

# Attachment A – Eagle Rock Plaza

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Actions Requested, Project Description, and Findings

**Addresses:** 2700 West Colorado Boulevard, Los Angeles, CA 90041

**APNs:** 5682-002-024, 5682-002-026

## I. ACTIONS REQUESTED

1. **Vesting Tentative Tract Map** No. 83682 pursuant to LAMC Section 17.15 to re-subdivide the Site into 1 ground lot and 5 airspace lots, and to waive sidewalk, curb, gutter, and accessibility ramp repairs or constructions along Colorado Boulevard, Sierra Villa Drive, and Rock Glen Avenue.

## II. PROJECT DESCRIPTION

Eagle Rock Plaza Owner, LLC (the “Applicant”) proposes to maintain the existing approximately 526,236 square foot (“sf”) mall with accessory parking garage, and resubdivide the property at 2626, 2700, 2806-2828 West Colorado Boulevard, 5045-5135 North Sierra Villa Drive, with Assessor Parcel Numbers of 5682-002-004 and 5682-002-026 (“Site”) in the City of Los Angeles (“City”), California, 90041, to create one master lot and 5 airspace lots (“Project”). The Site has an existing, 239,731 sf Airspace Parcel 2 that was created through Lot Line Adjustment Case No. AA-2021-7334-PMEX. This Airspace Parcel 2 lot is not a part of Vesting Tentative Tract Map (“VTTM”) No. 83682’s boundary.

The Project spans the entire block and is bound by the Glendale Freeway to the west, Colorado Boulevard to the north, Rock Glen Avenue to the south, and Sierra Villa Drive to the east.

### 1. Project Site Location and Existing Improvements

The Site is bounded by the Glendale Freeway to the west, Colorado Boulevard to the north, Rock Glen Avenue to the south, and Sierra Villa Drive to the east.

Adjoining properties to the north across Colorado Boulevard are classified in the [Q]C4-2D Zone and are improved with one- to three-story commercial buildings including offices, car wash, tire shop, restaurants and bank. Adjoining properties to the east across Sierra Villa Drive are classified in the [Q]C4-2D and R1-1 Zones and are improved with one-story medical office building and single-family dwellings. Adjoining properties to the south across Rock Glen Avenue are classified in the R1-1 Zone and are improved with one- and two-story single-family dwellings. Adjoining properties to the west across the Glendale Freeway are within the City of Glendale.

The Site has dimensions of 1071 feet on the south side of Colorado Boulevard, 574 feet on the west side of Sierra Villa Drive, 1,249 feet on the north side of Rock Glen Avenue and 866 feet on the east side of the Glendale Freeway. Existing structures at the Site currently have 526,236 sf of floor area.

The Site excludes Airspace Parcel 2 as described above.

## **2. General Plan and Zoning**

The Site is within the Northeast Los Angeles Community Plan (“Community Plan”) Area within the City and has a General Plan land use designation of Community Commercial. The Site is uniformly zoned [Q]C4-2D. The Qualified Classification (“Q Classification”) prohibits 100% residential developments, limits residential density to the RD1.5 zone, and requires that developments at the Site comply with the Colorado Boulevard Corridor Specific Plan. The C4 zoning is consistent with the Site’s Community Commercial land use designation and permits commercial uses such as restaurants, medical offices, offices, retail stores, and related commercial uses. While the Site’s Height District is 2D, the Specific Plan limits the Floor Area Ratio (“FAR”) at the Site to 1:1. The improvements on the Site are existing and no changes are proposed.

## **3. Streets and Circulation**

- **West Colorado Boulevard** – Adjoining the Site on the north is a designated Avenue I. Pursuant to the Mobility Plan 2035, this Avenue I has a designated right-of-way width of 100 feet with a designated roadway width of 70 feet. This portion of West Colorado Boulevard has a current right-of-way width of 90 feet.
- **West Colorado Boulevard** – Adjoining the Site on the northeast is a designated Boulevard II. Pursuant to the Mobility Plan 2035, this Boulevard II has a designated right-of-way width of 110 feet with a designated roadway width of 80 feet. This portion of West Colorado Boulevard has a current right-of-way width of 120 feet.
- **North Sierra Villa Drive** – Adjoining the Site on the east is a designated Local Street – Standard. Pursuant to the Mobility Plan 2035, this Local Street has a designated right-of-way width of 60 feet with a designated roadway width of 36 feet. This portion of North Sierra Villa Drive has a current right-of-way width of 86 feet.
- **West Rock Glen Avenue** – Adjoining the Site on the east is a designated Local Street – Standard. Pursuant to the Mobility Plan 2035, this Local Street has a designated right-of-way width of 60 feet with a designated roadway width of 36

feet. This portion of West Rock Glen Avenue has a current right-of-way width of 60 feet.

- **State Route 2** – Adjoining the Site to the west is State Route 2 (“SR-2 or Glendale Freeway”).

#### 4. Site Vicinity

- **North:** The lots directly to the north of the Site and across Colorado Boulevard are zoned [Q] C4-2D, and is improved with one- to two-story commercial buildings.
- **East:** The lots directly to the east of the Site across Sierra Villa Drive are zoned [Q] C4-2D and R1-1. The [Q]C4-2D properties are improved commercial uses, and the R1-1 zoned parcels are improved with single-family homes.
- **South:** The lots directly to the south of the Site across Rock Glen Avenue are zoned R1-1 and are improved with single-family homes.
- **West:** The lots across SR-2 to the west are zoned RD1.5-1 and [Q]C4-1XL, and are improved with residential and commercial uses.

### III. VESTING TENTATIVE TRACT MAP FINDINGS

Pursuant to Government Code Sections 66473.1, 66474.60, 66474.61 and 66474.63 the following findings are required in connection with the approval of Vesting Tentative Tract Map No. 83682:

#### A. The Proposed Map is Consistent with Applicable General and Specific Plans

Section 6641 of the Subdivision Map Act (the “Map Act”) establishes that local agencies regulate and control the design of subdivisions. Chapter 2, Article I, of the Map Act establishes the general provisions for tentative, final and parcel maps. The subdivision and merger of land is regulated pursuant to Article 7 of the LAMC. The LAMC also implements the goals, objectives, and policies of the General Plan, through zoning regulations. The VTTM has been filed to subdivide the Site into one ground lot and five airspace lots, and to waive sidewalk, curb, gutter, and accessibility ramp repairs or constructions along Colorado Boulevard, Sierra Villa Drive, and Rock Glen Avenue. No other changes are proposed.

In addition to LAMC Section 17.06-B, LAMC Section 17.05-C requires that the VTTM be designed in compliance with the zoning applicable to the Site, and that the map conform to all other elements of the General Plan. The General Plan and Zoning Code regulate, but are not limited to, the maximum permitted density, height, and the subdivision of the land. The Site is

located within the adopted Northeast Los Angeles Community Plan Area and is designated Community Commercial under the Northeast Los Angeles Community Plan.

The requested merger and resubdivision of the Site into one ground lot and five airspace lots would allow the applicant to maintain the existing 2-story parking garage and the existing mall uses.

The applicable Northeast Los Angeles Community Plan was adopted by the City Council on June 15, 1999. The Project, which proposes to re-subdivide the Site into one ground lot and 5 airspace lots advances a number of specific goals, objectives and policies of the Northeast Los Angeles Community Plan, including:

**Objective 2-1:**           *“To conserve and strengthen potentially viable commercial areas in order to stimulate and revitalize existing businesses and create opportunities for appropriate new commercial development.”*

**Objective 2-2:**           *“To enhance the identity and appearance of commercial districts.”*

The Project’s proposed subdivision of the Site will not result in any change to the Site. The existing mall will be maintained, which helps to “conserve and strengthen potential viable commercial areas in order to stimulate and revitalize existing businesses,” as well as “enhance the identity and appearance of commercial districts.”

**B. The Design and Improvement of the Proposed Subdivision is Consistent with the Applicable General and Specific Plans**

For purposes of a subdivision, “design” and “improvement” are defined by Section 66418 of the Map Act, and LAMC Section 17.02. Section 66418 of the Map Act defines “design” as follows:

“‘Design’ means: (1) street alignments, grades and widths; (2) drainage and sanitary facilities and utilities, including alignments and grades thereof; (3) location and size of all required easements and rights-of-way; (4) fire roads and firebreaks; (5) lot size and configuration; (6) traffic access; (7) grading; (8) land to be dedicated for park or recreational purposes; and (9) other specific physical requirements in the plan and configuration of the entire subdivision that are necessary to ensure consistency with, or implementation of, the general plan or any applicable specific plan . . . .”

LAMC Section 17.02 defines “improvement” as follows:

“Such street work and utilities to be installed, or agreed to be installed by the subdivider on the land to be used for public or private streets, highways, ways, and easements as are necessary for the general use of the lot owners in the subdivision and local neighborhood traffic and drainage needs and required as a condition precedent to the approval and acceptance of the Final Map or Parcel Map. Such street work and utilities include necessary monuments, street name signs,

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guardrails, barricades, safety devices, fire hydrants, grading, retaining walls, storm drains and flood control channels and facilities, erosion control structures, sanitary sewers, street lights, street trees, traffic warning devices other than traffic signals and relocation of existing traffic signal systems directly affected by other subdivision improvements and other facilities as are required by the Bureau of Street Lighting or Bureau of Street Maintenance in conformance with other applicable provisions of this Code, or as are determined necessary by the Advisory Agency for the necessary and proper development of the proposed subdivision and to insure conformity to or the implementation of the general plan or any adopted specific plan.”

LAMC Section 17.05-C enumerates the design standards for subdivisions and requires that each Tentative Map be designed in conformance with the Street Design Standards and in conformance to the General Plan. LAMC Section 17.06-B and 17.15 list the map requirements for a tentative tract map and VTTM Map. Specifically, LAMC Section 17.06-B requires that the tract map be prepared by or under the direction of a licensed surveyor or registered civil engineer. The VTTM was prepared by a Registered Professional Engineer and contains the required components, dimensions, areas, notes, legal description, ownership, applicant, and site address information as required by the LAMC. The map provides the required components of a VTTM. The VTTM subdivision design includes the resubdivision of an approximately 909,344 sf (20.88 acres) Site into one ground lot and five airspace lots related to an existing development that contains commercial components.

The design and layout of the map is consistent with the design standards established by the Subdivision Map Act and Division of Land Regulations of the LAMC. Several public agencies (including the Bureau of Engineering, Bureau of Sanitation, Bureau of Street Lighting, Department of Building and Safety - Grading Division and Zoning Division, Bureau of Street Lighting, Fire Department, Department of Building and Safety, Department of Transportation, and Department of Recreation and Parks) will be required to review the map and find the subdivision design satisfactory and may impose improvement requirements and/or conditions of approval. Sewers are available and will be inspected and deemed adequate in accommodating the proposed Project’s sewerage needs. Fire and traffic access, as well as site grading, will also be reviewed and deemed appropriate. Additional traffic safety measures for adjacent roadways may be included for traffic and pedestrian safety.

The subdivision will be required to comply with all regulations pertaining to grading, building permits, and street improvement permit requirements. Conditions of Approval for the design and improvement of the subdivision are required to be performed prior to the recordation of the tentative map, building permit, grading permit, or certificate of occupancy.

The design and improvement of the proposed subdivision are consistent with the Northeast Los Angeles Community Plan and the Colorado Boulevard Specific Plan. No physical changes are proposed at the mall and no new improvements are proposed as a part of this subdivision.

### **C. That Site is Physically Suitable for the Proposed Type of Development**

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The Site is bounded by the Glendale Freeway to the west, Colorado Boulevard to the north, Rock Glen Avenue to the south, and Sierra Villa Drive to the east.

The Site is currently developed with a mall, which is not proposed to be modified. Similar commercial uses surround the Site, in addition to residential uses, consistent with the Community Commercial designation and nature of the area. The existing mall will remain compatible with the surrounding neighborhood.

**D. The Site is Physically Suitable for the Proposed Density of Development**

The Site is located within an urbanized area with a mix of commercial and residential land uses. The immediate vicinity of the Site, along Colorado Boulevard, maintains buildings similar to and compatible with the proposed Project: one- to three-story commercial buildings including offices, car wash, tire shop, restaurants and bank. Residential zoned properties to the south and east of the Site are improved with one- and two-story single-family dwellings.

All buildings at the Site are existing and no changes are proposed. The area is well served by City streets and is adequately serviced with existing utilities.

No new development is proposed, and the Site is physically suitable for the existing development.

**E. The design of the Subdivision and Proposed Improvements proposed Are Not Likely to Cause Substantial Environmental Damage or Substantially and Unavoidably Injure Fish or Wildlife in Their Habitat**

The Site, as well as the surrounding area are presently developed with structures and do not provide a natural habitat for either fish or wildlife. Therefore, the design of the subdivision and the existing improvements are not likely to cause substantial environmental damage or substantial and avoidable injury to fish or wildlife or their habitat as no physical changes are being proposed.

**F. The Design of the Subdivision and the Type of Improvements Are Not Likely to Cause Serious Public Health Concerns**

The proposed subdivision is subject to the provisions of the LAMC (e.g., the Fire Code, Planning and Zoning Code, Health and Safety Code) and the Los Angeles Building Code. Other health and safety related requirements, as mandated by law, would apply where applicable to ensure the well-being of public health and welfare (e.g., asbestos abatement, seismic safety, flood hazard management).

The Project is not located on a hazardous materials site, flood hazard area, and is not located on a site having unsuitable soil conditions. The Project would not place any occupants near a hazardous materials site or involve the use or transport of hazardous materials or substances.

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The area surrounding the Site is fully developed with similar uses indicating that sewers and other services are presently available. Therefore, the design of the subdivision and the existing improvements are not likely to cause serious public health problems.

**G. The Design of the Subdivision and the Type of Improvements Will Not Conflict with Easements, Acquired by the Public at Large, for Access Through or Use of, Property Within the Proposed Subdivision.**

The Site does not contain any easements acquired by the public at large for access through or use of the property within the proposed subdivision. Any necessary public access for roads and utilities will be acquired by the City prior to the recordation of the proposed VTTM.