

VESTING TENTATIVE TRACT MAP NO. VTT-84471 (stamped map-dated November 5, 2024)

HEARING DATE: January 23, 2025

PLANNING DEPARTMENT STAFF REPORT

PURSUANT TO ORDINANCE NO. 164,845, IF A CERTIFICATE OF POSTING HAS NOT BEEN SUBMITTED BEFORE THE DATE OF THE PUBLIC HEARING, IT MUST BE PRESENTED AT THE HEARING, OR THE CASE MUST BE CONTINUED.

REQUESTS

That the project was assessed in the previously certified Environmental Impact Report No. ENV-1994-58-EIR, certified in 1996, and in the previously certified Addendum No. 1 under Case No. ENV-2017-2422-EIR, certified on July 2018; and pursuant to CEQA Guidelines 15162 and 15164, and as supported by the Addendum No. 2 under Case No. ENV-1994-58-EIR-ADD2 dated October 2024, no major revisions are required to the EIR and no subsequent EIR is required for approval of the project.

Pursuant to Los Angeles Municipal Code (LAMC) Section 13B.7.3 (Tentative Tract Map) of Chapter 1A, a Vesting Tentative Tract Map to allow for the merger and re-subdivision of 19 lots with a total of approximately 171,337 square feet (approximately 3.93 acres) into two (2) ground lots and three (3) airspace lots.

Pursuant to LAMC Section 13B.7.3.H (Modification of Entitlement) of Chapter 1A, a Modification of Entitlement for the following:

- a. Main Street--waiver of a variable width strip of land dedication to complete a 43-foot side half right-of-way in accordance with the Avenue II standards of Mobility Plan 2035 and waiver of a 15-foot wide sidewalk and paving of newly dedicated area and improvements adjoining the subdivision on Ground Lot 2; and
- b. Vignes Street - waiver of a 5-foot wide sidewalk easement along Vignes Street.

Pursuant to Section 17.13 of Chapter 1 of the LAMC, a haul route approval for the export of up to 55,800 cubic yards of soil.

SITE ADDRESS

800 North Main Street (800 - 908 North Main Street, 1081 - 1087 North Vignes Street)

APPLICANT/REPRESENTATIVE

Applicant: Cecilia Ngo, Linc Housing Corporation
3590 Elm Avenue
Long Beach, CA 90807

Representative: Jamie Poster Rosenberg
Craig Lawson & Co., LLC
3221 Hutchinson Avenue
Los Angeles, CA 90034

INCENDENTIAL CASE(S)

Case No. DIR-2024-2878-SPPC-VHCA, the applicant has filed a concurrent request for a Director's Determination to permit project compliance of the Alameda District Specific Plan pursuant to LAMC Section 13B.4.2 of Chapter 1A for the demolition of existing improvements and the construction, use, and, maintenance of a phased, two building mixed use project consisting of a 2- and 4-story building ("West Phase") with a maximum height of 62 feet and 9 inches and a 7-story mixed-use building ("East Phase") with a maximum height of 90 feet and 1 inch including 122 100% Affordable Residential Units for Lower Income Households and two (2) manager units in the ADP-RIO Zone.

RELEVANT CASES**ON-SITE:**

There are no previous or existing permits or cases relevant to this subdivision.

OFF-SITE:

Case No. VTT-64842 – On September 12, 2006, the Deputy Advisory Agency approved a Vesting Tentative Tract Map for up to maximum 123-unit joint living and work quarters condominium, a maximum one-unit commercial condominium and one-unit airspace condominium in the C2-2 Zone, located at 808-810 Spring Street.

Case No. VTT-74200 – On November 6, 2018, the Deputy Advisory Agency approved a Vesting Tentative Tract Map for a mixed-use development with up to a maximum 770-unit condominium in the C2-2 Zone, located 129-135 West College Street and 924 North Spring Street.

PUBLIC RESPONSES

On August 12, 2024, the Downtown Women's Center submitted a letter in support of the project.

On August 22, 2024, Geoffrey Moen, Director of Development of the Housing Authority of the City of Los Angeles, submitted a letter in support of the project.

On August 26, 2024, the Historic Cultural North Neighborhood Council voted in favor and submitted a letter in support of the project.

On August 28, 2024, Hilda L. Solis, Los Angeles County Supervisor for the First District, submitted a letter in support of the project.

On August 29, 2024, Megan Castillo, Policy & Advocacy Manager of La Defensa, submitted a letter in support of the project.

On September 6, 2024, Martha I. Jimenez, Executive Vice President and General Counsel of the California Endowment, submitted a letter in support of the project.

On September 9, 2024, Heng Lam Foong and Kyle Tsukahira, Co-Directors of the Asian Pacific Islander Forward Movement submitted a letter in support of the project.

On September 9, 2024, Kevin de Leon, Councilmember of the Fourteenth District of the City of Los Angeles, submitted a letter in support of the project.

On September 18, 2024, Troy Vaughn, Co-Founder & Executive Director of the Los Angeles Regional Reentry Partnership, submitted a letter in support of the project.

On September 25, 2024, Betty A. Mills submitted a letter in support of the project.

On September 26, 2024, Dre Comers, Director of Strategic Projects of Homeboy Industries, submitted a letter in support of the project.

GENERAL COMMENTS

The property site, or subdivision site, is a level, non-rectangular shaped area comprised of 19 existing, contiguous lots encompassing a total gross lot area of approximately 171,337 square feet (approximately 3.93 acres) or, a total net area of approximately 169,117 square feet (3.88 acres) that includes the proposed conditions, post-dedication of 2,763 square feet and a post-merger of 542 square foot lot merger for Ground Lot 1 only.

which is proposed to be merged and resubdivided into two ground lots (“Lot 1” and “Lot 2”). Proposed Lot 1 includes approximately 86,036 square feet and proposed Lot 2 includes approximately 83,081 square feet.

The property site has a street frontage of approximately 500 feet along the eastern side of North Main Street and a street frontage of approximately 343 feet along the southern side of Vignes Street. The subject site is zoned ADP-RIO in the Central City North Community Plan Area with a Regional Center Commercial land use designation. The subject site is located within the Alameda District Specific Plan (ZI-2182), Transit Priority Area (ZI-2452), AB 2097: Reduced Parking Area, Al Fresco Ordinance (ZI-2517), River Implementation Overlay District RIO (ZI-2358), the Housing Element Inventory of Sites (ZI-2512), the East Los Angeles State Enterprise Zone (ZI-2129), and Local Emergency Temporary Regulations – Time Limits and Parking Relief (ZI-2498 and LAMC 16.02.1). The site is located 0.24 kilometers from the Upper Elysian Park Fault. The project is located within a Liquefaction area, Methane Buffer Zone, and the Urban Agricultural Zone. The project site is located Outside Flood Zone and does not fall within the Alquist-Priolo Fault Zone, Landslide Area, Tsunami Hazard Area, Special Grading Area, and Very High Fire Hazard Severity Zone.

The property site is currently occupied with two surface parking lots that is accessory to the adjacent California Endowment campus to the south, which includes offices, a conference center, and vehicle parking in both surface and subterranean lots.

The project site, or development site located on Lot 1, is approximately 86,036 square feet and proposes to demolish existing improvements of two surface parking lots for the construction, use and maintenance of two buildings across two phases, referred to as the “East Phase” and “West Phase”. The East Phase proposes a seven (7)-story mixed use building with a maximum height of 90 feet and 1 inch including 122 100% Affordable Units for Lower Income Households and two (2) market-rate manager units totaling to approximately 129,192 square feet of residential use and approximately 25,473 square feet of commercial use on Level 1 and Level 2. The 122 affordable housing units would include 58 one-bedroom units, 31 two-bedroom units and 33 three-bedroom units. The “West Phase” proposes a two (2)- to four (4)-story commercial building with a maximum height of 62 feet and 9 inches and approximately 38,838 square feet of commercial

floor area. The combined total commercial use area for the West Phase and East Phase is approximately 64,301 square feet with anticipated uses to include a community care facility with spaces dedicated to skills building, workforce development, physical and mental health services, counseling, arts therapy, service coordination and event spaces, as well as neighborhood-serving retail. In total, the proposed project will result in a total of 193,493 square foot of floor area, which results in a 2.25:1 FAR across the proposed project. The project proposes a total of 16,200 square feet of open space, comprised of private balconies located above the interior courtyard, a residential common area for a gathering space, a residential courtyard space, and a roof deck on the seventh level. A total of 95 existing trees are located within and immediately adjacent to the project site, consisting of 43 protected trees and 52 non-protected trees.

Assembly Bill (AB) 2097 (2021-2022) specifies that jurisdictions may not impose any minimum vehicle parking requirements for certain development projects in certain areas, based on proximity to public transit. The project herein qualifies for vehicle parking reductions under AB 2097 and is thus not subject to any minimum vehicle parking requirements; nonetheless, the applicant proposes to voluntarily provide up to 40 residential vehicle parking spaces, with access from the Rosabell Street private easement, and a maximum of 175 commercial vehicle parking spaces are proposed, within a subterranean parking garage that will span the entire project site but will be structurally separate from the residential parking area. The commercial vehicle parking spaces will serve both the project's commercial uses as well as The California Endowment's existing campus to the south of the project site. Elevator and stair access will be provided from the subterranean parking area to the West Phase commercial building as well as to an at-grade plaza with access to The California Endowment building's pedestrian connection as well as to Main Street public plaza. Vehicle access to the commercial vehicle parking will be provided from the private street, Bauchet Street, which is consistent with the existing vehicle access to The California Endowment campus. Additional emergency vehicle access will be provided from an existing driveway on Main Street. The project site contains a total of 52 non-protected trees, 6 of which, will be removed as part of the proposed project. The applicant is requesting a Vesting Tentative Tract Map (Case No. VTT-84471) to allow for a merger and re-subdivision of the 3.86-acre project site containing 19 existing lots into two (2) ground lots and three (3) airspace lots.

The proposed project will provide a zero (0) feet front yard setback on North Main Street, zero (0) feet side yard setback on Vignes Street, zero (0) feet side rear setback on Rosabel Street, a 30 feet residential building separation comprised of open space and 40 feet building separation between residential use and commercial use comprised of an open space setback.

The project requested the following Modifications of Entitlement: a waiver of a variable width strip of land dedication to complete a 43-foot side half right-of-way in accordance with the Avenue II standards of Mobility Plan 2035 adjoining the subdivision on Ground Lot 2 along Main Street and waiver of a 15-foot wide sidewalk and paving of newly dedicated area and all improvements adjoining the subdivision on Ground Lot 2 along Main Street, and a waiver of a 5-foot-wide public sidewalk easement along Vignes Street adjoining the subdivision.

Properties surrounding the project site are zoned C2-2-RIO and M3-1-RIO having a variety of commercial, industrial, and manufacturing uses. These properties are developed with a mix of residential developments, offices, retail shops, restaurants, gas stations, and surface parking lots. Abutting the project site to the west, across North Main Street, is a one- to two-story commercial building and a vacant surface parking lot. North of the project site, across Vignes Street, is a one to three-story residential development of the Hilda L. Solis Care First Village. East of the project site is the USPS Alameda Carrier Annex supported by a surface parking lot. To the south of the subject property, is The California Endowment campus.

In addition to the Vesting Tentative Tract Map, the applicant has filed a concurrent request for a Director's Determination to permit a Project Compliance of the Alameda District Specific Plan pursuant to Section 13B.4.2 of Chapter 1A of the LAMC for the demolition of existing improvements and the construction of a phased, two-building mixed use project consisting of one 2- and 4-story building ("West Phase") and one 7-story mixed-use building ("East Phase") including a total of 124 dwelling units, 122 100% Affordable Residential Units for Lower Income Households and two (2) manager units, a maximum of 40 residential parking spaces and a maximum of 175 commercial parking spaces.

STREETS AND CIRCULATION

North Main Street, adjoining the property to the west, is designated as an Avenue II dedicated to a width of 86 feet and is improved with asphalt roadway, curb, gutter, concrete sidewalks, and street trees.

Vignes Street, adjoining the property to the north, is designated as an Avenue I dedicated to a width of 100 feet and is improved with asphalt roadway, curb, gutter, concrete sidewalks, and street trees.

Bauchet Street, adjacent to the property to the southeast, is undesignated as a private street (AA-2018-5695-DPS) with a width that range from 35 feet to 48 feet and is improved with asphalt roadway, curb, gutter, and concrete sidewalks.

Augusta Street, identified on the Mobility Plan 2035 circulation maps as a Collector Street, would have a required right-of-way width of 66 feet. However, City Council approved a resolution to vacate Augusta Street in 2006 (Council File 03-1016). As a result, the Applicant does not intend to dedicate or improve the previously vacated street.

Rosabel Street, identified as a private easement agreement between The California Endowment and the United States Postal Service.

REPORTS RECEIVED

BUREAU OF ENGINEERING: The Bureau of Engineering (BOE). See recommended that the project be subject to conditions stated in the correspondence dated August 14, 2024. See recommended conditions in **Draft Vesting Tentative Tract Map Report with Conditions**.

DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION: Recommends that the project be subject to conditions stated in the correspondence dated May 20, 2024. See recommended conditions in **Draft Vesting Tentative Tract Map Report with Conditions**.

DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION: A clearance letter will be issued stating that no Building and Zoning Code violations exist on the subject site once the items identified in the memo dated June 7, 2024, have been satisfied. See recommended conditions in **Draft Vesting Tentative Tract Map Report with Conditions**.

DEPARTMENT OF RECREATION AND PARKS: The Department of Recreation and Parks recommended that the project be subject to conditions stated in the correspondence dated June

12, 2024. See recommended conditions in **Draft Vesting Tentative Tract Map Report with Conditions**.

DEPARTMENT OF TRANSPORTATION: No comments were available at the writing of the staff report.

FIRE DEPARTMENT: The Department of Recreation and Parks recommended that the project be subject to conditions stated in the correspondence dated June 5, 2024. See recommended conditions in **Draft Vesting Tentative Tract Map Report with Conditions**.

DEPARTMENT OF WATER AND POWER: No comments were available at the writing of the staff report.

BUREAU OF STREET LIGHTING: The Bureau of Street Lighting issued a memo for the project, dated May 23, 2024. See recommended conditions in the **Draft Vesting Tentative Tract Map Report with Conditions** under department.

INFORMATION TECHNOLOGY AGENCY: No comments were available at the writing of the staff report.

BUREAU OF SANITATION: No comments were available at the writing of the staff report.

URBAN FORESTRY: No comments were available at the writing of the staff report.

LOS ANGELES UNIFIED SCHOOL DISTRICT, TRANSPORTATION SERVICES DIVISION: The Los Angeles Unified School District recommended that the project be subject to conditions stated in the correspondence dated May 22, 2024. See recommended conditions in **Draft Vesting Tentative Tract Map Report with Conditions**.

ENVIRONMENTAL CLEARANCE

The project was assessed in the previously certified Environmental Impact Report No. ENV-1994-58-EIR, certified in 1996, and in the previously certified Addendum No. 1 under Case No. ENV-2017-2422-EIR, certified on July 2018; and pursuant to CEQA Guidelines 15162 and 15164, and as supported by the Addendum No. 2 under Case No. ENV-1994-58-EIR-ADD2 dated October 2024, no major revisions are required to the EIR and no subsequent EIR is required for approval of the project.

STAFF RECOMMENDATIONS

Planning Department staff recommends **approval** of Vesting Tentative Tract Map No. 84471 subject to the standard conditions and the additional conditions provided in the **Draft Vesting Tentative Tract Map Report with Conditions**; **approval** of a waiver of a variable width strip of land dedication to complete a 43-foot side half right-of-way in accordance with the Avenue II standards of Mobility Plan 2035 adjoining the subdivision on Ground Lot 2 along Main Street; **approval** of a waiver of a 15-foot wide sidewalk and paving of newly dedicated area and improvements adjoining the subdivision on Ground Lot 2 along Main Street; **denial** of a waiver of a 5-foot wide sidewalk easement along Vignes Street adjoining the subdivision; and **approval** of a haul route approval for the export of up to 55,800 cubic yards of soil.

Prepared by:

Alice Okumura

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Note: Recommendation does not constitute a decision. Changes may be made by the Advisory Agency at the time of the public hearing.

DRAFT VESTING TENTATIVE TRACT REPORT WITH CONDITIONS

In accordance with provisions of Los Angeles Municipal Code (LAMC) Section 13B.7.3 of Chapter 1A, the Advisory Agency approves Vesting Tentative Tract Map No. 84471 (map date-stamped November 5, 2024) located 800 - 908 N. Main Street and 1081 - 1087 N Vignes Street to allow for the merger and re-subdivision of 19 parcels into two (2) ground lots and three (3) airspace lots for the demolition of existing improvements and the construction of a phased, two-building mixed use project consisting of one 2- and 4-story building ("West Phase") and one 7-story mixed-use building ("East Phase") including 124 dwelling units, 122 100% Affordable Residential Units for Lower Income Households and two (2) manager units, 40 residential parking spaces and up to a maximum of 175 commercial parking spaces. The Advisory Agency's approval is subject to the following conditions:

NOTE on clearing conditions: When two or more agencies must clear a condition, subdivider should follow the sequence indicated in the condition. For the benefit of the applicant, subdivider shall maintain record of all conditions cleared, including all material supporting clearances and be prepared to present copies of the clearances to each reviewing agency as may be required by its staff at the time of its review.

BUREAU OF ENGINEERING - SPECIFIC CONDITIONS

Any questions regarding this report should be directed to Mary Creel of the Permit Case Management Division, located at 201 North Figueroa Street, Suite 290, through BOE online customer service portal at <http://engpermits.lacity.org/>.

1. That, along North Main Street adjoining the subdivision, a variable width strip of land be dedicated to complete a 43- foot wide half right-of-way in accordance with the Avenue II standards of Mobility Plan 2035.
2. That, along Vignes Street and adjoining the subdivision, a 10- foot and variable width strip of land be dedicated to complete a 50-foot wide half right-of-way in accordance with the Avenue I standards of Mobility Plan 2035.
3. That, along Vignes Street and adjoining the subdivision, a 5- foot wide sidewalk easement be provided satisfactory to the City Engineer.
4. That, at the intersection of North Main Street and Vignes Street adjoining the subdivision, 20-foot radius property line return or 15-foot by 15-foot corner cut be dedicated.
5. That the subdivider make a request to BOE Central District to determine the capacity of existing sewers in this area.
6. That a set of drawings for airspace lots be submitted to the City Engineer showing the following:
 - a. Plan view at different elevations.
 - b. Isometric views.
 - c. Elevation views.
 - d. Section cuts at all locations where air space lot boundaries change.

7. 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.
8. That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:
 - a. Improve North Main Street being dedicated and adjoining the subdivision by the construction of the following:
 - (1) 15-foot wide sidewalk and paving of newly dedicated area.
 - (2) Repair and or replacement of any broken, damaged, or off-grade concrete curb, gutter, and roadway pavement.
 - (3) Any necessary removal and reconstruction of existing improvements.
 - (4) The necessary transitions to join the existing improvements.
 - b. Improve Vignes Street adjoining the subdivision with the repair and or replacement of any broken, damaged, or off- grade concrete curb, gutter, sidewalk and roadway pavement, including any necessary removal and reconstruction of existing improvements. Construct a new 15-foot-wide sidewalk within the sidewalk easement, and AC pavement adjoining the project site's street frontage in a manner satisfactory to the City Engineer.

DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION

Grading Division approvals are conducted at 221 North Figueroa Street, 12th Floor. The approval of this Tract Map shall not be construed as having been based upon geological investigation such as will authorize the issuance of building permits on the subject property. Such permits will be issued only at such time as the Department of Building and Safety has received such topographic maps and geological reports as it deems necessary to justify the issuance of such building permits.

9. Approval shall be obtained from the Department of Public Works, Bureau of Engineering, Development Services and Permits Program where removal of support and/or retaining of slopes adjoining to a public way is proposed (3307.3.2).

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10. The geologist and soils engineer shall review and approve the detailed plans prior to issuance of any permits. This approval shall be by signature on the plans that clearly indicates the geologist and soils engineer have reviewed the plans prepared by the design engineer and that the plans include the recommendations contained in their reports (7006.1).
11. All recommendations of the reports that are in addition to or more restrictive than the

conditions contained herein shall be incorporated into the plans.

12. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans. Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit. (7006.1)
13. A grading permit shall be obtained for all structural fill and retaining wall backfill (106.1.2).
14. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density. Placement of gravel in lieu of compacted fill is only allowed if complying with LAMC Section 91.7011.3.
15. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill (1809.2, 7011.3).
16. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction (7013.12).
17. Grading shall be scheduled for completion prior to the start of the rainy season, or detailed temporary erosion control plans shall be filed in a manner satisfactory to the Grading Division of the Department and the Department of Public Works, Bureau of Engineering, B-Permit Section, for any grading work in excess of 200 cubic yards (7007.1).
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18. Controlled Low Strength Material, CLSM (slurry) proposed to be used for backfill shall satisfy the requirements specified in P/BC 2020-121.
19. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the General Safety Orders of the California Department of Industrial Relations (3301.1).
20. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be supported by shoring. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)
21. Where any excavation, not addressed in the approved reports, would remove lateral support (as defined in 3307.3.1) from a public way, adjacent property, or structures, then a supplemental report shall be submitted to the Grading Division of the Department for review and approval. The report shall contain, at a minimum, recommendations for shoring, underpinning, and sequence of construction. Shoring recommendations shall include the maximum allowable lateral deflection of shoring system to prevent damage to adjacent structures, properties, and/or public ways. The report shall include a plot plan and cross-section(s) showing the construction type, number of stories, and location of adjacent structures, and analysis incorporating all surcharge loads that demonstrate an acceptable factor of safety against failure. (7006.2 & 3307.3.2)

22. Prior to the issuance of any permit that authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation (3307.1).
23. The soils engineer shall review and approve the shoring plans prior to issuance of the permit (3307.3.2).
24. Prior to the issuance of the permits, the soils engineer and/or the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.
25. Unsurcharged temporary excavations may be cut vertical up to 5 feet. Excavations over 5 feet shall be trimmed back at a uniform gradient not exceeding 1:1, from top to bottom of excavation, as recommended.
26. Shoring shall be designed for the lateral earth pressures specified on page 38 of 10/24/2023 report. All surcharge loads shall be included into the design.
27. Shoring shall be designed for a maximum lateral deflection of $\frac{1}{2}$ inch where a structure is within a 1:1 plane projected up from the base of the excavation, and for a maximum lateral deflection of 1 inch provided there are no structures within a 1:1 plane projected up from the base of the excavation, as recommended.
28. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.
29. All foundations shall derive entire support from native undisturbed alluvium, as recommended and approved by the geologist and soils engineer by inspection.
30. Slabs placed on approved compacted fill shall be at least $3\frac{1}{2}$ inches thick and shall be reinforced with $\frac{1}{2}$ -inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way.
31. The seismic design shall be based on a Site Class D, as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check. According to ASCE 7-16 Section 11.4.8, for structures on Site Class D sites with S_1 greater than or equal to 0.2, the parameter SM_1 determined by EQ. (11.4-2) shall be increased by 50%. Alternatively, a supplemental report containing a site-specific ground motion hazard analysis in accordance with ASCE 7-16 Section 21.2 shall be submitted for review and approval.
32. Retaining walls shall be designed for the lateral earth pressures specified on page 29 of 10/24/2023 report. All surcharge loads shall be included into the design.
33. The proposed structure and subterranean walls shall be designed to resist uplift and

hydrostatic pressures that would develop due to the historic high groundwater level conditions or the current groundwater level, whichever is higher, as recommended.

34. Retaining walls higher than 6 feet shall be designed for lateral earth pressure due to earthquake motions as specified on page 32 of 10/24/2023 report (1803.5.12).

Note: Lateral earth pressure due to earthquake motions shall be in addition to static lateral earth pressures and other surcharge pressures. The height of a stacked retaining wall shall be considered as the summation of the heights of each wall.

35. Basement walls and other walls in which horizontal movement is restricted at the top shall be designed for at-rest pressure as specified on page 29 of 10/24/2023 report. All surcharge loads shall be included into the design. (1610.1)

36. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted in a non-erosive device to the street in an acceptable manner (7013.11).

37. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soils report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record (1805.4).

38. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector (108.9).

39. Basement walls and floors shall be waterproofed/damp-proofed with an LA City approved "Below-grade" waterproofing/damp-proofing material with a research report number (104.2.6).

40. The use of acceptable prefabricated drainage composites (also known as geosynthetic subdrain systems), as an alternative to traditionally accepted methods of draining retained earth, shall be determined during structural plan check.

41. The structure shall be connected to the public sewer system per P/BC 2020-027.

42. All roof, pad, and deck drainage shall be conducted to the street in an acceptable manner in non-erosive devices or other approved location in a manner that is acceptable to the LADBS and the Department of Public Works. (7013.10)

43. An on-site storm water infiltration system at the subject site shall not be implemented, as recommended.

44. Prior to issuance of a permit involving de-watering, clearance shall be obtained from the Department of Public Works and from the California Regional Water Quality Control Board.

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45. The area shall be de-watered under the direction of the consultants prior to beginning the excavation. Note: Permits from the State of California Regional Water Quality Control Board and Department of Public Works shall be obtained to discharge water into a storm drain.

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46. Any recommendations prepared by the geologist and/or the soils engineer for correction of geological hazards found during grading shall be submitted to the Grading Division of the Department for approval prior to use in the field (7008.2, 7008.3).
47. The geologist and soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading (7008, 1705.6, & 1705.8).
48. Prior to pouring concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the work inspected meets the conditions of the report. No concrete shall be poured until the LADBS Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)
49. Prior to excavation an initial inspection shall be called with the LADBS Inspector. During the initial inspection, the sequence of construction, shoring, protection fences, and dust and traffic control will be scheduled (108.9).
50. Installation of shoring shall be performed under the inspection and approval of the soils engineer and deputy grading inspector (1705.6, 1705.8).
51. The installation and testing of tie-back anchors shall comply with the recommendations included in the report or the standard sheets titled "Requirement for Tie-back Earth Anchors", whichever is more restrictive. (Research Report #23835)
52. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the soil inspected meets the conditions of the report. No fill shall be placed until the LADBS Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included (7011.3).

53. A supplemental report shall be provided to the Grading Division for review in the event that any deviation is made to the currently proposed project configuration, as presented and shown on the plans and cross sections included in the approved reports. This shall include any changes to the scope of the development, such as, but not limited to: the relocation and/or changes in the size or number of stories of any of the proposed structures; the inclusion of any additional habitable or non-habitable structures or means of ingress or egress that were not specifically addressed in the approved reports; and/or additional temporary or permanent grading for construction purposes that were not described or shown on the plans and cross sections included in the approved reports.

Note: Numbers in parenthesis () refer to applicable sections of the 2023 City of LA Building Code. P/BC numbers refer to the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION

An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Helen Nguyen at (213) 482-0427 to schedule an appointment.

54. Any lot cut after July 29, 1962 is required to obtain a Certificate of Compliance from City Planning prior to obtaining the Zoning clearance. Show compliance with the above requirement or obtain City Planning approval to waive the requirement for the Certificate of Compliance.
55. Provide copy of building records, plot plan, and certificate of occupancy of all existing structures (to remain) to verify the last legal use and the number of parking spaces required and provided on each site.
56. Obtain permits for the demolition or removal of existing structures on the site. Accessory structures and uses are not permitted to remain on lots without a main structure or use. Provide copies of the demolition permits and signed inspection cards to show completion of the demolition work.
57. If the existing structure is remained on site, all (19) provided parking spaces per building permit 1981LA28151 shall be remained on the proposed Ground Lot 2.
58. No structures and parking spaces shall be located across the proposed property lines.
59. Provide horizontal boundary and upper and lower elevations for the proposed Ground Lot 1 in the draft final map.
60. Obtain Bureau of Engineering approval for the proposed street merger.
61. Provide exact lot area for each proposed Lot. Revise the Map.
62. Provide a copy of affidavit AFF-NC-277. Show compliance with all the conditions/requirements of the above affidavit as applicable. Termination of above affidavit may be required after the Map has been recorded. Obtain approval from the Department, on the termination form, prior to recording.

63. Show all street dedications as required by Bureau of Engineering and provide net lot area after all dedications. "Area" requirements shall be re-checked as per net lot area after street dedications. No structures shall be projected into the public right of way.
64. Dimension the reciprocal private easement for pedestrian and driveway egress and ingress, back up space, drainage, and utilities on the final map or record a covenant to provide and maintain the easement.
65. Record a Covenant and Agreement to treat the buildings and structures located in an Air Space Subdivision as if they were within a single lot.

Notes:

This property is located within the ZI-2182 Specific Plan: Alameda District.

This property is located within the ZI-2358 River Implementation Overlay District (RIO).

This property is located in a Methane Buffer Zone.

This property is located in a Liquefaction Area.

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

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

DEPARTMENT OF RECREATION AND PARKS

If you have any questions or comments regarding this information please feel free to contact Park Fees Staff at, (213) 202-2682 or rap.parkfees@lacity.org, at your convenience.

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

DEPARTMENT OF TRANSPORTATION

If you have any questions or comments regarding this information please feel free to contact LADOT Staff at, ladot.onestop@lacity.org at your convenience.

No haul route conditions were available at the time of the staff report was written from the Department of Transportation.

LOS ANGELES UNIFIED SCHOOL DISTRICT, TRANSPORTATION SERVICES DIVISION

67. Designee of the Project notify the Transportation Services Division in advance of the expected start and end dates for the various portions of the project that may affect traffic through the area. You must contact the appropriate administrator at each school (Ann

- Street Elementary, Ramon Cortines High School) to resolve any safety concerns he/she/they may have regarding the construction project.
68. Assure the maintenance of safe and convenient pedestrian and bus routes to schools in the vicinity of your project.
 69. Haul routes will not be routed past any school, except when school is not in session (including after-school activities).
 70. Contractors are to provide temporary fencing at appropriate portions of the construction site to deter the entry of student pedestrians.
 71. Contractors should avoid staging trucks and equipment along streets in the area to facilitate the movement of buses during peak traffic hours.
 72. Contractors are to provide flagmen and traffic controls to assist traffic when construction activities block traffic.
 73. Contractors shall restore affected street and sidewalk surfaces to reasonable smoothness to minimize the potential for bus accidents, and trip and fall injuries to student pedestrians.
 74. Contractors should remind their drivers of construction vehicles of the requirement to stop for the red flashing lights of any school bus.
 75. Contractors are to remind drivers and workers to be cautious of the presence of any student pedestrians and exercise care, especially during peak hours.
 76. Contractors should notify drivers that the presence of traffic signals, crossing guards, and/or school zone flashing lights do not exempt school buses from using the red flashing lights.

FIRE DEPARTMENT

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished BY APPOINTMENT ONLY, in order to assure that you receive service with a minimum amount of waiting please call (213) 482-6543. You should advise any consultant representing you of this requirement as well.

77. Access for Fire Department apparatus and personnel to and into all structures shall be required.
78. Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.
79. One or more Knox Boxes will be required to be installed for LAFD access to project. Location and number to be determined by LAFD Field Inspector. (Refer to FPB Req # 75).

80. The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
81. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
82. Fire Lane Requirements:
 - a. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
 - b. The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
 - c. Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
 - d. Submit plot plans indicating access road and turning area for Fire Department approval.
 - e. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
 - f. Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.
 - g. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
 - h. All public street and fire lane cul-de-sacs shall have the curbs painted red and/or be posted "No Parking at Any Time" prior to the issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy for any structures adjacent to the cul-de-sac.
 - i. No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.
83. Construction of public or private roadway in the proposed development shall not exceed 10 percent in grade.
84. Site plans shall include all overhead utility lines adjacent to the site.
85. Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.
86. The Fire Department may require additional vehicular access where buildings exceed 30 feet in height.
87. Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet, approved aerial fire apparatus access roads shall be provided.
88. No proposed development utilizing cluster, group, or condominium design of one or two family dwellings shall be more than 150 feet from the edge of the roadway of an improved street, access road, or designated fire lane.
89. On small lot subdivisions, any lots used for access purposes shall be recorded on the final map as a "Fire Lane".

90. Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan S-470-0.
91. Standard cut-corners will be used on all turns.
92. The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.
93. That in order to provide assurance that the proposed common fire lane and fire protection facilities, for the project, not maintained by the City, are properly and adequately maintained, the sub-divider shall record with the County Recorder, prior to the recordation of the final map, a covenant and agreement (Planning Department General Form CP-6770) to assure the following:
 - a. The establishment of a property owners association, which shall cause a yearly inspection to be, made by a registered civil engineer of all common fire lanes and fire protection facilities. The association will undertake any necessary maintenance and corrective measures. Each future property owner shall automatically become a member of the association or organization required above and is automatically subject to a proportionate share of the cost.
 - b. The future owners of affected lots with common fire lanes and fire protection facilities shall be informed of their responsibility for the maintenance of the devices on their lots. The future owner and all successors will be presented with a copy of the maintenance program for their lot. Any amendment or modification that would defeat the obligation of said association as the Advisory Agency must approve required hereinabove in writing after consultation with the Fire Department.
 - c. In the event that the property owners association fails to maintain the common property and easements as required by the CC and R's, the individual property owners shall be responsible for their proportional share of the maintenance.
 - d. Prior to any building permits being issued, the applicant shall improve, to the satisfaction of the Fire Department, all common fire lanes and install all private fire hydrants to be required.
 - e. That the Common Fire Lanes and Fire Protection facilities be shown on the Final Map.
94. 2014 CITY OF LOS ANGELES FIRE CODE, SECTION 503.1.4 (EXCEPTION)
 - a. When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling

- unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.
- b. It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building.
 - c. This policy does not apply to single-family dwellings or to non-residential buildings.
- 95. Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.
 - 96. The entrance to a Residential lobby must face the address side.
 - 97. The plot plans shall be approved by the Fire Department showing fire hydrants and access for each phase of the project prior to the recording of the final map for that phase. Each phase shall comply independently with code requirements.
 - 98. FPB #105
5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.
 - 99. Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.
 - 100. Any required Fire Annunciator panel or Fire Control Room shall be located within 20ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.
 - 101. Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.
 - 102. Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.
 - 103. Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

DEPARTMENT OF WATER AND POWER

Questions regarding WSO clearance should be directed to LADWP, Water Distribution Engineering, P.O. Box 51111, Room 1425, Los Angeles, California 90051-5700 or (213) 367-1216.

104. Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Water System Rules and requirements. Upon compliance with these conditions and requirements, LADWP's Water Services Organization will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1(c).)

BUREAU OF STREET LIGHTING

Street Lighting clearance for this Street Light Maintenance Assessment District condition is conducted at 1149 S. Broadway Suite 200. Street Lighting improvement condition clearance will be conducted at the Bureau of Engineering District office.

105. 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.

BUREAU OF SANITATION

106. That the project be subject to any recommendations from the Bureau of Sanitation.

INFORMATION TECHNOLOGY AGENCY

107. To assure that cable television facilities will be installed in the same manner as other required improvements, please email cabletv.ita@lacity.org that provides an automated response with the instructions on how to obtain the Cable TV clearance. The automated response also provides the email address of 3 people in case the applicant/owner has any additional questions.

DEPARTMENT OF CITY PLANNING-SITE SPECIFIC CONDITIONS

Clearances may be conducted at the Figueroa, Valley, or West Los Angeles Development Services Centers. To clear conditions, an appointment is required, which can be requested at planning.lacity.gov.

108. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:
- a. A Certificate of Occupancy (temporary or final) for the building(s) in Vesting Tentative Tract Map No. 84471 shall not be issued until after the final map has been recorded.
 - b. Limit the proposed development to a maximum of two (2) ground lots and three (3) airspace lots.
 - c. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit.

- d. That the subdivider considers the use of natural gas and/or solar energy and consults with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.
 - e. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.
 - f. Prior to the issuance of a grading permit, the subdivider shall record and execute a Covenant and Agreement (Planning Department General Form CP6770), binding the subdivider to the following haul route conditions:
 - (i) No haul route conditions were available at the time of the staff report from the Department of Transportation.
109. Prior to the issuance of the building permit or the recordation of the final map, a copy of the approval for Case No. DIR-2024-2878-SPPC-VHCA shall be submitted to the satisfaction of the Advisory Agency. In the event that Case No. DIR-2024-2878-SPPC-VHCA is not approved, the subdivider shall submit a tract modification.
110. **Indemnification and Reimbursement of Litigation Costs.** Applicant shall do all of the following:
- a. Defend 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.
 - b. 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 judgment or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
 - c. 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 (b).
 - d. 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 (b).

- e. If the City determines it necessary to protect the City's interests, execute the indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.
- f. 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 that 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 include 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.

ENVIRONMENTAL CONDITIONS – MITIGATION MEASURES

- 103. Mitigation Measure Artificial Light Phase I
 - a. K.1.1.a Exterior lighting, including pedestrian lighting, shall be shielded to reduce the amount of direct lighting escaping the site.
 - b. K.1.1.b Parking structures shall be designed so as to shield exterior areas from vehicle headlights and interior parking structure lighting, to the extent feasible.
 - c. K.1.1.c Pole-mounted lighting fixtures on pedestrian paths shall utilize cut-off technology to reduce glare.
 - d. K.1.1.d Necessary building floodlighting shall be shielded and designed to eliminate spill over glare.
 - e. K.1.2 Exterior building surfaces, particularly those facing heavily traveled roadways, shall utilize low-reflectivity materials.
- 104. Mitigation Measure Artificial Light Buildout Phase
 - a. K.1.3 Mitigation measures K.1.1.a through K.1.1.d, and K.1.2, shall also be implemented for the Buildout Phase of the proposed project.

105. Mitigation Measure Meteorology (Wind) Phase I
 - a. F.2.1 Should significant impacts occur to outdoor dining, seating, or similar stationary uses, the project shall incorporate wind screening measures such as shrubs, screens, and lattices. Wind screening should be designed to be most effective in reducing local wind speeds generated from southwest winds, the prevailing winds.
106. Mitigation Measure Meteorology (Wind) Buildout Phase
 - a. F.2.2 Should Buildout Phase of the project result in LS significant impacts to outdoor dining, seating, or similar use, mitigation measure F.2.1 shall also be implemented as necessary for Buildout Phase of the proposed project.
 - b. F.2.3.a Where feasible, closely spaced (100 feet or less), similar sized high-rise development shall be configured in order to mitigate any significant impacts from wind speeds exceeding 11 mph.
 - c. F.2.3.b If mitigation measure F.2.3.a cannot be incorporated into the future project design and a closely spaced northeast/southwest orientation of similar sized buildings is incorporated into Phase II, then wind speeds exceeding 11 mph should be reduced through screening, including, but not limited to, the closely packed grouping of uniformly sized trees with dense foliage.
107. Mitigation Measure Natural Light (Shade/Shadow) Phase I & Buildout Phase
 - a. K.2.1 Shadow impacts are directly attributable to the building height, massing, and location. Although no significant off-site impacts are associated with Phase I development, a significant unavoidable on-site impacts to south-facing Union Station Passenger Terminal design elements is anticipated as well as to on-site open spaces and plaza areas.
 - b. K.2.2 Refer to Mitigation Measure K.2.1.
108. Mitigation Measure Natural Light (Shade/Shadow) Buildout Phase
 - a. K.2.3 Buildout Phase impacts will be conclusively determined during the design phase of Phase II, when design and placement of buildings will be finalized. At that time, additional review of specific on-site development shall be conducted to determine any design features or modifications which may reduce impacts to surrounding buildings, onsite residential and hotel developments, as well as open spaces and plaza areas.
 - b. K.2.4 – K.2.7 Refer to Mitigation Measure K.2.3.
109. Mitigation Measure Aesthetics Phase I
 - a. Compliance with the Historic Resources, Parks and Open Space, and Urban Design Elements of the ADP will reduce, but not eliminate, significant viewshed and on-site character impacts. Additional mitigation measures are not feasible.
110. Mitigation Measure Aesthetics Buildout Phase
 - a. Compliance with the Historic Resources, Parks and Open Space, and Urban Design Elements of the ADP will reduce, but not eliminate, significant viewshed and on-site character impacts. Additional mitigation measures are not feasible.
111. Mitigation Measure Air Quality Phase I
 - a. F.1.1.a Prior to issuance of a grading permit, the project proponent shall demonstrate to the City of Los Angeles the actions that will be taken to comply with SCAQMD Rule 402, which requires that there be no dust impacts off-site sufficient

to cause a nuisance, and SCAQMD Rule 403, which restricts visible emissions from construction. Specific measures will include moistening soil prior to grading, daily watering of exposed surfaces or treating with soil conditioner to stabilize the soil; washing truck tires and covering loads of dirt transported off-site; cessation of grading during periods of high winds over 25 miles per hour, and paving, coating or seeding graded areas at the earliest possible time after soil disturbance.

- b. F.1.1.b All construction equipment will be maintained in peak operating condition so as to reduce operational emissions.
 - c. F.1.1.c Equipment will use low-sulfur diesel fuel.
 - d. F.1.1.d Electric equipment will be used to the maximum extent feasible.
 - e. F.1.1.e Trucks will limit idling.
 - f. F.1.1.f To the maximum extent feasible, construction activities that affect traffic flow will be restricted to off-peak hours, i.e. between 7:00 p.m. and 6:00 a.m. and between 10:00 a.m. and 3:00 p.m.
 - g. F.1.1.g Contractors will be required to provide assistance to long term construction workers in finding carpools or alternate transportation.
 - h. F.1.1.h Haul truck routes and staging areas shall avoid residential streets, and to the extent feasible, streets adjacent to schools.
 - i. F.1.1.i Construction workers will be advised of protective apparatus to wear when there is a potential for exposure to odors or from asbestos or other toxins during demolition.
 - j. F.1.1.j Soil remediation programs shall be designed to minimize the release of contaminants.
 - k. F.1.1.k Project design will include pre-coated or uncoated materials for exterior surfaces to the extent feasible.
 - l. F.1.1.l Project design will include low-emitting interior coatings to the maximum extent feasible.
 - m. F.1.2.a Project design will incorporate energy-saving features throughout the project, including low emission water heaters, central water heating systems, and built-in energy efficient appliances.
 - n. F.1.2.b Parking and pedestrian areas will be planted with trees to ensure shading and prevent heat buildup.
 - o. F.1.2.c Building managers to the greatest extent possible will assist local tenants comply with SCAQMD Regulation XV, as applicable.
112. Mitigation Measure Air Quality Buildout Phase
- a. F.1.3 Implementation of Mitigation Measures F.1.1.a through F. 1.1.1 for the Buildout Phase will reduce construction emissions, but emissions, while unknown at this time, could be significant after mitigation.
 - b. F.1.4.a Project design will incorporate energy-saving features throughout the project, including low emission water heaters, central water heating systems, and built-in energy efficient appliances.
 - c. F.1.4.b Parking and pedestrian areas will be planted with trees to insure shading and prevent heat buildup.
 - d. F.1.4.c Building managers to the greatest extent possible will assist local tenants comply with SCAQMD Regulation XV, as applicable.

113. Mitigation Measure Archaeological Resources Phase I & Buildout Phase

In order to mitigate identified potentially significant impacts to less than significant levels, the following mitigation measures will be required during all construction of new development under the ADP. The measures listed below will allow for the recovery of

archaeological remains, should any additional remains be encountered by excavation in the ADP area, along with associated geologic and geographic site data, these should then be preserved in a museum repository, where they would be available for future study by qualified investigators. As appropriate, these measures shall be conducted prior to and during excavation for subterranean structures below the artificial fill. With the exception of laboratory tasks and reporting requirement, no mitigation measures will be required after excavation has been completed.

Mitigation recommendations are offered as options subject to implementation, depending upon whether or not significant cultural resources are actually encountered, once groundbreaking begins. The most appropriate forms of cultural resources mitigation, as a means of ameliorating the potential adverse impacts resulting from proposed construction on the ADP, involve both additional archival work and fieldwork.

114. Mitigation Measure Archaeological Resources Project Pre-Construction

- a. C.1.1.a. Prior to the initiation of construction, a written historical reconstruction of each specific location shall be conducted, utilizing maps, photographs, census data, etc. Such additional research should be conducted on a building-site-by-building-site basis, as development is proposed over an extended period of time and some areas are not proposed for new construction. A record of historical reconstruction should include information obtained from sources including, but not limited to, the following data: maps, property ownership, street locations, street addresses, directories, and census information. Historical reconstruction for the entire area is currently underway by the Chinese Historical Society of Southern California and by staff members of El Pueblo de Los Angeles Historic Park. To the extent feasible, this work can be comparatively evaluated with the ADP area to contribute to the historical reevaluated construction for the project site. Once a written historical reconstruction has been completed for the specific construction location, the archival mitigation requirement should be considered as satisfied; and all following mitigation steps, as necessary, lie within the realm of fieldwork.

115. Mitigation Measure Archaeological Resources Project Construction

- a. C.1.1.b Archaeological monitoring of all subsurface excavation shall be required within the potentially significant historic and prehistoric stratigraphic levels to ensure that no cultural resources are buried under existing development contained within the project property. Below these levels, once sterile soil is encountered and it can be determined that no stratigraphically lower levels masked by thin sterile deposits exist, archaeological monitoring should not be necessary. If such monitoring of the cultural levels (i.e., the fill brought in to cover the old pre-construction surface, the surface itself, and any historic and/or prehistoric cultural levels below it) indicates the absence of significant archaeological deposits, then mitigation of adverse impacts has been achieved in that location, and no additional archaeological work is necessary.
- b. C.1.1.c In the event that potentially significant cultural resources are encountered during the course of construction, all development must cease in the immediate area of the cultural resource until the cultural resources are properly assessed and subsequent recommendations are determined by a qualified archaeologist. This measure is designed to prevent any cultural resources from being damaged and/or destroyed during project development. In addition, the designated depository, as well as the applicant's archaeologist, must be notified immediately if subsurface cultural materials are discovered. If monitoring reveals problematic

archaeological deposits, then additional mitigation steps may be required. Such steps include test excavations to reveal whether such deposits are significant or insignificant. If they are determined to be of little or no significance, then no additional archaeological work is necessary. However, if such deposits are determined to be significant, then salvage excavation of a representative sample might be required. Such decisions can only be made on a case-by-case basis depending upon the specific stratigraphic situation discovered for each proposed construction location.

- c. C.1.1.d Demolition of existing structures or pavements and controlled removal of at least 10, and possibly up to 15, vertical feet of overburden may be necessary prior to actual initiation of any intensive archaeological mitigation work. This is recommended over costly and redundant archaeological test excavations via deep exploratory trenching at the outset, which could miss deeply buried deposits of limited horizontal extent. At minimum a physical inspection of any and all historic or prehistoric archaeological deposits must be made prior to a determination of significance. Badly disturbed deposits may require test excavation for determination of significance. Such inspection or testing can only be made if archaeological monitoring is conducted concomitantly with initial grading. Only if such deposits can be determined significant should they be mitigated through archaeological salvage excavations.
 - d. C.1.1.e Artifacts determined to be prehistorically or historically significant should be preserved and provided to the designated depository for research purposes.
116. Mitigation Measure Paleontological Resources Phase I & Buildout Phase
The measures listed will allow for the recovery of fossil remains, should any additional remains be encountered by excavation in the ADP area, and associated geologic and geographic site data, and for their preservation in a museum repository, where they would be available for future study by qualified investigators. As appropriate, these measures shall be conducted prior to and during excavation for subterranean structures below the artificial fill.
117. Mitigation Measure Paleontological Resources Preconstruction
- a. C.2.1.a Prior to any earth-moving activity in the ADP area, the applicant shall retain the services of a qualified vertebrate paleontologist approved to manage a paleontological resource impact mitigation program. The contracted person or firm shall have experience in conducting similar programs in areas underlain by rock units containing large and small land mammal remains.
 - b. C.2.1.b The program manager shall prepare a treatment plan with a discovery clause to allow for the salvage and treatment of an unusually large or productive fossil occurrence that cannot be recovered and/or processed without diverting personnel from monitoring. The treatment plan shall specify the procedures and costs involved with rock sample recovery, processing, and sorting; or large specimen recovery, preparation, and stabilization; and identification, cataloguing, curation, and storage of such an occurrence. The discovery clause shall specify when and how the treatment plan would be initiated.
118. Mitigation Measure Paleontological Resources Construction
- a. C.2.1.c A field supervisor, in consultation with a qualified paleontologist, shall monitor excavation on a part-time basis once excavation has encountered the alluvium below the artificial fill. If fossil remains are uncovered by excavation, monitoring shall be increased during excavation.

- b. C.2.1.d Monitoring shall consist of examining excavations and spoils for larger fossil remains, and test screening spoils for smaller fossil remains. If larger fossil remains are encountered by earth moving, the field supervisor shall have the authority to temporarily divert earth moving around the fossil site until the remains have been examined, their importance determined, the remains removed, if warranted, and earth moving allowed to proceed through the site. To ensure earth moving is not delayed, the field supervisor, if warranted, shall have the earth-moving contractor assist in moving the remains to an adjacent location for later transport to a museum or laboratory facility.
 - c. C.2.1.e The field supervisor shall instruct construction personnel on their responsibilities and the procedures to be implemented if fossil remains are encountered when the monitor is not onsite.
 - d. C.2.1.f If fossil remains are encountered, earth moving shall be diverted around the fossil site until the field supervisor or paleontologist has been called to the site and examined the remains, determined their importance, removed the remains, if warranted, and allowed earth moving to proceed through the site.
 - e. C.2.1.g If smaller fossil remains are found by test screening, the monitor shall flag the fossiliferous spoils to ensure they are not disturbed by earth moving, evaluate the spoils by additional test screening, and, if determined sufficiently productive, recover a sample (not to exceed 6,000 pounds) of the spoils or undisturbed sediment at the fossil site for processing. To ensure earth moving is not delayed, the monitor, if warranted, shall have the earth-moving contractor assist in moving the sample to an adjacent location for later transport to a museum or laboratory facility.
 - f. C.2.1.h Any fossil site discovered as the result of monitoring shall be plotted on a map of the ADP area.
 - g. C.2.1.i Following the completion of monitoring, any fossil remains or fossiliferous rock sample shall be provided to a museum or laboratory facility for processing, sorting, preparation, stabilization, identification, and curation, and preparation of findings describing the scientific importance of any recovered fossil remains. The specimens and associated geologic and geographic site data shall be placed in a museum collection for permanent storage.
119. Mitigation Measure Historical Resources Phase I & Buildout Phase
There is a potential significant adverse impact expected from rehabilitation work on existing historic structures which can be avoided if it conforms to the Standards. Furthermore, demolition of a portion of Union Station and proposed new development will constitute significant adverse effects, and therefore under Phase I of the ADP the following measures shall be implemented.
- a. C.3.1.a Rehabilitation work during Phase I of the proposed project shall conform to the "Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings."
 - b. C.3.1.b All historic buildings or portions of historic buildings to be removed shall be documented with black and white archival photographs showing all views plus significant exterior and interior architectural or construction details, keyed to a map of the site. This documentation shall include large format photography and measured drawings. The photographs and plans prepared as mitigation should be submitted to the Los Angeles Conservancy and the City Planning Department for inclusion in their architectural and cultural resources surveys.

- c. C.3.1.c The Historic Preservation Element shall include design guidelines to ensure the compatibility of new construction with the historic character of Terminal Annex and Union Station and provide appropriate open space.
 - d. C.3.2 Mitigation Measures C.3.1.a, C.3.1.b and C.3.1.C shall be implemented for the Buildout Phase of the proposed project.
 - e. C.3.3. Mitigation Measures C.3.1.a, C.3.1.b and C.3.1.C shall be implemented for the Buildout Phase of the proposed project.
120. Mitigation Measure Geologic Hazards Phase I
- a. H.1.1.a For each project or structure within Phase I development, the applicant shall conform to all applicable provisions of the Los Angeles Municipal Code, including the revised (1992 as amended) Division 23, Section 2312 of the Building Code which sets forth regulations concerning proper earthquake design and engineering and requires dynamic analysis for structures that are over 160 feet in height. The information regarding ground motion and spectra response determined from the dynamics analysis shall be implemented in the seismic design of the buildings.
 - b. H.1.1.b Each project or structure within Phase 1 development shall conform to the criteria set forth in the 1990 Recommended Lateral Force Requirements and Commentary by the Structural Engineers Association of California.
 - c. H.1.1.c Each project or structure within Phase I development LS shall conform with the intent and recommendations of the City of Los Angeles Seismic Safety Plan. As adopted by the city in the General Plan, the Plan sets forth general planning policies for the City of Los Angeles concerning existing development, new development (e.g., prohibiting construction of buildings for human occupancy across surface fault traces, preparation of required geologic reports for projects located in designated study areas), critical facilities, emergency preparedness, and post-disaster recovery.
 - d. H.1.2 A project-specific geotechnical investigation shall be performed for each building site to evaluate the liquefaction, seismic settlement, and differential settlement of the artificial fill and natural soils underlying the specific building location. The study shall be prepared to the satisfaction of the Department of Building and Safety for the particular building site prior to issuance of a building permit.
121. Mitigation Measure Geologic Hazards Buildout Phase
- a. H.1.3 Mitigation Measures H.1.1.a through H.1.1.c shall be implemented for the Buildout Phase of the proposed project.
 - b. H.1.4 Mitigation Measures H.1.2 shall be implemented for the Buildout Phase of the proposed project.
122. Mitigation Measure Grading Phase I
- a. H.2.1.a Where there is sufficient space for sloped excavations, temporary cut slopes less than 30 feet in height shall be made at a 1.5:1 or 2:1 (horizontal to vertical) gradient for each project or structure within Phase I of the proposed project. However, the stability of the graded slopes shall be addressed when grading plans are completed for each project or structure. Vertical cuts deeper than four feet in height shall be avoided.
 - b. H.2.1.b Where sufficient space for sloped excavations is not available, shoring shall be used for each project or structure within Phase I of the proposed project. The shoring system may consist of soldier piles and lagging. Recommendations

- for the proper design of the shoring system shall be provided by a licensed geotechnical engineer.
- c. H.2.1.c A soils and foundation study shall be performed for each building location to evaluate the stability of temporary or permanent grading excavations. The study shall be prepared to the satisfaction of the Dept. of Building and Safety as part of the project approval process and prior to issuance of a building permit for the particular location.
 - d. H.2.1.d During construction, all grading shall be carefully observed, mapped, and tested by the project geotechnical engineer. All grading shall be performed under the supervision of a licensed geotechnical engineer and/or soils engineer, in accordance with applicable provisions of the Municipal Code, to the reasonable satisfaction of the City Engineer and the Department of Building of Safety.
 - e. H.2.1.e The project shall be constructed in compliance with all applicable requirements of the California Construction and General Industry Safety Orders, the Occupational Safety and Health Act of 1970, and the Construction Safety Act.
 - f. H.2.2.a The soils and foundation study for each building location shall delineate areas containing deep fill soils. Construction of structures in these areas shall include appropriate design and construction mitigation measures, in accordance with the requirements of the Department of Building and Safety.
 - g. H.2.2.b If the depth of fill material within the building area is too excessive to make its removal and recompaction feasible, the proposed structures may be supported on pile foundations. The piles shall penetrate the existing fill soils to develop adequate load capacity.
 - h. H.2.2.c Where the planned depth of excavation does not extend below the existing fill soils, the existing fill soils shall be removed and recompacted in accordance with the requirements of the Department of Building and Safety.
 - i. H.2.3.a Excavations extending below the water table may require temporary dewatering during construction, as well as a permanent dewatering system. The permanent dewatering system, if required, may consist of the waterproofing of basement walls and a subdrain system beneath the subterranean floor slab.
 - j. H.2.3.b In lieu of installing a permanent subdrain system, the portion of building walls and floor slabs extending below the groundwater table shall be waterproofed and designed to resist the hydrostatic pressures in addition to resisting the pressures imposed by the retained earth.
 - k. H.2.3.c The hydrostatic design or subdrain system shall be subject to the review and approval by the Department of Building and Safety.
 - l. H.2.4 Large structures located directly above the Metro tunnel shall be supported on drilled piles extending below the tunnel. The building floor slabs shall also be structurally supported in compliance with City code requirements and in cooperation with LACMTA.
 - m. H.2.5.a During excavation and construction, contaminated soil and groundwater may require on-site remediation and/or removal and disposal. Any necessary treatment or disposal of contaminated soil and groundwater will be conducted in accordance with applicable regulatory requirements. Appropriate permits will be obtained to conduct necessary treatment and disposal, including a National Pollutant Discharge Elimination System (NPDES) permit from the Los Angeles Regional Water Quality Control Board for the disposal of remediated groundwater in the local storm drain system. Disposal of contaminated soil will take place at facilities specifically authorized to accept such materials.
 - n. H.2.5.b Mitigation Measures J.1.a through J.1.j in Section IV.J (Risk of Upset) shall be implemented for Phase 1.

123. Mitigation Measure Grading Buildout Phase
- a. H.2.6 Mitigation Measures H.2.1.a through H.2.1.e shall also be implemented for the Buildout Phase of the proposed project.
 - b. H.2.7 Mitigation Measures H.2.2.a through H.2.2.C shall also be implemented for the Buildout Phase of the proposed project.
 - c. H.2.8 Mitigation Measures H.2.3.a through H.2.3.C shall also be implemented for the Buildout Phase of the proposed project.
 - d. H.2.9 Mitigation Measure H.2.4 shall also be implemented for the Buildout Phase of the proposed project.
 - e. H.2.10 Mitigation Measures H.2.5.a and H.2.5.b shall also be implemented for the Buildout Phase of the proposed project.
124. Mitigation Measure Risk Of Upset Phase I & Buildout Phase
- a. J.1.1.a If contaminated groundwater or soil is encountered during construction, such contaminated groundwater or soil shall be handled in a manner satisfactory to all public agencies with jurisdiction over such matters.
 - b. J.1.1.b The project site shall be properly secured to prevent access by the general public, thereby minimizing the possibility of exposure to contaminated groundwater.
 - c. J.1.1.c A Remediation Action Plan (RAP) will be developed and implemented for the remediation of the contaminated soil and groundwater at the Terminal Annex.
 - d. J.2.a If contaminated soil is encountered during project construction, such contaminated soil shall be handled in a manner satisfactory to all public agencies with jurisdiction over such matters.
 - e. J.2.b The project site shall be properly secured to prevent access by the general public, thereby minimizing the exposure to contaminated soils.
 - f. J.2.c. Refer to Mitigation Measure J.1.c.
125. Mitigation Measure Hydrology and Water Quality, Surface Water Runoff/Hydrology Phase I
- a. I.1.a To reduce erosion, protective measures (e.g., placement of sandbags around basins, construction of a berm to keep runoff from flowing into the construction site, or keeping motor vehicles at a safe distance from the edge of excavation) shall be implemented during construction.
 - b. I.1.b Storm water discharges from the site shall meet, at a minimum, all applicable requirements of the State Regional Water Quality Control Board and NPDES permit requirements, and shall comply with implementation of these requirements through responsible City and County of Los Angeles agencies.
 - c. I.1.c A Storm Water Pollution Prevention Program (SWPPP) shall be prepared and submitted for review and approval by the Bureau of Engineering, Storm Water Management Division, prior to issuance of a building permit. The SWPPP shall identify pollutants and applicable Best Management Practices (BMPs) to manage runoff quality.
 - d. I.2.a A drainage plan shall be developed, subject to the approval of the City Engineer, as part of the Plan Check process and prior to development of any drainage improvements.
 - e. I.2.b No mitigation is required. However, the proposed project shall demonstrate compliance with requirements set forth by the Department of Building and Safety and the City Engineer concerning storm water drainage and flood proofing prior to development of any drainage improvements.

126. Mitigation Measure Hydrology and Water Quality, Surface Water Runoff/Hydrology Buildout Phase
- a. I.3 Mitigation Measures I.1.a and I.1.b shall also be implemented for Buildout Phase of the proposed project.
 - b. I.4 Mitigation Measures I.2.a and I.2.b shall also be implemented for Buildout Phase of the proposed project.
127. Mitigation Measure Noise Phase I
- a. All construction activities shall be conducted in a manner to minimize noise. Although construction impacts are not expected to be significant, the following measures shall be implemented, where feasible:
 - b. G.1.a Haul truck routes and staging areas shall avoid residential streets, and to the extent feasible, streets adjacent to local schools.
 - c. G.1.b Compliance with all provisions of the City of Los Angeles Noise Ordinance (Ordinance No. 144.331, 1973 as amended), Chapter XI of the Los Angeles Municipal Code, Noise Regulations, Articles 1-4 shall be required..
 - d. G.1.c Construction contracts shall require project contractors to use power construction equipment with noise shielding and muffling devices to the maximum extent feasible.
 - e. G.1.d Noise barriers such as temporary wooden barrier walls, mufflers surrounding the construction site, and noise entrenching devices shall be employed to the fullest extent possible to reduce the intrusive construction noise.
 - f. G.1.e Recreational space with residential uses shall be designed to meet City exterior standards. Adequate structural attenuation shall be incorporated into residences to meet Title 24 noise insulation standards.
128. Mitigation Measure Noise Buildout Phase
- a. G.2 Mitigation Measures G.1.a through G.1.d shall be implemented during the Buildout Phase to reduce construction noise.
 - b. G.3 Recreational space with residential uses shall be designed to meet City exterior standards. Adequate structural attenuation shall be incorporated into residences to meet Title 24 noise insulation standards.
129. Mitigation Measure Public Services Fire Protection Phase I
- a. L.1.1.a All portions of every commercial or industrial building must be within 300 feet of an approved fire hydrant. The maximum distance between fire hydrants on roads and fire lanes is 300 feet.
 - b. L.1.1.b An approved fire lane shall be provided by the applicant if any portion of a first-story exterior wall of any building or structure is more than 150 feet from the edge of the roadway of an improved street.
 - c. L.1.1.c Fire lane width shall not be less than 20 feet; and, where a fire lane must accommodate the operation of a Fire Department aerial ladder apparatus, or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
 - d. L.1.1.d At least two different ingress/egress roads shall be required in each major development area to accommodate major fire apparatus and provide for an evacuation during emergency situations.
 - e. L.1.1.e Fire Department access will remain clear and unobstructed during periods of demolition.

- f. L.1.1.f The proposed project shall conform to the standard street dimensions shown on Department of Public Works Standard Plan D-22549.
 - g. L.1.1.g Fire lanes, where required, and dead end streets shall terminate in a cul-de-sac or other approved turning area.
 - h. L.1.1.h When required access is provided by an improved street, fire lane, or combination of both which results in a dead-end excess of 700 feet in length from the nearest cross street, at least one additional ingress-egress roadway shall be provided in such a manner that an alternative means of ingress-egress is accomplished.
 - i. L.1.1.i All access roads, including fire lanes, shall be maintained in an unobstructed manner, removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the Los Angeles Municipal Code.
 - j. L.1.1.j Where fire apparatus will be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot.
 - k. L.1.1.k The design, location, operation, and maintenance of any security gates shall be to the satisfaction of the Fire Department.
130. Mitigation Measure Public Services Fire Protection Buildout Phase
- a. L.1.2.a Phase I Mitigation Measures L.1.1.a through L.1.1.k shall also be implemented for the Buildout Phase of the proposed project.
 - b. L.1.2.b During Buildout Phase of the development, the Terminal Annex property owner shall provide a replacement Task Force Station to be built to service the project area. The location of the replacement station shall be near the intersection of two major streets. A minimum lot of 200 feet by 200 feet is required to build a Task Force Fire Station. The site selection shall be agreed upon by the applicant and the Fire Department. The dedication and transfer of ownership to the Los Angeles Fire Department of the final site selection shall be in accordance with all agreements reached with the applicant and approved by the Chief Engineer and General Manager of the Los Angeles Fire Department. In addition, the time frames for design, planning, and construction of the replacement Task Force Fire Station shall also be subject to the approval of the Chief Engineer and General Manager.
131. Mitigation Measure Public Services Police Protection Phase I
- a. L.2.1 Whenever possible, the project design will include these specific plan design features:
 - b. L.2.1.a All public parking facilities will be well-illuminated when open and a closed-circuit television system or private security patrol or other surveillance techniques will be used to monitor the areas.
 - c. L.2.1.b All pedestrian walkways and courtyards will be well-illuminated and landscaping will be controlled to ensure clear visibility of movement and activity.
 - d. L.2.1.c All building entrances, elevators, and lobby areas, as well as entrances to transit points, will be well-illuminated and designed with minimum dead space to eliminate areas of potential concealment.
 - e. L.2.1.d Public restrooms should be located such that security or lobby personnel can have visual access to the doorways. Public restrooms should not be located in isolated areas.
 - f. L.2.1.e Office-level restrooms should be installed with limited access doorways which require a key or electronic code for access by authorized employees.

- g. L.2.1.f To the extent feasible, building design should consider pre-wiring opportunities for advanced state-of-the-art security measures. Such considerations might include future installation of 'help' or "911" buttons in strategic locations the project (i.e., near bank teller machines, in entry areas where individuals may be momentarily stalled waiting for elevators or punching in entry codes)..
 - h. L.2.1.g Parking structures should be designed with people and auto security in mind. To the extent feasible, parking areas should be built as a "closed" system with fencing or screening covering window areas, and doors leading to parking areas limited to access via a keycard or electronic code system as a means to prevent unauthorized individuals from gaining access to autos.
 - i. L.2.1.h Upon completion of the project, the applicant shall provide the Central Area Commanding Officer with a diagram of the project. The diagram shall include access routes, unit and building numbers, and any information that might facilitate timely police response.
 - j. L.2.1.i Prior to plan finalization, the applicant shall coordinate with and provide to the Police Department's Crime Prevention Unit, project plans for review regarding crime prevention features that may be appropriate to the design of the project.
 - k. L.2.1.j Where other agencies located on the site provide additional security officers, security officers from the following agencies shall be located on the ADP sites: MTA Police Department; U.S. Postal Police; Sheriff's Department; and AMTRAK security. The presence of these officers, in combination with the police sub-station and equipment, shall offset the need for additional police officers to be provided by the project.
132. Mitigation Measure Public Services Police Protection Buildout Phase
- a. L.2.2.a All doors leading into residential units and hotel rooms shall be made of solid-core construction and contain dead bolt locks and "peepviewers."
 - b. L.2.2.b No breakable glass shall be present within 40 inches of any hotel room or residential entry door.
 - c. L.2.2.c Primary security measures shall include appropriate access control, surveillance, and lighting.
 - d. L.2.2.d Entryways shall be designed with minimal dead space to eliminate areas of concealment.
 - e. L.2.2.e Ornamental shrubbery shall be designed to allow surveillance of, and not afford cover for, individuals tampering with doors and windows.
 - f. L.2.2.f Phase I Mitigation Measures L.2.1.a through L.2.1.j shall also be implemented for the Buildout Phase of the proposed project.
133. Mitigation Measure Public Services Schools Phase I
- a. L.3.1 The applicant shall pay school fees for commercial uses, as may be required by State law, at the time of issuance of a building permit. The current school fee is \$0.28 per square foot for non-residential space. If built today and applied to the net gross floor area, development of Phase I would be required to pay a fee of \$862,568 to the LAUSD.
134. Mitigation Measure Public Services Schools Buildout Phase
- a. L.3.2.a The applicant shall pay school fees for residential uses, as may be required by State law, at the time of issuance of a building permit. The current school fee is \$1.72 per square foot for residential space. If built today, the residential

development component of the Buildout Phase would be required to pay a fee of \$516,000 to the LAUSD.

- b. L.3.2.b The applicant shall pay school fees for commercial uses, as may be required by State law, at the time of issuance of a building permit. The current school fees are \$0.28 per square foot for non-residential space. If built today the Buildout Phase would be required to pay a fee of \$2,842,532 to the LAUSD.
135. Mitigation Measure Public Services Recreation and Parks Phase I
 - a. L.4.1 The project design shall incorporate the following recommended specific plan guidelines of the ADP:
 - b. Continue the style and intent of the historic courtyard spaces; Connect open spaces into one continuous system;
 - c. Provide open spaces with diverse size, style, and character.
 136. Mitigation Measure Public Services Recreation and Parks Buildout Phase
 - a. L.4.2 The Buildout Phase shall incorporate Mitigation Measure L.4.1.
 - b. L.4.3 In accordance with the requirements of the City of Los Angeles (Ordinance No. 141,422, amending Chapter 1, Article 7 of the Los Angeles Municipal Code), the project shall either pay the in-lieu fee to the city or develop park or recreation land on the project site using equivalent funding or greater. The proportion of total land on the site to be set aside for park and recreation land is based on the residential density as set forth in Section 17.12, Part B of the Municipal Code.
 137. Mitigation Measure Public Services Water Phase I
 - a. M.1.1.a Automatic sprinkler systems shall be set to irrigate landscaping during early morning hour or during the evening to reduce water losses from evaporation. Landscaping shall be watered less often during cooler months and the rainfall season.
 - b. M.1.1.b Wherever possible, the use of reclaimed water shall be investigated as a source to irrigate large landscaped areas such as pedestrian plazas, landscaped walkways, and other open spaces.
 - c. M.1.1.c Selection of drought- tolerant, low water consuming plant varieties shall be used to reduce irrigation water consumption in new landscaped areas such as pedestrian plazas, walkways, and other open spaces.
 - d. M.1.1.d Recirculating hot water systems shall be used where feasible in long piping systems (where water must be run for considerable periods before hot water is received at the outlet).
 - e. M.1.1.e Lower volume water faucets and water saving showerheads; shall be installed in new construction and when remodeling as well as low flush toilets in all restrooms.
 - f. M.1.1.f Plumbing fixtures shall be selected which reduce potential water loss from leakage due to excessive wear of washers.
 - g. M.1.1.g Phase I of the project shall comply with all applicable sections of the City of Los Angeles' Water Conservation Ordinance (Ordinance No. 166,080) and Xeriscape Ordinance.
 138. Mitigation Measure Public Services Water Buildout Phase
 - a. M.1.2 Phase I Mitigation Measures M.1.1.a through M.1.1.g shall also be implemented for the Buildout Phase of the proposed project.
 139. Mitigation Measure Public Services Sanitary Sewers Phase I

- a. M.3.1.a The project shall implement all water-conserving mitigation measures as outlined for Phase I in Section IV.M.1, Water.
 - b. M.3.1.b Phase I of the project shall comply with the City of Los Angeles' Sewer Allocation Ordinance (No.166,060).
 - c. M.3.1.c The sewer system shall be designed to limit flows tributary to the 16-inch line under Alameda Street to one-half of that line's capacity. Alternative existing sewer lines shall be utilized to meet project capacity.

140. Mitigation Measure Public Services Sanitary Sewers Buildout Phase
 - a. M.3.2.a The project shall implement all water-conserving mitigation measures as outlined for project Buildout Phase in Section IV.M.1, Water.
 - b. M.3.2.b Prior to Buildout Phase development, a flow test of downstream sewer lines shall be conducted to determine if existing sewer lines serving the project site still have adequate capacity to serve the Buildout Phase of the project. If any improvements to the local sewage collection lines are required, the applicant and the City shall determine the applicant's reasonable pro rata share of the cost for sewer system improvements.
 - c. M.3.2.c Buildout Phase of the project shall comply with the City of Los Angeles' Sewer Allocation Ordinance (No. 166,060).
 - d. M.3.2.d The sewer system shall be designed to limit flows tributary to the 16-inch line under Alameda Street to one-half of that line's capacity. Alternative existing sewer lines shall be utilized to meet project capacity.

141. Mitigation Measure Public Services Solid Waste and Disposal Phase I
 - a. M.2.1 Although short-term construction impacts to solid waste and disposal services are considered less than significant, the following mitigation measure shall be implemented to further reduce adverse impacts: The project sponsor shall demonstrate that all construction and demolition debris, to the maximum extent feasible, will be recycled in a practical, available, and accessible manner during the construction phase. Documentation of this recycling program will be provided to the City of Los Angeles, Department of Public Works.
 - b. M.2.2.a In accordance with AB 939, the City's Source Reduction and Recycling Element (SRRE) and the City's Solid Waste Management Policy Plan (CiSWMPP), the project sponsor shall prepare and submit a Source Reduction and Recycling Plan (SRRP) to the Planning Department prior to the approval of individual building permits, both documenting and outlining the incorporation of an on-site recycling/conservation program through a series of mandatory measures including, but not limited to, the following items:
 - i. Instituting a tenant/employee participation recycling program, whereby tenants/employees are given individual containers and bins to separate newsprint, white, and/or colored paper for regular custodian collection and deposit into larger separation containers to be removed by appropriate recyclers or haulers providing such services.
 - ii. Instituting a tenant/employee education program which would, through a series of brief educational sessions, outline various methods whereby employees can further contribute to methods of recycling/conservation in the office and home (e.g., contracting with firms for purchase of recycled paper, use of two-sided reports, replacement of Styrofoam cups with coffee mugs, etc.).
 - c. M.2.2.b The project shall incorporate the use of recycled materials in building materials, furnishings, operations, and building maintenance, to the extent feasible

and allowed by local codes. The SRRP shall describe the use of these materials in the project.

- d. M.2.2.c A statement shall be included in the SRRP that instructs occupants about source reduction, recycling, and procurement of recycled materials. This statement shall be incorporated into the future ownership agreement, property management agreements, and tenant agreements.
 - e. M.2.2.d A statement shall be included in the SRRP that specifies which of the following entities will provide collection of trash and source separated materials - the City of Los Angeles; project sponsor or property management service; independent recycling contractor; or private solid waste collector who provides recycling services.
 - f. M.2.2.e The project owner, within its property management agreements, shall conduct an annual waste audit review and measure the effectiveness of the tenant education program and recycling collection activities. To the greatest extent possible, the audit shall include:
 - i. Review of purchasing patterns to eliminate materials not compatible with the established waste diversion program.
 - ii. Review of operating procedures which generate either large amounts of waste or non-recyclable materials.
 - iii. Review of company uses and activities.
 - iv. Evaluation and expansion of recyclable materials to be included in a recycling program.
 - v. Review of employee awareness of recycling program goals, procedures, and accomplishments. Evaluation and implementation of training for all project occupants.
 - vi. The results of the study shall be used to improve the Source Reduction and Recycling Plan (SRRP) to reduce solid waste generation. The SRRP shall describe the methods by which designated recyclable materials will be separated from the waste stream, collected, and stored, to facilitate transportation to recycler or hauler providing such services.
 - g. M.2.2.f The design of recycling systems shall facilitate source separation and collection of additional materials that may be designated as recyclable by the City in the future.
 - h. M.2.2.g To the extent feasible, one or more of the following yard waste management techniques shall be incorporated into the maintenance of the project:
 - i. Planting drought tolerant plants so as to minimize yard waste.
 - ii. Mulching and grass-recycling.
 - iii. Local composting through regular landscape maintenance where appropriate.
 - i. M.2.3.a The property owner will provide information to project occupants and operators regarding alternatives to commonly used hazardous materials in the business and governmental environment, as well as information regarding the proper storage, handling and disposal of hazardous waste.
 - j. M.2.3.b The project will comply with all applicable regulations and/or measures outlined in the City of Los Angeles Household Hazardous Waste Element (HHWE).
142. Mitigation Measure Public Services Solid Waste and Disposal Buildout Phase
- a. M.2.4.a Phase I Mitigation Measures M.2.1 through M.2.3.b shall also be implemented for Buildout Phase under the proposed project.
 - b. M.2.4.b For residential units, the project shall provide all tenants and each household with a practical and accessible means of recycling materials, including

the design and allocation of recycling collection and storage space in individual units, and a centralized collection and storage area for the entire project.

143. Mitigation Measure Public Services Energy Conservation Phase I
 - a. M.4.1. Mitigation Measures F.1.1.d, F.1.1.e, and F.1.1.g LS shall be implemented to reduce energy consumption during the construction period.
 - b. M.4.2.a Phase I development shall comply with the State Energy Conservation Standards for New Residential and Non- Residential Buildings (Title 24, Par 6, Article 2, California Administrative Code) which establish mandatory maximum energy consumption levels for new buildings and include energy conserving design features that must be incorporated into new development.
 - c. M.4.2.b During the design process, each site developer shall consult with the DWP, Energy Services Subsection, regarding any specific energy demand requirements and possible system improvements (which may be required as a result of project implementation), and for project-specific Energy Conservation Measures.
144. Mitigation Measure Public Services Energy Conservation Buildout Phase
 - a. M.4.4 Mitigation Measures F.1.1.d, F.1.1.e, and F.1.1.g LS shall be implemented to reduce energy consumption during the construction period.
 - b. M.4.5 Phase 1 Mitigation Measure M.4.2.a shall also be implemented for the Buildout Phase of the proposed project.
145. Mitigation Measure Public Services Land Use Phase I
 - a. A.1 No mitigation is recommended, as the Specific Plan is expected to result in a beneficial effect through implementation of programmed improvements. On an ongoing basis, the City will review building plans for consistency with the Specific Plan.
 - b. A.2 Mitigation measures B.1 through M.4.5, as identified in the other sections of this EIR. No additional mitigation is recommended, as the ADP is expected to result in a beneficial effect through implementation of programmed improvements. On an ongoing basis, the City will review building plans for consistency with the ADP.
146. Mitigation Measure Public Services Land Use Buildout Phase
 - a. A.3 No mitigation is recommended, as the ADP is expected to result in a beneficial effect through implementation of programmed improvements. On an ongoing basis, the City will review building plans for consistency with the ADP.
 - b. A.4 Mitigation measures B.1 through M.4.5, as identified in the other sections of this EIR. No additional mitigation is recommended, as the ADP is expected to result in a beneficial effect through implementation of programmed improvements. On an ongoing basis, the City will review building plans for consistency with the ADP.
147. Mitigation Measure Public Services Traffic Phase I
 - a. D.1.1.a Implement the planned conversion of College Street to one-way eastbound, and Alpine Street to one-way westbound, to form a one-way couplet between Hill Street and Alameda Street. The Chinatown Citizen's Advisory Committee currently views the couplet as a temporary installation during construction of the Pasadena Blue Line (now renamed the A Line), whereas

LADOT considers the couplet will be needed as a permanent installation because of reduced street capacity resulting from construction of the Blue Line.

- b. D.1.1.b Increase the peak hour target mode-split for transit and rideshare an additional five percent over the mode-split assumptions for Phase I of the ADP, as shown in Table 36. This will decrease the number of vehicle trips generated, and reduce project impacts. This will be accomplished through the comprehensive Transportation Demand Management Program (which will aggressively promote transit and rideshare use, and through performance monitoring of mode-splits for the ADP development program.) Implementation of Mitigation Measure D.1.1.a together with D.1.1.b would reduce the project impact to a less than significant level in the a.m. peak hour, but not to a less than significant level in the p.m. peak hour.
- c. D.1.2- D.1.5 Mitigation Measure D.1.1.b shall be implemented to reduce impacts, but not to a less than significant level.
- d. D.1.6 Mitigation Measure D.1.1.a shall be implemented to reduce impacts, but not to a less than significant level.
- e. D.1.7 Mitigation Measure D.1.1.a shall be implemented to reduce impacts, but not to a less than significant level.
- f. D.1.8 Restripe the northbound approach to add an exclusive right-turn lane. This may require a small amount of right-of-way acquisition along the east side of Alameda Street.
- g. D.1.9.a Widen the northbound approach to add an exclusive right-turn lane.
- h. D.1.9.b Restripe the westbound approach (the exit driveway at Union Station) to provide one exclusive left-turn lane, one shared through left lane, and one shared through/right lane. Implementation of this measure along with Mitigation Measures D.L9.a would reduce the impact to a less than significant level in the a.m. peak hour, but not to a less than significant level in the p.m. peak hour. The impact in the p.m. peak hour would be a significant unavoidable impact. This intersection would, however, operate at an acceptable level of service (LOS D) in the p.m. peak.
- i. D.1.10 Widen the northbound approach to add an exclusive right-turn lane. This would reduce this impact to a less than significant level in the a.m. peak hour but not to a less than significant impact in the p.m. peak hour. The impact in the p.m. peak hour would be a significant unavoidable impact. This intersection would, however, operate at an acceptable level of service (LOS D) in the p.m. peak.
- j. D.1.11 Restripe the northbound approach Alameda Street from two to three northbound through lanes between N. Main Street and Alpine Street, and for one left turn lane, two through lanes and one through/right turn lane on the northbound intersection approach.
- k. D.1.12.a Implement dual left-turn lanes on Cesar E. Chavez Avenue in each direction, and widen east side of Vignes Street to add a northbound right-turn lane. This improvement is already planned as part of the Gateway Center but is not scheduled to be implemented until needed, or by the year 2010.
- l. D.1.12.b Mitigation Measures D.1.1.b and D.1.12.a shall be implemented to reduce the project impact to a less than significant level in the p.m. peak hour, but not to a less than significant level in the a.m. peak hour. In the a.m. peak hour this impact is considered a significant unavoidable impact, although the intersection would continue to operate at LOS D.
- m. D.1.13.a Widen and restripe the southbound approach to provide one exclusive right-turn lane, one shared through/right lane and one exclusive through lane and one exclusive left-turn lane. This will more evenly distribute the capacity of the

available lanes. A small amount of right-of-way will be required to implement this mitigation.

- n. D.1.13.b Mitigation Measure D.1.1.b shall be implemented to reduce project impact. Implementation of Mitigation Measures
- o. D.1.1.b and D.1.13.a would reduce this impact but not to a less than significant level. The project impact is considered a significant and unavoidable project impact, although the impact would be only slightly over the threshold of significance, and the intersection would continue to operate at LOS E.
- p. D.1.14- D.1.19 Mitigation Measure D.1.1.b shall be implemented to reduce impacts, but not to a less than significant level.

BUREAU OF ENGINEERING – STANDARD CONDITIONS

- S-1 a. That the sewerage facilities charge be deposited prior to recordation of the final map over all of the tract in conformance with Section 64.11.2 of the LAMC.
- b. That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.
- c. That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.
- d. That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.
- e. That drainage matters be taken care of satisfactory to the City Engineer.
- f. That satisfactory street, sewer and drainage plans and profiles as required together with a lot grading plan of the tract and any necessary topography of adjoining areas be submitted to the City Engineer.
- g. That any required slope easements be dedicated by the final map.
- h. That each lot in the tract complies with the width and area requirements of the Zoning Ordinance.
- i. That 1-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting unsubdivided property. The 1-foot dedications on the map shall include a restriction against their use of access purposes until such time as they are accepted for public use.
- j. That any 1-foot future street and/or alley adjoining the tract be dedicated for public use by the tract, or that a suitable resolution of acceptance be transmitted to the City Council with the final map.

- k. That no public street grade exceeds 15%.
 - l. That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 2010
- S-2. That the following provisions be accomplished in conformity with the improvement constructed herein:
- a. That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.
 - b. Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary monuments requires that other procedures be followed.
 - c. Make satisfactory arrangements with the Department of Transportation with respect to street name, warning, regulatory and guide signs.
 - d. All grading done on private property outside the tract boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.
 - e. All improvements within public streets, private street, alleys and easements shall be constructed under permit in conformity with plans and specifications approved by the Bureau of Engineering.
 - f. Any required bonded sewer fees shall be paid prior to recordation of the final map or that the construction be suitably guaranteed.
- S-3. That the following improvements be either constructed prior to recordation of the final map or that the construction shall be suitably guaranteed:
- a. Improve North Main Street being dedicated and adjoining the subdivision by the construction of the following:
 - (1) 15-foot wide sidewalk and paving of newly dedicated area.
 - (2) Repair and or replacement of any broken, damaged, or off-grade concrete curb, gutter, and roadway pavement.
 - (3) Any necessary removal and reconstruction of existing improvements.
 - (4) The necessary transitions to join the existing improvements.
 - b. Improve Vignes Street adjoining the subdivision with the repair and or replacement of any broken, damaged, or off- grade concrete curb, gutter, sidewalk and

roadway pavement, including any necessary removal and reconstruction of existing improvements. Construct a new 15-foot-wide sidewalk within the sidewalk easement, and AC pavement adjoining the project site's street frontage in a manner satisfactory to the City Engineer.

- c. Construct new street lights: two (2) on Rosabell St. If street widening per BOE improvement conditions, relocate and upgrade street lights; one (1) on Rosabell St, four (4) on Vignes St and four (4) on Main St.

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

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

FINDINGS OF FACT (CEQA)

The Advisory Agency determines that the project was assessed in the previously certified Environmental Impact Report No. ENV-1994-58-EIR, certified in 1996, and in the previously certified Addendum No. 1 under Case No. ENV-2017-2422-EIR, certified on July 2018; and pursuant to CEQA Guidelines 15162 and 15164, and as supported by the Addendum No. 2 under Case No. ENV-1994-58-EIR-ADD2 dated October 2024, no major revisions are required to the EIR and no subsequent EIR is required for approval of the project.

The proposed project creates no new impacts or increase the severity of any previously studied impacts considered in the ADSP FEIR, therefore, would not trigger any of the conditions that require the preparation of a Subsequent or Supplemental EIR in Sections 15162 and 15163 of the CEQA Guidelines.

FINDINGS OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of Vesting Tentative Tract Map No. 84471 the Advisory Agency of the City of Los Angeles, pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

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

The Land Use Element of the General Plan consists of the 35 Community Plans within the City of Los Angeles. The Community Plans establish goals, objectives, and policies for future developments at a neighborhood level. Additionally, through the Land Use Map, the Community Plan designates parcels with a land use designation and zone. The Land Use Element is further implemented through the Los Angeles Municipal Code (LAMC). The zoning regulations contained within the LAMC regulates, but is not limited to, the maximum permitted density, height, parking, and the subdivision of land.

The subdivision of land is regulated pursuant to Article 7 of the LAMC. Pursuant to Section 17.05 C. of Chapter 1 of the LAMC, tract maps are to be designed in conformance with the tract map regulations to ensure compliance with the various elements of the General Plan, including the Zoning Code. Additionally, the maps are to be designed in conformance with the Street Standards established pursuant to Section 17.05 B. of Chapter 1 of the LAMC. The project site is located within the Central City North Community Plan, which designates the site with the Regional Center Commercial land use designation and the corresponding zones of CR, C1.5, C2, C4, RAS3, RAS4, R3, R4, and R5. The project site is zoned ADP-RIO, which is consistent with the land use designation. As shown on the Vesting Tentative Tract Map, the project proposes two ground lots and three airspace lots.

In addition to Section 17.05 C of Chapter 1 of the LAMC, Section 17.06 B of Chapter 1 of the LAMC requires that the tract map be prepared by or under the direction of a licensed surveyor or registered civil engineer. The tract map was prepared by Christopher M. Jones, Licensed Land Surveyor No. 8193 and contains information regarding the boundaries of the project site, as well as the abutting public rights-of-way, and improvements of the tract map. The tract map indicates the tract number, notes, legal description, contact information as required by Section 17.06 B. of Chapter 1 of the LAMC. Therefore, the proposed map demonstrates compliance with Sections 17.05 C of Chapter 1 of the LAMC and 17.06 B of Chapter 1 of the LAMC and is consistent with the applicable General Plan in conjunction with the approval of Case No. DIR-2024-2878-SPPC-VHCA.

The project site is within the Alameda District Specific Plan. As discussed later in Finding (b), the project substantially complies with the applicable regulations, findings, standards, and provisions of the Specific Plan.

(b) **THE DESIGN AND IMPROVEMENT OF THE PROPOSED SUBDIVISION ARE CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.**

For purposes of a subdivision, design and improvement is defined by Section 66418 and 66419 of the Subdivision Map Act and Section 17.02. of Chapter 1 of the LAMC. Design refers to the configuration and layout of the proposed lots in addition to the proposed site plan layout. Pursuant to Section 66427(a) of the Subdivision Map Act, the location of the buildings is not considered as part of the approval or disapproval of the map by the Advisory Agency. Easements and/or access and “improvements” refers to the infrastructure facilities serving the subdivision. Section 17.05 of Chapter 1 of the LAMC enumerates the design standards for a tract map and requires that each map be designed in conformance with the Street Design Standards and in conformance with the General Plan. As indicated in Finding (a), Section 17.05 C of Chapter 1 of the LAMC requires that the tract map be designed in conformance with the zoning regulations of the project site. The project site is zoned ADP-RIO and designated for Regional Center Commercial land uses. The proposed map is generally consistent with the underlying land use designation, the Central City North Community Plan, the Zoning Code, the Alameda District Specific Plan, and the Mobility Plan 2035.

The tract map was distributed to and reviewed by the various city agencies of the Subdivision Committee that have the authority to make dedication, and/or improvement recommendations. The Bureau of Street Lighting recommended the construction of two (2) new street lights on Rosabell Street and if street widening is recommended per BOE improvement conditions, to relocate and upgrade one (1) streetlight on Rosabell Street,

four (4) street lights on Vignes Street and four (4) street lights on Main Street. As conditioned, the design and improvements of the proposed subdivision are consistent with the applicable General Plan. In addition, the Bureau of Engineering has recommended the following improvements along North Main Street adjoining the subdivision: a variable width strip of land be dedicated to complete a 43-foot wide half right-of-way in accordance with the Avenue II standards of Mobility Plan 2035, the construction of a 15-foot wide sidewalk and paving of newly dedicated area, to repair and or replace any broken, damaged, or off-grade concrete curb, gutter, and roadway pavement; and provide any necessary removal and reconstruction of existing improvements and necessary transitions to join the existing improvements. For Vignes Street adjoining the subdivision, the Bureau of Engineering has included a recommendation for a 5-foot wide sidewalk easement be provided, satisfactory to the City Engineer.

The Applicant is requesting the following Modifications of Entitlement: a waiver of a variable width strip of land dedication to complete a 43-foot side half right-of-way in accordance with the Avenue II standards of Mobility Plan 2035 adjoining the subdivision on Ground Lot 2 along Main Street and waiver of a 15-foot wide sidewalk and paving of newly dedicated area and improvements adjoining the subdivision on Ground Lot 2 along Main Street, and a waiver of a 5-foot-wide public sidewalk easement along Vignes Street adjoining the subdivision.

The Applicant states that the requested Modifications of Entitlement on Main Street adjacent to Ground Lot 2 are proposed because Ground Lot 2 is only included in the subdivision for the purpose of clarifying records by consolidating existing lots and/or metes and bounds parcels. Additionally, the area adjacent to Ground Lot 2 along Main Street is currently improved with a row a Western Sycamore trees, a protected tree species that would need to be removed or severely compromised in order to complete a sidewalk as otherwise required by the Mobility Plan.

Bureau of Engineering has recommended the improvement of a 5-foot wide sidewalk easement along Vignes Street adjoining the subdivision, to connect to the existing, public 10-foot sidewalk. Planning Department Staff recommends denial of a waiver of a 5-foot wide sidewalk easement along Vignes Street adjoining the subdivision. It is necessary to meet the city's mobility needs by providing a transportation system that accommodates the needs and considers the safety of all users and one way the Mobility Plan 2035 encourages increased network access is by the following:

Policy 3.9 Discourage the vacation of public rights-of-way

A street vacation is a term used to describe the process that turns public streets over to private property. While a vacation provides greater control and responsibility of the space to the adjacent property owner, the vacation process reduces access for all modes of travel. Streets, alleys, stairways, and other public right-of-ways play an important role in the City's mobility system by facilitating better connectivity.

The establishment of a public right-of way ensures permanent public access and the flexibility to meet future demands. Policy 2.1 of the Mobility Plan 2035 also states the ability of adaptive reuse of streets:

Policy 2.1 Adaptive Reuse of Streets: Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.

The project site has a street frontage of approximately 343 feet along the southern side of Vignes Street and faces a Metro Aerial Track that services the L Line, a light rail line. Properties surrounding the project site are zoned C2-2-RIO and M3-1-RIO and have a variety of residential, commercial, industrial, and manufacturing uses. These properties are developed with a mix of residential developments, offices, retail shops, restaurants, gas stations, and surface parking lots. North of the project site, across Vignes Street, is a one to three-story residential development of the Hilda L. Solis Care First Village. East of the project site is the USPS Alameda Carrier Annex supported by a surface parking lot. Further east and southeast along Vignes Street, is the County Men's Central Jail, a series of one-story commercial buildings, a bus stop located at Vignes/Cesar E Chavez, the Cesar Chavez Transit Pavilion, L.A. Metro Headquarters, and Union Station East. The entrance for Union Station East is approximately 2,284 feet or 0.433 miles from the project site while Union Station's west entrance located on Alameda Street is approximately 1,680 feet or 0.318 miles from the project site. Public sidewalk access is one of the many solutions developed to meet first-mile, last-mile needs of transit users by encouraging walking in the areas around transit stations and major bus stops to maximize multi-modal connectivity and access for transit riders. The following policies from the Mobility Plan 2035 states benefits to investing in pedestrian infrastructure to promote walking, reduce reliance on other transportation modes for shorter trips, promote use of the robust transportation network nearby the project site, and increase the vitality of streets and activity in the surrounding neighborhood:

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.

Policy 3.3 Land Use Access and Mix: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

Policy 3.6 Regional Transportation & Union Station: Continue to promote Union Station as the major regional transportation hub linking Amtrak, Metrolink, Metro Rail, and high-speed rail service long-term strategies for improving multi-modal connections within the station, as well as enhancing the quality of its public spaces.

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.

Aside from a waiver of a 5-foot-wide public sidewalk easement along Vignes Street adjoining the subdivision, no detrimental effects have been identified from the proposed design elements on the public right-of-way or surrounding properties. As such, with the requested Director's Determination to permit project compliance of the Alameda District Specific Plan and Modifications of Entitlement for North Main Street filed as part of the Vesting Tentative Tract Map requests, the design and improvement of the proposed subdivision is consistent with the Specific Plan.

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

The project site, or subdivision site, is comprised of 19 contiguous lots encompassing a total lot area of approximately 168,336 square feet (approximately 3.86 acres). The subject site has a street frontage of approximately 500 feet along the eastern side of North Main Street and a street frontage of 343 feet along the southern side of Vignes Street. The southern portion of the subject property is currently occupied with the California Endowment Campus, which includes offices, a conference center, and surface and subterranean parking lots.

The project proposes to demolish existing improvements of two surface parking lots for the construction, use and maintenance of two buildings across two phases, referred to as the "East Phase" and "West Phase". The East Phase proposes a seven (7)-story mixed use building with a maximum height of 90 feet and 1 inch including 122 100% Affordable Units for Lower Income Households and two (2) market-rate manager units totaling to approximately 129,192 square feet of residential use and approximately 25,473 square feet of commercial use on Level 1 and Level 2. The 122 affordable housing units would include 58 one-bedroom units, 31 two-bedroom units and 33 three-bedroom units. The "West Phase" proposes a two (2)- to four (4)-story commercial building with a maximum height of 62 feet and 9 inches and approximately 38,838 square feet of commercial floor area. The combined total commercial use area for the West Phase and East Phase is approximately 64,301 square feet with anticipated uses to include a community care facility with spaces dedicated to skills building, workforce development, physical and mental health services, counseling, arts therapy, service coordination and event spaces, as well as neighborhood-serving retail. In total, the proposed project will result in a total of 193,493 square foot of floor area, which results in a 2.25:1 FAR across the proposed project. Assembly Bill (AB) 2097 (2021-2022) specifies that jurisdictions may not impose any minimum vehicle parking requirements for certain development projects in certain areas, based on proximity to public transit. The project herein qualifies for vehicle parking reductions under AB 2097 and is thus not subject to any minimum vehicle parking requirements; nonetheless, the applicant proposes to voluntarily provide up to a maximum of 40 residential vehicle parking spaces, with access from the Rosabell Street private easement, and a maximum of 175 commercial vehicle parking spaces are proposed, within a subterranean parking garage that will span the entire project site but will be structurally separate from the residential parking area.

The subject site is located within the Alameda District Specific Plan (ZI-2182), Transit Priority Area (ZI-2452), Al Fresco Ordinance (ZI-2517), River Implementation Overlay District RIO (ZI-2358), the Housing Element Inventory of Sites (ZI-2512), the East Los Angeles State Enterprise Zone (ZI-2129), and Local Emergency Temporary Regulations – Time Limits and Parking Relief (ZI-2498 and LAMC 16.02.1). The site is located 0.24 kilometers from the Upper Elysian Park Fault. The project is located within a Liquefaction area and the Urban Agricultural Zone. The project site is located Outside Flood Zone and does not fall within the Alquist-Priolo Fault Zone, Landslide Area, Tsunami Hazard Area, Special Grading Area, and Very High Fire Hazard Severity Zone.

The tract map has been approved contingent upon the satisfaction of the Department of Building and Safety, Grading Division prior to the recordation of the map and issuance of any permits. Therefore, the site will be physically suitable for the proposed type of development.

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

The General Plan identifies geographic locations where planned and anticipated densities are permitted through its Community Plans and Specific Plans. Zoning relating to the sites throughout the city, are allocated based on the type of land use, physical suitability and future population growth expected to occur. The Central City North Community Plan designates the site for Regional Center Commercial land uses. The site is zoned ADP-RIO and is consistent with the range of zones under the corresponding land use designation. The proposed mixed-use buildings for residential and commercial use are contingent upon approval of the grant herein. As such, the construction of the proposed uses on the project site would be consistent with the land use designation of the site and the applicable zoning of the site.

The project site is located in an urban area within the Central City North Community Plan area. Properties surrounding the project site are zoned C2-2-RIO and M3-1-RIO having a variety of commercial, industrial, and manufacturing uses. These properties are developed with a mix of residential developments, offices, retail shops, restaurants, gas stations, and surface parking lots. Abutting the project site to the west, across North Main Street, is a one- to two-story commercial building and a vacant surface parking lot. North of the project site, across Vignes Street, is a one- to three-story residential development of the Hilda L. Solis Care First Village. East of the project site, is a the USPS Alameda Carrier Annex supported by a surface parking lot. To the south, abutting the subject property, is the California Endowment campus.

Based on the density calculation and land uses in the vicinity, this subdivision involves a density consistent with the General Plan and Zoning affecting the site. There are no known physical impediments or hazards that would be materially detrimental to the public welfare or injurious to the property or improvements in the same zone or vicinity in which the property is located as a result of the project's proposed density. Therefore, the site is physically suitable for the proposed density of development.

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

The project site, as well as the surrounding area, is developed with structures and no identified fish, wildlife, or established habitat is located on-site. As such, the proposed design of the subdivision and the proposed improvements are not anticipated to cause any substantial damage or substantially and avoidably injure fish or wildlife or their habitat.

Additionally, the second addendum to the Environmental Impact Report (EIR) for the Alameda District Specific Plan (ADSP) that was prepared for the proposed project shows that the proposed project creates no new impacts or increase the severity of any previously studied impacts considered in the ADSP FEIR, therefore, would not trigger any of the conditions that require the preparation of a Subsequent or Supplemental EIR in Sections 15162 and 15163 of the CEQA Guidelines.

The subject site is located in a developed area of the City of Los Angeles and therefore, the design of the subdivision and the proposed improvements will not cause substantial environmental damage or avoidably injury to fish or wildlife or their habitat.

(f) **THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.**

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

The project is not located on a hazardous materials site and/or on a site having unsuitable soil conditions, however the project is located within an Outside Flood Zone. The project would not place any occupants or residents near a hazardous materials site or involve the use or transport of hazardous materials or substances.

The area surrounding the property is fully developed with similar uses indicating that sewers and other services are available.

Additionally, the second Addendum to the Alameda District Specific Plan Final Environmental Impact Report prepared for the proposed project includes a detailed evaluation of any potential change in effects associated with implementation of the proposed project for each CEQA environmental issue area, organized consistent with Appendix G of the State CEQA Guideline. The proposed project's impacts identified would either be comparable or reduced as compared to those identified in the Alameda District Specific Plan Final Environmental Impact Report and would not trigger any of the conditions that require the preparation of a Subsequent or Supplemental EIR in Sections 15162 and 15163 of the CEQA Guidelines. Therefore, no adverse impacts to the public health or safety would occur as a result of the design and improvement of the site, and the design of the subdivision and the proposed improvements are not likely to cause serious public health problems.

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

There are no recorded instruments identifying easements encumbering the project site for the purpose of providing public access. The site is surrounded by private properties that adjoin improved public streets and sidewalks designed and improved to the specific requirements of the Los Angeles Municipal Code for providing public access throughout the area. The project site does not adjoin or provide access to a public resource, natural habitat, public park, or any officially recognized public recreation area. Needed public access for roads and utilities will be acquired by the City prior to the recordation of the proposed tract map.

For easements for the public-right-of-way located at the perimeter of the project site, the Bureau of Engineering has recommended the following improvements along North Main Street adjoining the subdivision: a variable width strip of land be dedicated to complete a

43-foot wide half right-of-way in accordance with the Avenue II standards of Mobility Plan 2035, the construction of a 15-foot wide sidewalk and paving of newly dedicated area, to repair and or replace any broken, damaged, or off-grade concrete curb, gutter, and roadway pavement; and provide any necessary removal and reconstruction of existing improvements and necessary transitions to join the existing improvements. For Vignes Street adjoining the subdivision, the Bureau of Engineering has included a recommendation for a 5-foot wide sidewalk easement be provided, satisfactory to the City Engineer.

The Applicant is requesting the following Modifications of Entitlement: a waiver of a variable width strip of land dedication to complete a 43-foot side half right-of-way in accordance with the Avenue II standards of Mobility Plan 2035 adjoining the subdivision on Ground Lot 2 along Main Street and waiver of a 15-foot wide sidewalk and paving of newly dedicated area and improvements adjoining the subdivision on Ground Lot 2 along Main Street, and a waiver of a 5-foot-wide public sidewalk easement along Vignes Street adjoining the subdivision.

The Applicant states that the requested Modifications of Entitlement on Main Street adjacent to Ground Lot 2 are proposed because Ground Lot 2 is only included in the subdivision for the purpose of clarifying records by consolidating existing lots and/or metes and bounds parcels. Additionally, the area adjacent to Ground Lot 2 along Main Street is currently improved with a row a Western Sycamore trees, a protected tree species that would need to be removed or severely compromised in order to complete a sidewalk as otherwise required by the Mobility Plan.

Bureau of Engineering has recommended the improvement of a 5-foot wide sidewalk easement along Vignes Street adjoining the subdivision, to connect to the existing, public 10-foot sidewalk. Planning Department Staff recommends denial of a waiver of a 5-foot wide sidewalk easement along Vignes Street adjoining the subdivision. It is necessary to meet the city's mobility needs by providing a transportation system that accommodates the needs and considers the safety of all users and one way the Mobility Plan 2035 encourages increased network access is by the following:

Policy 3.9 Discourage the vacation of public rights-of-way

A street vacation is a term used to describe the process that turns public streets over to private property. While a vacation provides greater control and responsibility of the space to the adjacent property owner, the vacation process reduces access for all modes of travel. Streets, alleys, stairways, and other public right-of-ways play an important role in the City's mobility system by facilitating better connectivity.

The establishment of a public right-of way ensures permanent public access and the flexibility to meet future demands. Policy 2.1 of the Mobility Plan 2035 also states the ability of adaptive reuse of streets:

Policy 2.1 Adaptive Reuse of Streets: Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.

The project site has a street frontage of approximately 343 feet along the southern side of Vignes Street and faces a Metro Aerial Track that services the L Line, a light rail line.

Properties surrounding the project site are zoned C2-2-RIO and M3-1-RIO and have a variety of residential, commercial, industrial, and manufacturing uses. These properties are developed with a mix of residential developments, offices, retail shops, restaurants, gas stations, and surface parking lots. North of the project site, across Vignes Street, is a one to three-story residential development of the Hilda L. Solis Care First Village. East of the project site is the USPS Alameda Carrier Annex supported by a surface parking lot. Further east and southeast along Vignes Street, is the County Men's Central Jail, a series of one-story commercial buildings, a bus stop located at Vignes/Cesar E Chavez, the Cesar Chavez Transit Pavilion, L.A. Metro Headquarters, and Union Station East. The entrance for Union Station East is approximately 2,284 feet or 0.433 miles from the project site while Union Station's west entrance located on Alameda Street is approximately 1,680 feet or 0.318 miles from the project site. Public sidewalk access is one of the many solutions developed to meet first-mile, last-mile needs of transit users by encouraging walking in the areas around transit stations and major bus stops to maximize multi-modal connectivity and access for transit riders. The following policies from the Mobility Plan 2035 states benefits to investing in pedestrian infrastructure to promote walking, reduce reliance on other transportation modes for shorter trips, promote use of the robust transportation network nearby the project site, and increase the vitality of streets and activity in the surrounding neighborhood:

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.

Policy 3.3 Land Use Access and Mix: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

Policy 3.6 Regional Transportation & Union Station: Continue to promote Union Station as the major regional transportation hub linking Amtrak, Metrolink, Metro Rail, and high-speed rail service long-term strategies for improving multi-modal connections within the station, as well as enhancing the quality of its public spaces.

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

Aside from easements for the public-right-of-way located at the perimeter of the project site, there are no easements acquired by the public at-large for access through or use of the property within the proposed subdivision. The design of the subdivision and the proposed improvements would not conflict with easements acquired by the public at-large for access through or use of the property within the proposed subdivision.

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

In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the applicant has prepared and submitted materials which

consider the local climate, contours, configuration of the parcels to be subdivided and other design and improvement requirements.

Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the tentative map was filed.

The lot layout of the subdivision has taken into consideration the maximizing of the north/south orientation.

The topography of the site has been considered in the maximization of passive or natural heating and cooling opportunities.

In addition, prior to obtaining a building permit, the subdivider shall consider building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the site in relation to adjacent development.

These findings shall apply to both the tentative and final maps for Vesting Tentative Tract Map No. 84471.

VINCENT BERTONI, AICP
Advisory Agency

SOPHIA KIM
Deputy Advisory Agency
SK:AO

APPEAL PERIOD - EFFECTIVE DATE

This grant is not a permit or license and any permits and/or licenses required by law must be obtained from the proper public agency. If any Condition of this grant is violated or not complied with, then the applicant or their successor in interest may be prosecuted for violating these Conditions the same as for any violation of the requirements contained in the Los Angeles Municipal Code (LAMC).

This determination will become effective after the end of appeal period date on the first page of this document, unless an appeal is filed with the Department of City Planning. An appeal application must be submitted and paid for before 4:30 PM (PST) on the final day to appeal the determination. Should the final day fall on a weekend or legal City holiday, the time for filing an appeal shall be extended to 4:30 PM (PST) on the next succeeding working day. Appeals should be filed early to ensure the Development Services Center (DSC) staff has adequate time to review and accept the documents, and to allow appellants time to submit payment.

An appeal may be filed utilizing the following options:

Online Application System (OAS): The OAS (<https://planning.lacity.gov/oas>) allows entitlement appeals to be submitted entirely electronically by allowing an appellant to fill out and submit an appeal application online directly to City Planning’s DSC, and submit fee payment by credit card or e-check.

Drop off at DSC. Appeals of this determination can be submitted in-person at the Metro or Van Nuys DSC locations, and payment can be made by credit card or check. City Planning has established drop-off areas at the DSCs with physical boxes where appellants can drop off appeal applications; alternatively, appeal applications can be filed with staff at DSC public counters. Appeal applications must be on the prescribed forms, and accompanied by the required fee and a copy of the determination letter. Appeal applications shall be received by the DSC public counter and paid for on or before the above date or the appeal will not be accepted.

Forms are available online at <http://planning.lacity.gov/development-services/forms>. Public offices are located at:

Metro DSC	Van Nuys DSC
201 N. Figueroa Street Los Angeles, CA 90012 planning.figcounter@lacity.org (213) 482-7077	6262 Van Nuys Boulevard Van Nuys, CA 91401 planning.mbc2@lacity.org (818) 374-5050
South LA DSC	West LA DSC
(In person appointments available on Tuesdays and Thursdays 8am-4pm only) 8475 S. Vermont Avenue 1st Floor Los Angeles, CA 90044 planning.southla@lacity.org	(CURRENTLY CLOSED) 1828 Sawtelle Boulevard West Los Angeles, CA 90025 planning.westla@lacity.org (310) 231-2901

City Planning staff may follow up with the appellant via email and/or phone if there are any questions or missing materials in the appeal submission, to ensure that the appeal package is complete and meets the applicable LAMC provisions.

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

Verification of condition compliance with building plans and/or building permit applications are done at the City Planning Metro or Valley DSC locations. An in-person or virtual appointment for Condition Clearance can be made through the City’s BuildLA portal (appointments.lacity.gov). The applicant is further advised to notify any consultant representing you of this requirement as well.



QR Code to
Online Appeal Filing



QR Code to Forms for In-
Person Appeal Filing



QR Code to BuildLA
Appointment Portal for
Condition Clearance