,866	1.0%	No
Corinth Avenue between La Grange Avenue and Mississippi Avenue	ADT	2,507	2,534	1.1%	No	2,609	2,636	1.0%	No
Mississippi Avenue between Colby Avenue and Purdue Avenue	ADT	3,223	3,304	2.5%	No	3,354	3,435	2.4%	No
Mississippi Avenue between Purdue Avenue and Corinth Avenue	ADT	2,424	2,519	3.9%	No	2,522	2,617	3.8%	No
Mississippi Avenue between Corinth Avenue and Sawtelle Boulevard	ADT	2,833	2,996	5.8%	No	2,948	3,111	5.5%	No

ADT = Average Daily Traffic

TABLE 2
TRIDENT CENTER EXPANSION PROJECT - FREEWAY MAINLINE SCREENING

Project Trip Generation (from Table 1)

	AM Peak Hour		PM Peak Hour	
	IN	OUT	IN	OUT
Overall Project Trip Generation Total	134	33	49	120

Freeway Segment	% of Project	AM Peak Hour		PM Peak Hour	
I-10 west of Centinela Avenue		WB	EB	WB	EB
Number of Lanes [1]		4	4	4	4
Capacity		8,000	8,000	8,000	8,000
Trigger @ 1% [2]		80	80	80	80
Project Trips		Out	In	Out	In
	5%	2	7	6	2
Exceeds Trigger?		No	No	No	No
I-10 east of Sepulveda Boulevard		WB	EB	WB	EB
Number of Lanes [1]		3	3	3	3
Capacity		8,000	8,000	8,000	8,000
Trigger @ 1% [2]		60	60	60	60
Project Trips		In	Out	In	Out
	10%	13	3	5	12
Exceeds Trigger?		No	No	No	No
I-405 north of Olympic Boulevard		NB	SB	NB	SB
Number of Lanes [1]		5	5	5	5
Capacity		10,000	10,000	10,000	10,000
Trigger @ 1% [2]		100	100	100	100
Project Trips		Out	In	Out	In
	10%	3	13	12	5
Exceeds Trigger?		No	No	No	No
I-405 south of National Boulevard		NB	SB	NB	SB
Number of Lanes [1]		4	5	4	5
Capacity		8,000	10,000	8,000	10,000
Trigger @ 1% [2]		80	100	80	100
Project Trips		In	Out	In	Out
	10%	13	3	5	12
Exceeds Trigger?		No	No	No	No
Total Project Trips on Freeway	35%	IN	OUT	IN	OUT
		47	12	17	42

[1] Number of lanes does not include auxiliary or HOV lanes.

[2] Assumes worst case threshold: 1% of capacity if LOS E or F, using 2,000 vphpl capacity.

TABLE 3
TRIDENT CENTER EXPANSION PROJECT - FREEWAY OFF-RAMP SCREENING

Project Trip Generation (from Table 1)

	AM Peak Hour		PM Peak Hour	
	IN	OUT	IN	OUT
Overall Project Trip Generation Total	134	33	49	120
				169

Freeway Off-Ramp Screening

Off-Ramp	Peak Hour	Cumulative (2020) Plus Project				# of Lanes	Ramp Terminus Trigger [3]	% of Project	Project Trips	Exceeds Trigger?
		Off-Ramp Volume [1]	Off-Ramp Delay [2]	LOS						
I-10 Eastbound Off-Ramp at Pico Boulevard/34th Street	AM	836	31.7	C	3	n/a	5%	7	No	
	PM	358	38.9	D		51		2	No	
I-10 Westbound Off-Ramp at Centinela Avenue	AM	1,057	***	F	2	17	0%	0	No	
	PM	626	21.5	C		n/a		0	No	
I-405 Southbound Off-Ramp at Olympic Bl/Pico Bl	AM	1,264	32.9	C	2	n/a	10%	13	No	
	PM	624	47.1	D		34		5	No	
I-405 Northbound Off-Ramp at National Boulevard	AM	1,125	28.4	C	1	n/a	10%	13	No	
	PM	873	33.9	C		n/a		5	No	

*** - Indicates oversaturated conditions. Delay cannot be determined.

[1] Based on peak hour intersection turning movement counts.

[2] Off-Ramp delay based on HCM LOS methodology, signalized or stop-controlled, as appropriate. Off-ramp approach delay reported in seconds.

[3] Ramp screening threshold:

1% of capacity if ramp is operating at LOS E or F using HCM intersection methodology

2% of capacity if ramp is operating at LOS D using HCM intersection methodology

Based on a ramp capacity of 850 vehicles per hour per lane.