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SITE PLAN REVIEW

June 3, 2020

Applicant/Owner

Portland Watson
PB3 LLC
4096 S. Glencoe Avenue
Los Angeles, CA 90292

Representative

Marcos Velayos
Park & Velayos LLP
801 S. Figueroa Street,
Ste. 450
Los Angeles, CA 90017

Case No.

DIR-2019-4899-SPR

CEQA:

ENV-2019-4900-CE

Location:

4204 - 4230 South Glencoe Avenue

Council District:

11 - Bonin

Neighborhood Council

Del Rey

Community Plan Area:

Palms - Mar Vista - Del Rey

Land Use Designation:

Light Manufacturing

Zone:

CM(GM)-2D-CA

Legal Description:

Lots: 83, 84, 85 (Arb 1 and 2); Tract:
Wright's Addition to Ocean Park

Last Day to File an Appeal:

June 18, 2020

DETERMINATION

Pursuant to the Los Angeles Municipal Code (LAMC) Section 16.05, I have reviewed the proposed project, and as the designee of the Director of Planning, I hereby:

Determine, that based on the whole of the administrative record, the Project is exempt from CEQA pursuant to CEQA Guidelines, Section 15332 (Class 32), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

Approve with Conditions a Site Plan Review for the construction, use and maintenance of 121,822 square feet of office use and 1,500 square feet of retail uses, for a total of 123,322 square feet of commercial floor area, in three (3), three-story buildings with a maximum height of 45 feet.

The project approval is based upon the attached Findings, and subject to the attached Conditions of Approval:

CONDITIONS OF APPROVAL

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, West/Coastal/South Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions.
2. **Floor Area Ratio (FAR).** The maximum FAR shall be limited to 1:1, as shown in Exhibit "A".
3. **Height.** The project shall be limited to maximum height of 45 feet, as shown in Exhibit "A".
4. **Parking.**
 - a. **General Office Use.** The project shall provide on-site parking spaces at a ratio of one space for every 250 square feet of general office use, as required by the Glencoe / Maxella Specific Plan.
 - b. **Retail Use.** The project shall provide on-site parking spaces at a ratio of one space for every 250 square feet of retail use, as required by LAMC Section 12.21 A.4.
 - c. Required automobile parking may be replaced by a bicycle parking, as provided in LAMC Section 12.21 A.4.
5. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC Section 12.21 A.16.
6. **Lighting.** The project shall avoid excess exterior illumination of the structure. The use of flood lights and/or similar lighting devices is strictly prohibited. Lighting shall be provided to illuminate the pedestrian walkway, the vehicle driveway, and the landscaping areas. All lighting shall be low intensity and directed away from the neighboring residential properties, designed and installed with shielding such that the light source cannot be seen from adjacent residential properties or the public right-of-way, nor from above.
7. **Trash.** All trash collection and storage areas shall be located on-site with access off the drive aisle and not visible from the public right-of-way.
8. **Signage.** There shall be no off-site commercial signage on construction fencing during construction. The Project shall comply with Sign Regulations of Article 4.4 of the LAMC, to the satisfaction of the Department of Building and Safety.
9. **Landscaping.** The landscape plan shall indicate landscape points for the project equivalent required by LAMC 12.40 and Landscape Ordinance Guidelines "O". All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning (Exhibit A).

10. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.
11. **Loading.** Loading and unloading activities shall be located along the internal drive aisle and shall not interfere with traffic on any public street. Public sidewalks, alleys, and/or other public ways shall not be used for the parking, loading, or unloading of vehicles. The location of loading areas shall be clearly identified on the site plan to the satisfaction of the Department of City Planning and the Department of Transportation.
12. **Trees.** New trees planted within the public right-of-way shall be spaced out not more than an average of 30 feet on center, unless otherwise permitted by the Urban Forestry Division, Bureau of Public Works.
13. **Solar-ready Buildings.** 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.
14. **Surface Equipment.** All surface or ground mounted mechanical equipment shall be screened from public view and treated to match the materials and colors of the building which they serve.
15. **Roof-top Appurtenances.** All rooftop equipment and building appurtenances shall be screened from any street, public right-of-way, or adjacent property with enclosures or parapet walls constructed of materials complimentary to the materials and design of the main structure.
16. **Highway and Street Improvements.** Dedications and improvements shall be required as outlined in the Glencoe/Maxella Specific Plan, to the satisfaction of the Bureau of Engineering and Department of Transportation.

Administrative Conditions

17. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
18. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
19. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.

20. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
21. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
22. **Code Compliance.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
23. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.
24. **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 assign. The agreement must be submitted to the Department of City Planning 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.
25. **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.

PROJECT BACKGROUND

Subject Property

The project site is located at 4204 - 4230 S. Glencoe Avenue, along the eastern side of Glencoe Avenue between Beach Avenue and Maxella Avenue. The project site consists of three, level lots that measure approximately 123,322 square feet of gross lot area (2.84 acres). The site is currently developed with five one- to two-story commercial and industrial buildings. There are no known designated historic resources or cultural monuments on the subject site. There are no protected trees on site. The project site is located within the Liquefaction Area and is within 6.19 kilometers to the Santa Monica Fault Zone.

The project proposes three, three-story commercial buildings with approximately 121,822 square feet of office use and 1,500 square feet of ground floor retail use. The project will provide a total of 123,322 square feet of non-residential floor area. The project will measure a maximum 45-feet in height. A total of 396 vehicular parking spaces will be provided in an on-site garage, as well as uncovered at the rear of the site. The project will provide 204 short-term and 188 long-term bicycle parking spaces. The long-term bicycle parking spaces will be located in a bike storage room, while the short-term bicycle parking spaces will be located at the front of the property and throughout the proposed common outdoor area. The proposed project will satisfy the applicable bicycle parking requirements of the LAMC Section 12.21-A,4 and 12.21-A,16.

A 13-foot dedication will be provided along Glencoe Avenue. Vehicular access to the project site will be provided via a single one-way driveway, with the entrance located at the southern end of the site and the exit located at the northern end of the site. Entrances to the parking garage will be located along the southern and eastern frontages. Additional access to stacked vehicle parking will be located at the northern frontage of the site. Garage entrances will be concealed by mechanical screens. Pedestrian access is located along Glencoe Avenue, with direct access to primary building entrances, as well a common outdoor area. The proposed ground-floor retail space will be located fronting Glencoe Avenue and will be directly accessible from the street.

The project site has been designed as a campus setting, with the proposed buildings located around a central landscaped common outdoor area. The common outdoor area is oriented east to west and serves as the primary pedestrian entryway. At-grade and podium-level outdoor courtyards provide direct access to building entrances. The common outdoor area features both hardscape and landscaping, as well as seating, gathering areas, and short-term bicycle parking spaces. Upper level balconies and walkways provide additional gathering spaces, and provide shade throughout the common outdoor area.

The project will involve the grading of 8,000 cubic yard of earth and the export of 7,400 cubic yard of earth. There are 15 non-protected significant trees on the project site, as identified in the Tree Report prepared by The Tree Resource on August 7, 2019. The trees will be removed and replaced at a one-to-one (1:1) ratio with 24-inch box size trees.

Zoning and Land Use Designation

The Palms - Mar Vista - Del Rey Community Plan designates the site as Light Manufacturing with corresponding Zones of MR2 and M2. The MR2 and M2 zones permit uses in the CM Zone. The site is zoned CM(GM)-2D-CA, and is therefore consistent with the General Plan designation.

The subject property is located within the Los Angeles Coastal Transportation Corridor Specific Plan and the Glencoe / Maxella Specific Plan area.

Surrounding Uses

Properties located to west of the project site, across Glencoe Avenue, are developed with one-story industrial buildings and a four-story multi-family residential building. Properties located to the north of the project site are developed with four- to five-story multi-family residential buildings, one-story industrial buildings, and surface parking lots. Properties to the east of the project site are developed with a one-story commercial office building, a five-story residential building, and one-story industrial buildings. Properties south of the subject site, adjacent to Maxella Avenue, are developed with a four-story apartment building and a two-story commercial shopping center.

Streets and Circulation

Glencoe Avenue, abutting the project site to the west, is a designated Modified Avenue II with a designated right-of way width of 80 feet and roadway width of 54 feet, and is currently dedicated to a variable width ranging from 50 to 65 feet. Glencoe Avenue is improved with curb, gutter, asphalt roadway, and sidewalk.

Public Transit

The project site is served by several bus lines along both Glencoe Avenue, Maxella Avenue, and Washington Boulevard. Bus stops serving Big Blue Bus Route 3 are located approximately 160 feet south and 315 feet north of the project site along Glencoe Avenue. A bus stop serving Big Blue Bus Route 16 and Culver City Bus Route 7 is located approximately 350 feet from the project site along Maxella Avenue. Bus stops serving Culver City Bus Routes 1 and 2 are located along Washington Boulevard, approximately 0.3 miles north of the project site.

Bicycle Routes

A Bike Lane (Class II), located on Washington Boulevard west of Lincoln Boulevard, connects the project site to the Marina Del Rey and Venice communities to the west.

FINDINGS

- 1. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.**

The General Plan is the City's roadmap for future growth and development. The General Plan elements establish goals, policies, purposes, and programs that provide for the regulatory environment in managing the City, and for addressing environmental concerns and problems. The majority of the policies derived from these elements are in the form of Los Angeles Municipal Code requirements.

Framework Element

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, and public services. The project will comply with the following objectives and policies set forth in the General Plan Framework Land Use Chapter as follows:

Objective 3.14: Provide land and supporting services for the retention of existing and attraction of new industries.

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

Policy 5.9.1: Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas.

Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.

The site is currently developed with five one- to two-story commercial and industrial buildings, which will be demolished. The project proposes three, three-story commercial buildings with approximately 121,822 square feet of office use and 1,500 square feet of ground floor retail use, which will provide land and supportive services for the attraction of new industries. The project site has been designed as a campus setting, with the proposed buildings located around a central landscaped common outdoor area. The project features both at-grade and podium-level outdoor courtyards with direct access to building entrances. The proposed ground-floor retail space will be located fronting Glencoe Avenue and will be directly accessible from the street, which will facilitate natural surveillance of the street. The project will provide secure storage of bicycles through a bike storage room and bicycle parking spaces at the front of the property near primary entrances, and throughout the proposed common outdoor area. The proposed project would generate a significant number of new jobs within walking distance to a public transit stop, and would establish commercial development which sustains economic growth.

Palms – Mar Vista – Del Rey Community Plan

The proposed project also aligns with the following goals, objectives, and policies of the Palms – Mar Vista - Del Rey 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 the historic, commercial and cultural character of the community.

Objective 2-3: To enhance the appearance of commercial districts.

Policy 2-3.1: Require that the design of new development be compatible with adjacent development, community character and scale.

Goal 3: Sufficient land for a variety of Industrial uses with maximum employment opportunities which are environmentally sensitive, safe for the work force with minimal adverse impact on adjacent uses.

Objective 3-1: To provide a viable industrial base with job opportunities for residents with minimal environmental and visual impacts to the community.

Policy 3-1.1: Designate and preserve lands for the continuation of existing industry and development of new industrial parks, research and development uses, light manufacturing and similar uses which provide employment opportunities.

Policy 3-1.2: Ensure compatibility between industrial and other adjoining land uses through design treatments, compliance with environmental protection standards and health and safety requirements.

Policy 3-1.3: Require that any proposed development be designed with adequate buffering and landscaping and that the proposed use be compatible with adjacent residential development.

The proposed project will comply with the Palms – Mar Vista – Del Rey Community Plan as the proposed construction of the new office building is in an area zoned and designated for such use. The proposed project is providing a total of 123,322 square feet of office and retail space, which will create additional economic opportunities in the area and serves the needs of the community through well designed, safe and accessible areas.

The proposed project is of similar character and size to the surrounding properties. The surrounding properties are developed with multi-family residential, industrial, commercial, and office uses ranging from one- to five-stories in height. The project is designed with landscaping, extensive building setbacks, and mechanical screens to ensure compatibility with adjoining land uses.

The project is located within the Glencoe/Maxella Specific Plan and is zoned CM(GM)-2D-CA, which permits office and retail uses. The project proposes the development of a mixed office and retail project containing 121,822 square feet of office use and 1,500 square feet of ground floor retail use. The Project FAR is 1:1, in compliance with the regulations of the Glencoe – Maxella Specific Plan. The project does not propose to deviate from any of the regulations of the Glencoe – Maxella Specific Plan. As such, the project complies with purposes, intent, and provisions of the applicable Specific Plan.

Citywide Design Guidelines

The project substantially complies with the following Citywide Design Guidelines:

Guideline 1: Promote a safe, comfortable and accessible pedestrian experience for all.

Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.

Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.

The project promotes a safe and comfortable pedestrian experience by providing a central common outdoor area directly accessible from Glencoe Avenue. Landscaping is designed to orient people to important entryways. The common outdoor area provides a flexible space for seating and meetings. The project provides seating, a bike service hydrant, and a pet relief area within the front yard setback, promoting a comfortable pedestrian experience. The driveway's location at the perimeter of the project site and separated from the common outdoor area will result in minimal impacts on the pedestrian's experience. The project façade incorporates protruding elements to maximize the areas of shaded glass. Upper level outdoor areas will be furnished seating and tables, and will be landscaped with trees and shrubs. The ground floor common outdoor area will provide landscaping with trees and shrubs, seating areas, and bicycle parking spaces, which maintain engagement with street.

Guideline 4: Organize and shape projects to recognize and respect surrounding context.

Guideline 5: Express a clear and coherent architectural idea.

Guideline 6: Provide amenities that support community building and provide an inviting, comfortable user experience.

Guideline 7: Carefully arrange design elements and uses to protect site users.

The three-story project is typical as development along Glencoe Avenue ranges from one-to five-stories in height. The project site has been designed as a campus setting, with the proposed buildings located around a central landscaped common outdoor area. The project features both at-grade and podium-level outdoor courtyards with direct access to building entrances. The common outdoor area features both hardscape and landscaping, as well as seating and gathering areas. The project has designed the driveways to serve as a buffer from the other structures and to be separate from the pedestrian areas. The project's building materials include metal panels, textured and smooth concrete, exposed wood, and white painted steel, which support a clear and coherent architectural idea.

Guideline 8: Protect the site's natural resources and features.

Guideline 9: Configure the site layout, building massing and orientation to lower energy demand and increase the comfort and well-being of users.

Guideline 10: Enhance green features to increase opportunities to capture stormwater and promote habitat.

The project site has been designed as a campus setting, with the proposed buildings located around a central landscaped common outdoor area. Upper level balconies and walkways, in addition to trees, will provide shade throughout the common outdoor area. The proposed landscape areas will be planted with trees, shrubs, and groundcovers which will increase the comfort and well-being of users, and will enhance the site's natural features. The project will also provide landscaping and pedestrian amenities along Glencoe Avenue, which will further increase the comfort of pedestrians.

Mobility Plan 2035

The proposed project also conforms with the following policies of the Mobility Plan, including:

- Policy 2.3: 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.*
- Policy 2.6: Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.*
- Policy 3.1: 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 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.*

The property is located in close proximity to transit stops and bicycle routes, providing access for pedestrians and bicyclists. The project site is served by several bus lines along Glencoe Avenue, Maxella Avenue, and Washington Boulevard, including Big Blue Bus Routes 3 and 16, and Culver City Bus Routes 1, 2, and 7. A Bike Lane (Class II), is located on Washington Boulevard west of Lincoln Boulevard, which connects the project site to the Marina Del Rey and Venice communities to the west. The project will provide secure storage of bicycles through a bike storage room and bicycle parking spaces near primary entrances and throughout the common outdoor area. Landscaped, paved and defined pathways will make it easy and safe for pedestrians and bicyclists to find their way to office and retail entrances.

The project will enhance Glencoe Avenue by providing a 13-foot dedication and improved sidewalk and parkway. The parkway will include additional short-term bicycle parking spaces. Pedestrians along Glencoe Avenue will access the office and retail entrances via Glencoe Avenue. In addition, the driveways will be separated from the pedestrian areas, which will create a safe and comfortable walking environment. As such, the project is consistent with the Mobility Plan.

- 2. 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 proposed project is an infill development, located within an urbanized area. The site has direct frontage along Glencoe Avenue, which is developed with residential, industrial, and commercial uses. The proposed project would consist of a mixed office and retail development, which would provide additional services and employment to the area.

Height

The site is zoned CM(GM)-2D-CA, which permits a maximum building height of 45 feet. The proposed buildings will be a maximum height of 45 feet. Roof appurtenances and mechanical

screening will exceed the height limit by five-feet, as permitted by LAMC 12.21.1-B,3. The vicinity of the project site is developed primarily with residential and industrial uses.

Properties located to north and west of the project site are developed with multi-family and industrial uses ranging from one- to five-stories in height. Properties to the east of the project site are developed commercial offices, industrial, and residential uses ranging from one- to five-stories in height. Properties south of the subject site, adjacent to Maxella Avenue, are developed with a four-story apartment building and a two-story commercial shopping center. The height of the proposed building is substantially compatible with the heights of other buildings in the area.

Bulk/Massing

The project proposes three, three-story commercial buildings with approximately 121,822 square feet of office use and 1,500 square feet of ground floor retail use. The project will provide a total of 123,322 square feet of non-residential floor area. The project is providing 396 vehicle parking spaces located in two parking levels. The project site has been designed as a campus setting which breaks up the massing of the development. The exterior common outdoor area has been designed to maximize openness, natural lighting, and air flow. The project provides architectural detailing that enhances the building frontage, along with varying building materials and colors to incorporate variation in design.

The project provides a 10-foot front yard setback along Glencoe Avenue which reduces the massing along street. The project also provides a southerly side yard of seven feet, northerly side yard of six feet, and rear yard of seven feet; consistent with the requirements of the Glencoe/Maxella Specific Plan. The structures are set back 28 feet from the adjacent lots, to provide vehicle access and the required fire lane. The common outdoor area is oriented east to west, which further creates a break in the project frontage along Glencoe Avenue. In addition to the required side and rear yard setbacks, the project locates the driveway along the perimeter of the project site, further reducing the massing of the development.

Building Materials

The project is designed with modern architectural materials including decorative metal panels and sunshades, exposed wood floors, insulated glazing, and textured concrete. The façade incorporates horizontal and vertical as well as protruding shading elements to reduce solar heat gain. The ground floor utilizes a glass, concrete and metal cladding facade to create a vibrant pedestrian streetscape. The vehicle parking facades will be screened to minimize their visual impact on the surrounding development. The project will also provide mechanical screening to conceal roof equipment.

Entrances

The project site has been designed as a campus setting, with the proposed buildings located around a central landscaped common outdoor area. The common outdoor area is oriented east to west, which serves as the primary pedestrian entryway to the project site. Building entrances are located along Glencoe Avenue and at the at-grade and podium-level outdoor courtyards. The proposed ground-floor retail space will be located fronting Glencoe Avenue and will be directly accessible from the street. The design of the outdoor common area and placement of the entrances will facilitate pedestrian activity, and will be compatible with adjacent properties.

Parking

Vehicular access to the site is provided through of Glencoe Avenue via a one-way driveway. A total of 396 vehicular parking spaces will be provided in an on-site garage, as well as uncovered at the rear of the site. Entrances to the parking garage will be located along the southern and eastern frontages. Additional access to stacked vehicle parking will be located at the northern frontage of the site. Garage entrance will be concealed by mechanical screens.

The project will provide 204 short-term and 188 long-term bicycle parking spaces. The project will provide secure storage of bicycles through a bike storage room and bicycle parking spaces at the front of the property near primary entrances, and throughout the proposed common outdoor area.

Lighting

All exterior lighting would meet all applicable LAMC standards and as conditioned must be shielded or directed toward the areas to be illuminated. With compliance with all applicable LAMC standards, exterior lighting on the project site would not illuminate adjacent properties. Additionally, all new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would be subject to the approval of the Bureau of Street Lighting.

Landscaping/Outdoor Space

The common outdoor area features both hardscape and landscaping, as well as seating, gathering areas, and short-term bicycle parking spaces. Upper level balconies and walkways provide additional gathering spaces, and provide shade throughout the common outdoor area. The common outdoor area is designed to orient people to primary building entryways and outdoor amenities. A 13-foot dedication will be provided along Glencoe Avenue, which will be landscaped, and will provide seating, bicycle parking, a bike service hydrant, and a pet relief area. Fifteen (15) non-protected significant trees will be removed from the project site and replaced at a one-to-one (1:1) ratio with 24-inch box size trees.

Trash Collection

Trash and recycling areas are located within the parking garage at the ground level. The trash and recycling areas will not visible from public view. Trash pickup will occur on the ground level.

3. The residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

The project does not propose any residential units. The project proposes three, three-story commercial buildings with approximately 121,822 square feet of office use and 1,500 square feet of ground floor retail use, for a total of 123,322 square feet of non-residential floor area. A total of 396 vehicular parking spaces will be provided in an on-site garage, as well as uncovered at the rear of the site. The project will provide 204 short-term and 188 long-term bicycle parking spaces. The long-term bicycle parking spaces will be located in a bike storage room, while the short-term bicycle parking spaces will be located throughout the common outdoor area, within the front yard setback, and along Glencoe Avenue. The project proposes the development of a new commercial structure, no open space is required.

The project site has been designed as a campus setting, with the proposed buildings located around a central common outdoor area. The project promotes a safe and comfortable

pedestrian area directly accessible from Glencoe Avenue. Landscaping is designed to orient people to important entryways. The common outdoor area provides a flexible space for seating and meetings. The site also provides seating, a bike service hydrant, and a pet relief area within the front yard setback, which will improve the pedestrian experience and minimize impacts on neighboring properties.

4. Environmental Finding

As the designee of the Director of Planning, I have determined, based on the whole of the administrative record, that the Project is exempt from CEQA pursuant to State CEQA Guidelines, Article 19, Section 15332 (Class 32), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

The project is for the construction of three, three-story commercial buildings up to 45 feet in height, approximately 121,822 square feet of office use and 1,500 square feet of ground floor retail use. The project will provide a total of 123,322 square feet of non-residential floor area. The project provides 396 vehicle parking spaces in an on-site garage, as well as uncovered at the rear of the site. Pedestrian and automobile access are provided off of Glencoe Avenue. The project also provides 142 long-term and 246 short-term bicycle parking spaces, and will involve grading of 8,000 cubic yards and export of 7,400 cubic yard of earth. The five existing one-story office and industrial buildings will be demolished. A total of 15 non-protected significant trees will be removed. As a project which is characterized as in-fill development, the project qualifies for the Class 32 Categorical Exemption.

CEQA Determination – Class 32 Categorical Exemption Applies

A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following criteria:

- (a) **The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations.**

The subject site is located within the Palms – Mar Vista – Del Rey Community Plan, part of the Land Use Element of the General Plan and is designated for Light Manufacturing Land Uses. The subject site is also located within the Glencoe – Maxella Specific Plan, and is zoned CM(GM)-2D-CA. The development regulations of the Glencoe – Maxella Specific Plan encourages future development to occur in an orderly, attractive, and harmonious manner. The CM(GM)-2D-CA Zone establishes coordinated and comprehensive standards for height, density, land use, yards, and parking, and encourages the preservation and expansion of uses which provide employment to local residents. As a project that provides a mix of office and retail uses, the subject project is consistent with the purposes of the Glencoe – Maxella Specific Plan.

As further shown in the case file, the project is consistent with the applicable Palms – Mar Vista – Del Rey Community Plan, the General Plan, and policies and all applicable zoning designations and regulations.

- (b) **The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.**

The subject site is wholly within the City of Los Angeles, on a site that is approximately 2.83 acres. The existing site is improved with office and industrial uses. Lots adjacent to the subject site are developed with the following urban uses: multi-family residential, light manufacturing, and office uses.

- (c) **The project site has no value as habitat for endangered, rare or threatened species.**

The site is previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. There are no protected trees on-site. There are 15 non-protected significant trees on the project site, as identified in the Tree Report prepared by The Tree Resource on August 7, 2019. The trees will be removed and replaced at a one-to-one (1:1) ratio with 24-inch box size tree. As such, the project site has no value as habitat for endangered, rare or threatened species.

- (d) **Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.**

The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. More specifically, RCMs include but are not limited to:

- **Regulatory Compliance Measure RC-AQ-1 (Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
 - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
 - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
 - All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
 - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
 - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
 - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
 - Trucks having no current hauling activity shall not idle but be turned off.

- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
- **Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities):** The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

These RCMs will ensure the project will not have significant impacts on noise and water. A traffic impact analysis, prepared by Raju Associates, Inc., dated October 2019, concluded the project will result in less than significant impacts to traffic. The traffic study was reviewed by the Department of Transportation (DOT). The project will comply with the requirements outlined in DOT's letter, dated December 9, 2019. Therefore, the project will not have any significant impacts to traffic. Interim thresholds were developed by DCP staff based on CalEEMod model runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds.

(e) **The site can be adequately served by all required utilities and public services.**

The project site will be adequately served by all public utilities and services given that the construction of a Proposed Project will be on a site which has been previously developed and is consistent with the General Plan. Therefore, the project meets all of the Criteria for the Class 32 Categorical Exemption.

CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions

There are five (5) Exceptions which must be considered in order to find a project exempt under Class 32:

- (a) **Cumulative Impacts.** *All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*

There is not a succession of known projects of the same type and in the same place as the subject project. As mentioned, the project proposes a new mixed office and retail development in an area zoned and designated for such development. All adjacent lots are developed with multi-family residential, light manufacturing, and office uses, and the subject site is of a similar size and slope to nearby properties. The project proposes a Floor Area Ratio (FAR) of 1:1 on a site that is permitted to have a maximum FAR of 1:1. Additionally, the project height of 45-feet is not unusual for the vicinity of the subject site, and is similar in scope to other existing residential and non-residential uses in the area. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

- (b) **Significant Effect Due to Unusual Circumstances.** *A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

As mentioned, the project proposes a new mixed office and retail development in an area zoned and designated for such development. Adjacent lots are developed with multi-family residential, light manufacturing, and office uses. The subject site is of a similar size and slope to nearby residential properties. The project proposes a Floor Area Ratio (FAR) of 1:1 on a site that is permitted to have a maximum FAR of 1:1 per the Glencoe – Maxella Specific Plan. The project size and height is not unusual for the vicinity of the subject site. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

- (c) **Scenic Highways.** *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.*

The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. The State Route 27 is approximately 8.6 miles northwest of the subject site. Therefore the subject site will not create any impacts within a designated as a state scenic highway.

- (d) **Hazardous Waste Sites.** *A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

According to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity, is identified as a hazardous waste site. Furthermore, the building permit history for the project site does not indicate the site may be hazardous or otherwise contaminated. Therefore, this exception does not apply.

- (e) **Historical Resources.** *A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register; and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Finally, the City does not choose to treat the site as a historic resource. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

ADDITIONAL MANDATORY FINDING

5. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located outside the Flood Zone.

TIME LIMIT – OBSERVANCE OF CONDITIONS

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. Pursuant to LAMC 12.25 A.2, the instant authorization is further conditional upon the privileges being utilized within **three years** after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

TRANSFERABILITY

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other conditions and requirements set forth herein become immediately operative and must be strictly observed.

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code, or the approval may be revoked.

Section 11.00 of the LAMC states in part: "It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction.

Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

APPEAL PERIOD - EFFECTIVE DATE

The Determination in this matter will become effective and final fifteen (15) days after the date of mailing of the Notice of Director's Determination unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at <http://planning.lacity.org>.

Planning Department public offices are located at:

Downtown Office
Figueroa Plaza
201 North Figueroa Street,
4th Floor
Los Angeles, CA 90012
(213) 482-7077

Valley Office
Marvin Braude Constituent
Service Center
6262 Van Nuys Boulevard,
Suite 251
Van Nuys, CA 91401
(818) 374-5050

West Office
West Los Angeles Development
Services Center
1828 Sawtelle Boulevard,
2nd Floor
Los Angeles, CA 90025
(310) 231-2912

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles or the Marvin Braude Building in the Valley. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either through the Department of City Planning website at <http://planning.lacity.org> or by calling (213) 482-7077 or (818) 374-5050. The applicant is further advised to notify any consultant representing you of this requirement as well.

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

VINCENT P. BERTONI, AICP
Director of Planning

Approved by:


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