

DEPARTMENT OF
CITY PLANNING

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Decision Date: March 10, 2023

Appeal End Date: March 20, 2023

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Evelyn Quintanilla (R)
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CASE NO. VTT-74326
VESTING TENTATIVE TRACT
Various, refer to map.
Los Angeles International Airport Plan
Zone : LAX
D. M. : 093B173, 090B173
C. D. : 11
CEQA : ENV-2016-3391-EIR
State Clearinghouse No. 2015021014
Legal Description: Various. Refer to
Tract Map

The Advisory Agency finds, after consideration of the whole of the administrative record, the project was assessed in EIR No. ENV-2016-3391-EIR State Clearinghouse No. 2015021014 certified on June 7, 2017 and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the Project. In accordance with provisions of Section 17.03, 17.06, and 17.15 of the Los Angeles Municipal Code (LAMC), the Advisory Agency approves Vesting Tentative Tract No. 74326 for the merger of existing lots and subdivision resulting in 19 lots, as shown on revised map print-dated August 18, 2022, in the Los Angeles International Airport Community Plan. (Verification should be obtained from the Department of Building and Safety which will legally interpret the Zoning Code as it applies to this particular property.) 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 Quyen Phan of the Permit Case Management Division located at 201 N. Figueroa Street, Suite 290 via quyen.phan@lacity.org.

1. That a 24-foot and a 30.5-foot wide strips of land be dedicated along Aviation Boulevard between Century Boulevard and new 98th Street to provide a variable width right-of-way, including a 20-foot radius property line return at the intersection with new 98th Street, as shown on the Revised Map.
2. That a 43-foot wide and variable width strip of land be dedicated along Aviation Boulevard between new 98th Street and new 94th Street (private street) to provide an 84.5-foot wide half right-of-way, including 30-foot radius property line returns at the intersection with new 94th street (private street).
3. That an 18-foot wide and variable width strip of land be dedicated along Aviation Boulevard between new 94th Street (private street) and the alley south of Arbor Vitae Street to provide a minimum 60-foot wide half right-of-way in accordance with the Modified Boulevard II standard, as shown on Figure 2 as part of CPC 2016-3390 (GPA/ZC/SP), and to provide a 110-foot wide right-of-way width, as shown on the Revised Map.
4. That, along Arbor Vitae Street, a 40-foot wide strip of land westerly of new Concourse Way (private street), a 5-foot wide and variable width strip of land between new Concourse Way (private street) and La Cienega Boulevard (at Rental Car Way [driveway]), and a 49-foot strip of land westerly of the La Cienega Boulevard be dedicated, including 30-foot radius property line returns at the intersection with new Concourse Way (private street) and a 45-foot radius property line return at the intersection with La Cienega Boulevard, as shown on the Revised Map.
5. That a 53-foot wide strip of land be dedicated along La Cienega Boulevard southerly of Arbor Vitae Street to complete a 116-foot wide right-of-way, including a 45-foot radius property line return at the intersection with Arbor Vitae Street, as shown on the Revised Map.
6. That, along Century Boulevard, a 22-foot wide and variable width strip of land easterly of new Concourse Way (adjoining proposed Lots 14 and 15), and an 8-foot wide and variable width strip of land westerly of new Concourse Way (adjoining proposed Lots 8, 9, 10, and 12) be dedicated to be consistent with the Century Boulevard Streetscape Plan, as shown on the Revised Map.
7. That an 80-foot wide private street easement be provided along new 94th Street (private street) from Aviation Boulevard to new Concourse Way (private street) on an alignment satisfactory to the City Engineer, including 30-foot radius easement returns at the intersection with new Concourse Way (private street), as shown on the Revised Map. New 94th Street (private street) shall meet the design standards of a Modified Industrial Collector.

8. That a 104-foot wide and variable to 134-foot width public street easement be dedicated along new 98th Street from Aviation Boulevard to La Cienega Boulevard on an alignment satisfactory to the City Engineer, including a right-of-way bulb for driveway on the north side approximately 133.02-feet easterly of new Concourse Way, 20-foot radius property line returns at the intersections with Aviation Boulevard and with Concourse Way, and 25-foot radius property line returns at the intersection with La Cienega Boulevard, as shown on the Revised Map. New 98th Street shall be designated as a Modified Boulevard II.
9. That a 110-foot wide public street easement be dedicated along new Concourse Way from approximately 39.71 feet northerly of new 98th Street to Century Boulevard on an alignment satisfactory to the City Engineer, including 20-foot radius property line returns at intersections with 98th Street and with Century Boulevard, as shown on the Revised Map. New Concourse Way shall be designated as a Modified Boulevard II.
10. That a 70-foot wide and variable to 96-foot width private street easement be provided along new Concourse Way (private street) from Arbor Vitae Street to approximately 39.71 feet northerly of new 98th Street on an alignment satisfactory to the City Engineer, including an easement bulb for driveway on the east side approximately 108.25-feet northerly of new 98th Street, as shown on the Revised Map. New Concourse Way (private street) shall meet the design standards of a Modified Avenue I.
11. That the Department of Transportation in a letter to the City Engineer shall determine that all proposed merger areas are not necessary for future public streets or alleys.
12. That the Department of City Planning determine that the proposed merger areas are in consistence with all applicable General Plan Elements and Highway and Circulation Elements for the LA Mobility Plan.
13. That in the event the Department of Transportation and Department of City Planning have no objection to the proposed merger areas, the following public streets, cul-de-sacs, alleys, and public easements adjoining and within the subdivision tract be merged with the remainder of tract map pursuant to Section 66499.20 1/2 of the State Government Code, as shown on the Revised Map:
 - a. All east/west and north/south alleys within and adjoining the proposed lots.
 - b. All appropriate Sanitary Sewer easements and Drainage easements.
 - c. 93rd Street, 94th Street, 95th Street, 95th Place, 96th Street, Pardee St, 97th Street, 97th Place, 98th Street, 99th Street, 99th Place, Isis Avenue, Atwell Place, Hindry Avenue, Hindry Place, and Glasgow Place, including cul-de-sacs.
 - d. A variable width merger along Aviation Boulevard (adjoining proposed Lots 4 and 5).

- e. A 2-foot wide merger along Arbor Vitae Street westerly of La Cienega Boulevard (easterly of Rental Car Way [driveway]).
- f. A 6-foot wide merger along La Cienega Boulevard southerly of Arbor Vitae Street (adjoining proposed Lot 1).
- g. A 19-foot wide merger along La Cienega Boulevard southerly of new 98th Street (adjoining proposed Lot 19).
- h. That consent to the streets being merged, and waivers of any damages that may accrue because of such mergers, be obtained from all property owners who might have certain rights within any merger area.
- i. That satisfactory arrangements be made with all public utility agencies, cable companies and franchises maintaining existing facilities within any merger area.
- j. That a map be submitted showing the dimensions and areas being merged with this map satisfactory to the City Engineer.

Note: The Advisory Agency hereby finds that the dedications to be merged are unnecessary for present or prospective public purposes and all owners of the interest in the real property within the subdivision have or will have consented to the merger prior to the recordation of the final map.

14. That any surcharge fee in conjunction with the street merger request be paid.
15. That any public easements to remain be delineated on the final map.
16. That appropriate street names be assigned to dedicated public streets as well as private street easements and private driveways being created by this subdivision satisfactory to the City Engineer prior to recordation of the final map.
17. That private street be posted in a manner prescribed in Section 18.07 of the Los Angeles Municipal Code (Private Street Regulations).
18. That the subdivider make a request to BOE LAMP Division to determine the capacity of the existing sewer in the area.
19. That any necessary street, sewer, and drainage easements be dedicated and be shown on the final map based on alignment approved by the City Engineer. (The need for these easements are to be identified by the BOE LAMP Division).
20. That all replacement/relocation of public sanitary sewer and drainage systems within the streets and alleys to be merged with this map be constructed within suitable easements satisfactory to BOE LAMP Division prior to recordation of the final map.
21. That arrangement be made with the Los Angeles County Department of Public

Works prior to recordation of the final map for realignment and replacement of the existing Los Angeles County Drainage system within the merger areas and any necessary new drainage easements to be shown on the final map.

22. That arrangement be made with the Los Angeles County Department Public Works prior to recordation of the final map for any necessary permits with respect to discharge into and reconstruction of their existing storm drain catch basins.
23. That the street vacation requirements under BOE File No. VAC E-1401359, and as adopted by City Council via File No. 19-0467, be completed prior to the recordation of the final map satisfactory to the City Engineer.
24. That satisfactory arrangements be made with the Power System and the Water System of the Department of Water and Power with respect to the water mains, fire hydrants, service connections and public utility easements.
25. That the public street and private street right-of-way requirements outlined herein be permitted minor adjustments to be made, based on the actual B-Permit plan check process.
26. That the limits of public street and alley rights-of-way being merged outlined herein be permitted minor adjustments to be made based on the actual B-Permit plan check process.

DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION

Grading Division approvals are conducted at 221 North Figueroa Street, 12th Floor suite 1200. The approval of this Tract Map shall not be construed as having been based upon a geological investigation such as will authorize the issuance of the building permit of 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.

27. Comply with any requirements with the Department of Building and Safety, Grading Division for recordation of the final map and issuance of any permit.

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 Laura Duong at (213) 482-0434 to schedule an appointment.

28. That prior to recordation of the final map, the Department of Building and Safety, Zoning Division shall certify that no Building or Zoning Code violations exist on the subject site. In addition, the following items shall be satisfied:
 - a. Obtain permits for the demolition or removal of all existing structures on the site. Provide copies of the demolition permits and signed inspection cards to show completion of the demolition work.

- b. Obtain approval and comply with all conditions from Bureau of Engineering for the proposed merger of the public streets and alley.
- c. Private streets are to be within the boundary of the proposed lots and not as an independent lot. Revise map to show the boundary of the lots with the private streets as easements within the lots or obtain the Advisory Agency approval to allow the proposed private streets as independent lots.
- d. Obtain approval and comply with all conditions from Bureau of Engineering and Fire Department for the proposed Private Streets.
- e. Show all street dedication(s) as required by Bureau of Engineering and provide net lot area after all dedication. "Area" requirements shall be re-checked as per net lot area after street dedication.

Notes:

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

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

DEPARTMENT OF TRANSPORTATION

Contact the Department of Transportation at ladot.devreview.wla@lacity.org for an appointment or any questions.

29. That the project be subject to recommendations from the Department of Transportation.
 - a. A minimum of 20-foot reservoir space be provided between any security gate(s) and the property line when driveway is serving less than 100 parking spaces. Reservoir space will increase to 40-feet and 60-feet when driveway is serving more than 100 and 300 parking spaces respectively or as shall be determined to the satisfaction of the Department of Transportation.
 - b. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street or sidewalk (not applicable when driveways serve not more than two dwelling units and where the driveway access is to a street other than a major or secondary highway), LAMC 12.21 A.
 - c. Driveway(s) and vehicular access for residential component of any development should be limited to the street with lowest classification or as shall be determined to the satisfaction of the Department of Transportation.

- d. This determination does not include approval of the project's driveways and internal circulation or parking scheme. Adverse traffic impacts could occur due to access and circulation issues. A parking area and driveway plan be submitted to the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Final DOT approval should be accomplished by submitting detailed site/driveway plans at a scale of 1"=40' to DOT's West LA/Coastal Development Review Section located at 7166 W. Manchester Ave., Los Angeles, 90045.
- e. That a fee in the amount of \$205 be paid for the Department of Transportation as required per Ordinance No. 180542 and LAMC Section 19.15 prior to recordation of the final map. Note: the applicant may be required to comply with any other applicable fees per this new ordinance.

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.

30. That prior to the recordation of the final map, a suitable arrangement shall be made satisfactory to the Fire Department, binding the subdivider and all successors to the following:
 - a. Access for Fire Department apparatus and personnel to and into all structures shall be required.
 - b. 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.
 - c. 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).
 - d. 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.
 - e. Fire Lane Requirements:
 - i. 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.

- ii. 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.
 - iii. 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.
 - iv. Submit plot plans indicating access road and turning area for Fire Department approval.
 - v. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
 - vi. 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.
 - vii. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
 - viii. 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.
 - ix. No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.
- f. Construction of public or private roadway in the proposed development shall not exceed 10 percent in grade.
 - g. Site plans shall include all overhead utility lines adjacent to the site.
 - h. Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.
 - i. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.
 - j. Smoke Vents may be required where roof access is not possible; location and number of vents to be determined at Plan Review.
 - k. 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.

- l. On small lot subdivisions, any lots used for access purposes shall be recorded on the final map as a "Fire Lane".
- m. Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan S-470-0.
- n. Standard cut-corners will be used on all turns. 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.
- o. 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.
- p. 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.
- q. 2014 CITY OF LOS ANGELES FIRE CODE, SECTION 503.1.4 (EXCEPTION)
 - i. When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.
 - ii. It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building.
 - iii. This policy does not apply to single-family dwellings or to non-residential buildings.
- r. The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead

wires or other obstructions block aerial ladder access.

- s. 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.
- t. 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:
 - i. 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.
 - ii. 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.
 - iii. 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.
 - iv. 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.
 - v. That the Common Fire Lanes and Fire Protection facilities be shown on the Final Map.
- u. 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.

- v. Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.
- w. Provide Fire Department pathway front to rear with access to each roof deck via gate or pony wall less than 36 inches.
- x. Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, Private Street or Fire Lane. This stairwell shall extend onto the roof.
- y. Entrance to the main lobby shall be located off the address side of the building.
- z. 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.
- aa. Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.
- bb. 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.
- cc. 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

- 31. 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 – SPECIFIC CONDITIONS

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, see condition S-3.(c).

- 32. 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.

33. Existing street lighting facilities shall be upgraded and or relocated and new street lighting facilities shall be installed to meet current BSL illumination standards on all existing and new roadways and sidewalks adjacent to and included within the boundary of the Tract Map. This includes LAWA private roadways/sidewalks where the BSL will operated and maintain the street lighting as requested by LAWA.

BUREAU OF SANITATION

34. Wastewater Collection Systems Division of the Bureau of Sanitation has inspected the sewer/storm drain lines serving the subject tract and found potential problems to their structure or potential maintenance problems, as stated in the memo dated March 4, 2022. There are easements contained within the properties. Any proposed development in close proximity to the easements must secure Department of Public Works approval. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division 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. (d).)

URBAN FORESTRY DIVISION AND THE DEPARTMENT OF CITY PLANNING

35. Existing trees within Vesting Tentative Tract No 74326 are identified in tree inventories titled "Inventory of City of Los Angeles Street Trees", prepared by Carlberg Associates on January 2015 and August 15, 2016. Removal of any trees identified in the "Inventory of City of Los Angeles Street Trees" or any other trees that are located within the Public Street Easements to be merged with Vesting Tentative Tract No 74326, shall require Board of Public Works approval per LAMC Chapter 4, Article 2, Sections 62.161, 62.162, and 62.169. A tree removal application shall be submitted to the Bureau of Street Services, Urban Forestry Division. The applicant shall fulfill the 2:1 tree replacement policy. The CEQA document must address all tree removals in Public Street Easements.
36. Replacement/Mitigation trees within the public right-of-way shall be installed per the City Standard Plans and the Bureau of Street Services tree planting policies.
37. Upon compliance with its conditions and requirements, the Bureau of Street Services 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-3(d)).

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.org.

38. Prior to the recordation of the final map, the subdivider shall assure, in a manner satisfactory to the Department of City Planning, the following:

- a. Limit the proposed development to a maximum of 19 ground lots.
 - b. The applicant shall install an air filtration system(s) to reduce the effects of diminished air quality on occupants of the project.
 - c. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit.
 - d. That the subdivider consider the use of natural gas and/or solar energy and consult with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.
 - e. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.
39. That the subdivider shall assure compliance with the Los Angeles International Airport **Specific Plan** prior to the issuance of a building permit, grading permit and the recordation of the final tract map.
40. Prior to the issuance of a grading permit, the subdivider shall assure compliance with the following haul route conditions:
- a. Designated Truck Routes. For dirt, aggregate, bulk cement, and all other materials and equipment, truck deliveries would be on designated routes only (freeways and non-residential streets). Streets to be used are limited to:
 - Aviation Boulevard (Imperial Highway to Manchester Boulevard)
 - Manchester Boulevard (Aviation Boulevard to I-405)
 - Florence Avenue (Aviation Boulevard to I-405)
 - La Cienega Boulevard (north of Imperial Highway)
 - Pershing Drive (Westchester Parkway to Imperial Highway)
 - Westchester Parkway (Pershing Drive to Sepulveda Boulevard)
 - Century Boulevard (Sepulveda Boulevard to Aviation Boulevard)
 - Sepulveda Boulevard (Westchester Parkway to Imperial Highway)
 - Imperial Highway (Pershing Drive to I-405)
 - I-405
 - I-105
 - b. Designated Truck Delivery Hours. To the extent possible, truck deliveries of bulk materials such as aggregate, bulk cement, dirt, etc. to the project site, and hauling of material from the project site, shall be scheduled during off-peak hours to avoid the peak commuter and Airport traffic periods on designated haul routes. Peak commuter traffic periods are between 7:00 a.m. to 9:00 a.m. and 4:30 p.m. to 6:30 p.m. Monday through Friday. Peak Airport traffic periods occur throughout most of the day, therefore, to the extent possible, truck delivery hours shall be limited to overnight hours from 1:00 a.m. to 7:00 a.m.

- c. Stockpile Locations. All stockpile locations must be pre-approved by LAWA. Stockpile locations/laydown/ staging areas shall be accessed by construction vehicles with minimal disruption near residential neighborhoods.
- d. Trucks shall be restricted to 10-wheel dump trucks or smaller for streets with a width of 25 feet or less. Eighteen-wheel dump trucks are permitted on streets with a width greater than 25 feet. There shall be no staging or parking of construction vehicles on any of the streets.
- e. The Emergency Operations Division, Specialized Enforcement Section of the Los Angeles Police Department shall be notified prior to the start of hauling (213) 486-0777.
- f. Streets shall be cleaned of spilled materials at the termination of each work day.
- g. The final approved haul routes and all the conditions of approval shall be available on the job site at all times.
- h. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- i. Hauling and grading equipment shall be kept in good operating condition and muffled as required by law.
- j. All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- k. All trucks are to be watered at the job site to prevent excessive blowing dirt.
- l. All trucks are to be cleaned of loose earth at the job site to prevent spilling. Any material spilled on the public street shall be removed by the contractor.
- m. The applicant shall be in conformance with the State of California, Department of Transportation, policy regarding movements of reducible loads.
- n. All regulations set forth in the State of California Department of Motor Vehicles pertaining to the hauling of earth shall be complied with.
- o. A Truck Crossing warning sign shall be placed 300 feet in advance of the exit in each direction.
- p. One flag person(s) shall be required at the job and dump sites to assist the trucks in and out of the project area. Flag person(s) and warning signs shall be in compliance with Part II of the 2016 Edition of Work Area Traffic Control Handbook.

- q. The City of Los Angeles, Department of Transportation, telephone (213) 485-2298, shall be notified 72 hours prior to beginning operations in order to have temporary No Parking signs posted along the route, as needed.
- r. Any desire to change the prescribed routes must be approved by the concerned governmental agencies by contacting Street Services Investigation and Enforcement Division at (213) 847-6000 before the change takes place.
- s. The permittee shall notify Street Services Investigation and Enforcement Division, (213) 847-6000, at least 72 hours prior to the beginning of hauling operations and shall also notify the Division immediately upon completion of hauling operations.
- t. A surety or cash bond shall be posted in an amount satisfactory to the City Engineer for maintenance of haul route streets. The forms for the bond will be issued by the Central Los Angeles District Engineering Office, 201 N. Figueroa Street, Land Development Section, Suite 1150, Los Angeles, CA 90012. Further information regarding the bond may be obtained by calling (213) 202-3495.

DEPARTMENT OF CITY PLANNING - ENVIRONMENTAL MITIGATION MEASURES

41. **Construction Mitigation Conditions** – The Subdivider shall comply with the Mitigation Monitoring and Reporting Program (MMRP) certified by the Los Angeles City Council on June 7, 2017 as follows:

CM-1. That a sign be required on site clearly stating a contact/complaint telephone number that provides contact to a live voice, not a recording or voice mail, during all hours of construction, the construction site address, and the tract map number. **YOU ARE REQUIRED TO POST THE SIGN 7 DAYS BEFORE CONSTRUCTION IS TO BEGIN.**

- a. Locate the sign in a conspicuous place on the subject site or structure (if developed) so that it can be easily read by the public. The sign must be sturdily attached to a wooden post if it will be free-standing.
- b. Regardless of who posts the site, it is always the responsibility of the applicant to assure that the notice is firmly attached, legible, and remains in that condition throughout the entire construction period.
- c. If the case involves more than one street frontage, post a sign on each street frontage involved. If a site exceeds five (5) acres in size, a separate notice of posting will be required for each five (5) acres, or portion thereof. Each sign must be posted in a prominent location.

CM-2. [MM-AQ (LAMP)-1] Preferential Use of Renewable Diesel Fuel. LAWA will require the use of renewable diesel fuel in proposed Project construction off-road equipment and on-site, on-road trucks for at least 90 percent of diesel

fuel demand. Renewable diesel fuel is available locally for fleetwide use and has been shown to reduce criteria pollutant and greenhouse gas emissions from diesel engines.

CM-3. [LAX-AQ-1] Construction-Related Air Quality Control Measures.

- a. Post a publicly visible sign(s) with the telephone number and person to contact regarding dust complaints; this person shall respond and take corrective action within 24 hours.
- b. During construction, the contractor shall demonstrate that all ground surfaces are covered or treated sufficiently to minimize fugitive dust emissions.
- c. All roadways, driveways, sidewalks, etc., being installed as part of the project should be completed as soon as practical; in addition, building pads should be laid as soon as practical after grading.
- d. Prohibit idling or queuing of diesel-fueled vehicles and equipment in excess of five minutes. This requirement will be included in specifications for any LAX projects requiring on-site construction. Exemptions may be granted for safety-related and operational reasons, as defined by CARB or as approved by LAWA.
- e. All diesel-fueled equipment used for construction will be outfitted with the best available emission control devices, where technologically feasible, primarily to reduce emissions of diesel particulate matter (PM), including fine PM (PM_{2.5}), and secondarily, to reduce emissions of NO_x. This requirement shall apply to diesel-fueled off-road equipment (such as construction machinery), diesel-fueled on-road vehicles (such as trucks), and stationary diesel-fueled engines (such as electric generators). (It is unlikely that this measure will apply to equipment with Tier 4 engines, as these engines typically already incorporate the best available emission control devices.) The emission control devices utilized in construction equipment shall be verified or certified by California Air Resources Board or US Environmental Protection Agency for use in on-road or off-road vehicles or engines. For multi-year construction projects, a reassessment of equipment availability, equipment fleet mixtures, and best available emissions control devices shall be conducted annually for equipment newly brought to the project site each year.
- f. Pave all construction access roads at least 100 feet onto the site from the main road.
- g. To the extent feasible, have construction employees commute during off-peak hours.

- h. Make access available for on-site lunch trucks during construction, as feasible and consistent with requirements pertaining to airport security, to minimize off-site worker vehicle trips.
- i. Utilize on-site rock crushing facility, when feasible, during construction to reuse rock/concrete and minimize off-site truck haul trips.
- j. Every effort shall be made to utilize grid-based electric power at any construction site, where feasible. Grid-based power can be from a direct hookup or a tie in to electricity from power poles. If diesel- or gasoline-fueled generators are necessary, generators using "clean burning diesel" fuel and exhaust emission controls shall be utilized.
- k. Suspend use of all construction equipment during a second-stage smog alert in the immediate vicinity of LAX.
- l. Prohibit tampering with construction equipment to increase horsepower or to defeat emission control devices.
- m. The contractor or builder shall designate a person or persons to ensure the implementation of all components of the construction-related measure through direct inspections, record reviews, and investigations of complaints.
- n. Locate rock-crushing operations and construction material stockpiles for all LAX-related construction in areas away from LAX-adjacent residents, to the extent possible, to reduce impacts from emissions of fugitive dust.
- o. On-road medium-duty and larger diesel-powered trucks used on LAX construction projects with a gross vehicle weight rating of at least 14,001 pounds shall, at a minimum, comply with USEPA 2010 on-road emissions standards for PM10 and NOx. Contractor requirements to utilize such on-road haul trucks or the next cleanest vehicle available will be subject to the provisions of LAWA Air Quality Control Measure CM-3q below.
- p. All off-road diesel-powered construction equipment greater than 50 horsepower shall meet, at a minimum, USEPA Tier 4 (final) off-road emissions standards. Contractor requirements to utilize Tier 4 (final) equipment or next cleanest equipment available will be subject to the provisions of LAWA Air Quality Control Measure CM-3q below.
- q. The on-road haul truck and off-road construction equipment requirements set forth in Standard Air Quality Control Measures CM-3o. and CM-3p. above shall apply unless any of the following circumstances exist and the Contractor provides a written finding consistent with project contract requirements that:

- (1) The Contractor does not have the required types of on-road haul trucks or off-road construction equipment within its current available inventory and intends to meet the requirements of the Measures CM-3o. and CM-3p. as to a particular vehicle or piece of equipment by leasing or short-term rental, and the Contractor has attempted in good faith and due diligence to lease the vehicle or equipment that would comply with these measures, but that vehicle or equipment is not available for lease or short-term rental within 120 miles of the project site, and the Contractor has submitted documentation to LAWA showing that the requirements of this exception provision (Measure CM-3q) apply.
- (2) The Contractor has been awarded funding by SCAQMD or another agency that would provide some or all of the cost to retrofit, repower, or purchase a piece of equipment or vehicle, but the funding has not yet been provided due to circumstances beyond the Contractor's control, and the Contractor has attempted in good faith and due diligence to lease or short-term rent the equipment or vehicle that would comply with Measures CM-3o. and CM-3p., but that equipment or vehicle is not available for lease or short-term rental within 120 miles of the project site, and the Contractor has submitted documentation to LAWA showing that the requirements of this exception provision (Measure CM-3q) apply.
- (3) Contractor has ordered a piece of equipment or vehicle to be used on the construction project in compliance with Measures CM-3o and CM-3p at least 60 days before that equipment or vehicle is needed at the project site, but that equipment or vehicle has not yet arrived due to circumstances beyond the Contractor's control, and the Contractor has attempted in good faith and due diligence to lease or short-term rent a piece of equipment or vehicle to meet the requirements of Measures CM-3o and CM-3p, but that equipment or vehicle is not available for lease or short-term rental within 120 miles of the project, and the Contractor has submitted documentation to LAWA showing that the requirements of this exception provision (Measure CM-3q) apply.
- (4) Construction-related diesel equipment or vehicle will be used on the project site for fewer than 20 calendar days per calendar year. The Contractor shall not consecutively use different equipment or vehicles that perform the same or a substantially similar function in an attempt to use this exception (Measure CM-3q) to circumvent the intent of Measures CM-3o and CM-3p.

- (5) Documentation of good faith efforts and due diligence regarding the above exceptions shall include written record(s) of inquiries (i.e., phone log[s]) to at least three (3) leasing/rental companies that provide construction-related on-road trucks of the type specified in Measure CM-3o above (i.e., medium-duty and larger diesel-powered trucks with a gross vehicle weight rating of at least 14,001 pounds) or diesel-powered off-road construction equipment such as the types to be used by the Contractor, documenting the availability/unavailability of the required types of trucks/equipment. LAWA will, from time-to-time, conduct independent research and verification of the availability of such vehicles and equipment for lease/rent within a 120 mile radius of LAX, which may be used in reviewing the acceptability of the Contractor's good faith efforts and due diligence.

In any of the situations described above, the Contractor/ Subcontractor shall provide the next cleanest piece of equipment or vehicle as provided by the step down schedules in Table 1-A for Off-Road Equipment and Table 1-B for On-Road Equipment.

Nothing in the above shall require an emissions control device (i.e., VDECS) that does not meet OSHA standards.

How to use Table 1-A and Table 1-B: For example, if Compliance Alternative #1 is required by this policy but Contractor cannot obtain an off-road vehicle that meets the Tier 4 interim standard (Compliance Alternative #1 in Table A) and meets one of the above exceptions, then Contractor shall use a vehicle that meets the next compliance alternative (Compliance Alternative #2) which is a Tier 3 engine standard equipped with a Level 3 VDECS. Should Contractor not be able to supply a vehicle with a Tier 3 engine equipped with a Level 3 VDECS in accordance with Compliance Alternative #2 and has satisfied the requirements of one of the above exceptions as to Contractor's ability to obtain a vehicle meeting Compliance Alternative #2, Contractor shall then supply a vehicle meeting the next compliance alternative (Compliance Alternative #3), and so on. If Contractor is proposing an exemption for on-road equipment, the step down schedule in Table B should be used. Contractor must demonstrate that it has satisfied one of the exceptions listed above before it can use a subsequent Compliance Alternative. The goal of this requirement is to ensure that Contractor has exercised due diligence in supplying the cleanest fleet available.

Table 1-A: Off-Road Vehicle Compliance Step-Down Schedule

COMPLIANCE ALTERNATIVE	ENGINE STANDARD	CARB-VERIFIED DECS (VDECS)
1	Tier 4 <i>interim</i>	N/A*
2	Tier 3	Level 3
3	Tier 2	Level 3
4	Tier 1	Level 3

5	Tier 2	Level 2
6	Tier 2	Level 1
7	Tier 3	Uncontrolled
8	Tier 2	Uncontrolled
9	Tier 1	Level 2
Equipment less than Tier 1, Level 2 shall not be permitted.		
* Tier 4 (interim or final) or 2007 model year equipment not already supplied with a factory-equipped diesel particulate filter shall be outfitted with Level 3 VDECS.		

Table 1-B: On-Road Vehicle Compliance Step-Down Schedule

COMPLIANCE ALTERNATIVE	ENGINE STANDARD	CARB-VERIFIED DECS (VDECS)
1	2007	N/A*
2	2004	Level 3
3	1998	Level 3
4	2004	Uncontrolled
5	1998	Uncontrolled
* 2007 model year equipment not already supplied with a factory-equipped diesel particulate filter shall be outfitted with Level 3 VDECS.		
Equipment with a model year earlier than Model Year 1998 shall not be permitted.		

CM-4. [MM-N (LAMP)-1] Noise Curtains. LAWA shall require construction contractors to use noise curtains, noise blankets, temporary sound walls, or their equivalent during construction to shield nearby sensitive receptors from construction equipment-related noise when an increase of 5 dB(A) is projected to occur over the baseline exterior level. To verify efficiency of the noise reduction features, LAWA will measure construction noise levels at the closest sensitive receptors in compliance with City of Los Angeles standards. If noise levels exceed the 5 dB(A) increase, LAWA will implement additional technological solutions and installation equipment and will repeat measuring construction noise levels, until an increase of 5 dB(A) does not occur.

CM-5. [LAX-N-1] Construction-Related Noise Control. The following measures shall be implemented to reduce construction-related noise impacts:

a. Construction Noise Control

- (1) For all projects near noise-sensitive uses, noise control devices shall be used and maintained, such as equipment mufflers, enclosures, and barriers. Natural and artificial barriers, such as ground elevation changes and existing buildings, may be used to shield construction noise from noise-sensitive uses.
- (2) Stationary source equipment that is flexible with regard to relocation (such as generators and compressors) shall be located at the greatest distance practical from sensitive land uses, and unnecessary idling of equipment shall be prohibited.

b. Construction Staging

- (1) Construction operations shall be staged as far from noise-sensitive uses as feasible.
- (2) Loading and unloading of heavy construction materials shall be located on-site and away from noise-sensitive uses, to the extent feasible.

c. Equipment Replacement. Use “quiet-design” air compressors and other stationary noise sources when such technology/equipment is commercially available.

d. Construction Scheduling. The timing and/or sequence of the noisiest on-site construction activities shall avoid sensitive times of the day, as feasible (9 p.m. to 7 a.m. Monday - Friday; 6 p.m. to 8 a.m. Saturday; anytime on Sunday or holidays).

CM-6. [MM-ST (LAMP)-1] Construction Traffic Project Task Force.

a. LAWA would establish a Project Task Force specific to the LAX Landside Access Modernization Program that may be comprised of key stakeholders from LAWA, the Coordination and Logistic Management Team (CALM), other City departments, and others as deemed appropriate. This Project Task Force would provide input into worksite traffic control plans and other traffic management plans that are developed for the Project. The Project Task Force would review the traffic management plans to ensure the following topics are considered:

- Coordination with all other LAWA construction projects;
- Coordination with other public infrastructure projects;
- Detour impact analysis for pedestrian, business, bicycle, and traffic flow;
- Coordinate closures and restricted access with all potential special events and holiday traffic flow
- Notification to the public with use of static signage, changeable message signs, media announcements, Airport website, etc.;
- Work with LAWA police and the Los Angeles Police Department to enforce delivery times and routes;
- Coordinate with police and fire personnel regarding maintenance of emergency access and response times;
- Monitor and coordinate deliveries;
- Establish detour routes;
- Work with residential and commercial neighbors regarding upcoming construction activities; and
- Analyze traffic conditions to determine the need for additional traffic signals, signs, lane restriping, signal modifications, etc.

- b. The Project Task Force would collaborate with the appropriate groups to develop a comprehensive and long-term communication and construction impact outreach strategy for implementation during construction. The Task Force would work closely with other LAWA departments, including Public Relations, Planning and Development, and Operations. The Task Force would also ensure that an innovative and effective construction outreach and communication strategy is developed to keep key stakeholders, businesses, and residents notified and informed during construction of the proposed Project.
- c. Prior to initiation of construction, contractors would be required to complete a Traffic Management Plan (TMP) with associated Haul Routes and Worksite Traffic Control Plans (WTCP), as well as Temporary Traffic Signal Plans (TTS), and Temporary Street Lighting (TSL) Plans if TTSs and TSLs are needed. The TMP would include a description of how the contractor will manage all construction-related traffic, deliveries, shift hours, parking locations, haul routes, and modifications to shuttle system operations, if any. The WTCP would detail the locations for variable message and other signs, any lane striping changes, any detours, and traffic signal modifications. The WTCP, TTS, TSL, and Haul Routes would require input from the Project Task Force as well as any appropriate agencies and departments. Contractor compliance would be monitored throughout the duration of their contract. LAWA would require contractors to implement and comply with the following TMP measures to reduce construction-related traffic impacts associated with projects at LAX, including:
- (1) Designated Truck Delivery Hours. To the extent possible, truck deliveries of bulk materials such as aggregate, bulk cement, dirt, etc. to the project site, and hauling of material from the project site, shall be scheduled during off-peak hours to avoid the peak commuter and Airport traffic periods on designated haul routes. Peak commuter traffic periods are between 7:00 a.m. to 9:00 a.m. and 4:30 p.m. to 6:30 p.m. Monday through Friday. Peak Airport traffic periods occur throughout most of the day, therefore, to the extent possible, truck delivery hours shall be limited to overnight hours from 1:00 a.m. to 7:00 a.m.
 - (2) Designated Truck Routes. For dirt, aggregate, bulk cement, and all other materials and equipment, truck deliveries would be on designated routes only (freeways and non-residential streets).

Designated truck routes are limited to:

- Aviation Boulevard (Imperial Highway to Manchester Boulevard)

- Manchester Boulevard (Aviation Boulevard to I-405)
- Florence Avenue (Aviation Boulevard to I-405)
- La Cienega Boulevard (north of Imperial Highway)
- Pershing Drive (Westchester Parkway to Imperial Highway)
- Westchester Parkway (Pershing Drive to Sepulveda Boulevard)
- Century Boulevard (Sepulveda Boulevard to Aviation Boulevard)
- Sepulveda Boulevard (Westchester Parkway to Imperial Highway)
- Imperial Highway (Pershing Drive to I-405)
- I-405
- I-105

- (3) Stockpile Locations. All stockpile locations must be pre-approved by LAWA. Stockpile locations/laydown/ staging areas shall be accessed by construction vehicles with minimal disruption near residential neighborhoods.

CM-7. [MM-ST (LAMP)-2] Maintenance of Traffic. To ensure that continued vehicular access to community facilities is maintained, the contractor shall provide at least one lane of traffic in each direction on access cross streets that are not going to be dead-ended during construction. If one lane of traffic cannot be maintained, the contractor shall provide a detour route for motorists.

CM-8. [MM-ST (LAMP)-3] Worksite Traffic Control Plans. Before the start of construction, Worksite Traffic Control Plans (WTCP) and Traffic Circulation Plans, including identification of detour requirements, will be formulated in cooperation with the affected municipalities and other jurisdictions (County, State) in accordance with the Work Area Traffic Control Handbook (WATCH) manual and the California Manual on Uniform Traffic Control Devices (MUTCD) as required by the relevant municipality. The WTCPs will be based on lane requirements and other special requirements defined by the Los Angeles City Department of Transportation (LADOT), the affected municipalities for construction within their City and from other appropriate agencies for construction in those jurisdictions. The WTCP's shall be designed to maintain designated Safe Routes to School wherever possible during times of the year when nearby schools are in session. The WTCP's shall be reviewed and coordinated with the LAWA Project Task Force 30 days in advance of any restriction or closure, or with as much notice as technically feasible.

CM-9. [MM-ST (LAMP)-4] Roadway Closure Restrictions. No designated major or secondary highway will be closed to vehicular or pedestrian traffic except at night or on weekends, unless approval is granted by the jurisdiction in which it is located.

CM-10. [MM-ST (LAMP)-5] Traffic Maintenance During Construction. The following would be implemented during construction when appropriate City departments or local jurisdictions deem necessary:

- a. Deliveries and pick-ups of construction materials shall be scheduled during non-peak travel periods to the degree possible and coordinated to reduce the potential of trucks waiting to load or unload for protracted periods of time.
- b. Access shall remain unobstructed, or equivalent alternate access provided for land uses in proximity to the Project site during construction.
- c. Unless otherwise specified in the WTCP, the contractor shall maintain access to the businesses that rely on on-street parking and pedestrian access during construction. If it is necessary to temporarily restrict access to a business, the contractor shall provide the facility advance notice of restrictions. Unless otherwise specified in the WTCP, the contractor shall schedule access restrictions to off-peak hours or during times when the business is closed and shall not fully restrict access for the total hours of operation of business on any given day of operation.
- d. Relative to maintaining access to businesses, construction activities shall be sequenced to minimize the temporary removal of multiple blocks of on-street parking at one time unless otherwise specified by the WTCP.
- e. Contractors shall use temporary special signage to inform the public of closure information in advance of temporary closures. Signage shall also provide special access directions, if warranted.
- f. Notice of closure will be prepared by the contractor with legible maps and reviewed prior to dissemination by the Project Task Force.
- g. A construction management plan shall be developed by the contractor and will be implemented during construction, to include the following:
 - (1) Establish requirements for the loading, unloading, and storage of materials on the Project site
 - (2) Coordinate with the City and emergency and safety service providers to ensure adequate access is maintained to the project site and neighboring businesses.
- h. In addition to the mitigation measures identified above, the contractor would be required to comply with City and local jurisdiction guidelines and regulations.

CM-11. [MM-PS (LAMP)-1] School Relocations. As required by CEQA, LAUSD, as lead agency, will evaluate the environmental impacts of the specific relocation proposal(s), and will adopt mitigation measures to avoid or substantially lessen any significant impacts determined in that evaluation.

CM-12. [LAX-BR-1] Conservation of Faunal Resources: Nesting Birds/Raptors. LAWA shall require construction contractors to implement the following measures:

- a. Construction shall be scheduled outside of nesting season for those areas of the project site that have a potential for nesting birds/raptors, if feasible.
- b. If construction is scheduled to occur during the nesting season for birds/raptors (generally February 1 to June 30 for raptors and March 15 to August 15 for other birds), vegetation clearing for the proposed Project shall be conducted outside the nesting season, if feasible.
- c. If it is not feasible to schedule vegetation clearing outside of nesting season, then a qualified avian biologist ("biologist") shall inspect the shrubs/trees prior to project activities to ensure that no nesting birds/raptors are present. The qualified avian biologist shall be approved by LAWA, and shall have authority to halt construction activities if nesting birds/raptors are disturbed.
- d. If the biologist finds an active nest within the construction area, or in the vicinity, and determines that the nest may be impacted, the biologist shall delineate an appropriate buffer zone; the size of the buffer zone will depend on the species and the type of construction activity. Only construction activities (if any) that have been approved by the biologist will take place within the buffer zone until the young have fledged and are independent of the adults and nest.
- e. The biologist, shall be present and monitor during construction activities near active nest areas to ensure that no adverse impacts on nesting birds/raptors or young occur. The biologist shall submit weekly reports to LAWA.
- f. Appropriate bird exclusion methods shall be used to discourage birds from nesting in construction equipment and facilities, if determined by the wildlife biologist to be necessary. Bird netting shall not be used as an exclusion method in order to avoid potential bird entanglement.
- g. These impact avoidance measures shall be coordinated with LAWA's United States Department of Agriculture (USDA) Wildlife Hazard Biologist and will be consistent with FAA AC No. 150/5200-33B "Hazardous Wildlife Attractants on or Near Airports" and LAWA's "LAX Wildlife Hazard Management Plan" to avoid increasing wildlife hazards to aircraft.

CM-13. [LAX-BR-2] Conservation of Floral Resources: Mature Tree Replacement – Nesting Raptors. LAWA shall require construction contractors to implement the following measures:

- a. Prior to construction, affected areas shall be surveyed by a qualified avian biologist (see LAX-BR-1) to identify potential areas for raptor nesting. Results of the survey shall be reported to LAWA. For areas of the project site that have potential for nesting raptors to occur, all mature trees within such areas shall be inspected for current or past raptor nesting activity prior to initiating construction activities during the nesting season (February 1 to June 30).
- b. Inspections for signs of raptor nesting may be conducted outside of nesting season. The biologist shall identify active nests, and evidence of past raptor nesting in mature trees to be removed from the construction area.
- c. Results of surveys and inspections shall be reported to LAWA on a timely basis.
- d. LAWA shall compensate at a ratio of 2:1 for the loss of mature trees with either active nests or evidence of past raptor nesting, which would occur as a result of implementation of any of the project components. The species of newly planted replacement trees shall be local native tree species to the extent feasible. Each mitigation tree shall be at least a 15-gallon or larger specimen. The replacement trees shall be planted within the boundaries of LAX or at a suitable off-site location. If mitigation occurs within LAX boundaries, the replacement site and tree species will be determined in consultation with LAWA's USDA Wildlife Hazard Biologist and will be consistent with FAA AC No. 150/5200-33B "Hazardous Wildlife Attractants on or Near Airports" and LAWA's "LAX Wildlife Hazard Management Plan" to avoid increasing wildlife hazards to aircraft.

CM-14. [LAX-AR-1] Conformance with LAWA's Archaeological Treatment Plan. Prior to initiation of any project-related grading or excavation activities, LAWA shall retain an on-site Cultural Resource Monitor (CRM), as defined in LAWA's Archaeological Treatment Plan (ATP), who will determine if the proposed project is subject to archaeological monitoring. As defined in the ATP, areas are not subject to archaeological monitoring if they contain redeposited fill or have previously been disturbed (i.e., areas where project-related excavation extends into re-deposited fill or other previously disturbed soils are considered unlikely to contain/yield notable cultural resources, and therefore do not require monitoring). LAWA shall retain an archaeologist to monitor excavation activities in native or virgin soils in accordance with the detailed monitoring procedures and other procedures outlined in the ATP regarding treatment for previously unidentified archaeological resources that are encountered during construction. Monitoring will be subject to the

provisions identified below.

- a. **Monitoring Requirements.** In accordance with the ATP, the CRM will compare the known depth of redeposited fill or disturbance to the depth of planned grading activities, based on a review of construction plans that provide details about the extent and depth of project-related grading and other development-related data, such as geotechnical investigations that include soils borings and delineation of subsurface strata types. Such detailed information regarding excavation plans and subsurface investigations will be completed and made available prior to the start of grading and construction. If the CRM determines, based on the detailed plans and data, that all or specific portions of the proposed project area warrant archaeological monitoring during grading activities, a qualified archaeologist (an archaeologist who satisfies the Secretary of the Interior's Professional Qualifications Standards [36 CFR 61]) shall be retained by LAWA to inspect excavation and grading activities that occur within native material. The extent and frequency of inspection shall be defined based on consultation with the archaeologist and the requirements of the ATP, which stipulates that ground-disturbing activity in areas designated as having a high potential for subsurface archaeological deposits will be monitored full time, and such activities in areas designated as potentially containing redeposited fill or having been disturbed will be monitored periodically or suspended entirely as determined by the consulting archaeologist and LAWA. Following initial inspection of excavation materials, the archaeologist may adjust inspection protocols as work proceeds.
- b. **Identification, Evaluation, and Recovery.** In accordance with State CEQA Guidelines Section 15126.4(b)(1), should archaeological resources that are either historical resources or unique archaeological resources be discovered, preservation in place is the preferred manner for mitigating impacts to archaeological sites. When data recovery through excavation is the only feasible mitigation, a data recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. Identification, evaluation, and recovery of cultural resources shall be conducted in accordance with the methods established in the ATP including, but not limited to, methods pertaining to surface recordation, shovel test excavations, test unit excavations, laboratory analysis, reporting, and curation. If potentially significant resources are identified, the monitoring archaeologist shall be empowered to halt construction activities within 25 to 50 feet of the identified resource. If Native American cultural resources are encountered, LAWA shall comply with guidance established in the ATP for retaining a Native American monitor including, but not limited to, notification of the NAHC and,

based on the recommendations from NAHC, retention of a Native American monitor from a list of suitable candidates supplied by NAHC.

If human remains are found, LAWA shall comply with the State Health and Safety Code Section 7050.5 regarding the appropriate treatment of those remains as outlined in the ATP, which requires notification of the Los Angeles County Coroner's Office, notification of the NAHC and the Most Likely Native American Descendent if the remains are those of a Native American, immediately halting field work or grading in any area reasonably suspected to overlie adjacent human remains, cordoning off the site, and proper treatment and burial.

- c. Reporting and Curation. Reporting shall be completed in conformance with the guidelines set forth by the Office of Historic Preservation for Archaeological Research Management Reports and requirements established in the ATP pertaining to the contents of the Archaeological/Cultural Monitor Report. Proper curation and archiving of artifacts shall be conducted in accordance with industry and federal standards and as outlined in the ATP.

CM-15. [LAX-AR-2] Archaeological Resources Construction Personnel Briefing. Prior to initiation of grading activities, LAWA shall require the consulting archaeologist to provide construction personnel with a briefing in the identification of archaeological resources and in the correct procedures for notifying the relevant individuals should such a discovery occur.

CM-16. [LAX-PR-1] Conformance with LAWA's Paleontological Management Treatment Plan (PMTP). Prior to initiation of grading activities, LAWA shall retain a professional paleontologist, as defined in LAWA's PMTP, who will determine if the proposed site exhibits a high or low potential for subsurface resources. As defined in the PMTP, areas are not subject to paleontological monitoring if they contain re-deposited fill or have previously been disturbed (i.e., areas where project-related excavation extends into re-deposited fill or other previously disturbed soils are considered unlikely to contain/yield notable paleontological resources, and therefore do not warrant monitoring). If the project site is determined to exhibit a high potential for paleontological resources, paleontological monitoring shall be conducted by a professional paleontologist. If the project site is determined to exhibit a low potential for subsurface deposits, excavation need not be monitored as per the PMTP.

- a. Monitoring Requirements. In accordance with the PMTP, LAWA shall supply the paleontological monitor (PM) with a construction schedule and any construction, grading, excavation and/or shoring plans prior to the initiation of ground-disturbing activities. LAWA shall also provide the PM access to geotechnical studies completed for the project that contain information indicating subsurface strata types, which can help delineate the areal extent and depth of previously disturbed areas as distinguished from undisturbed areas. Emphasis in identifying construction areas that warrant monitoring shall be

placed on the specific portions of the project area identified as exhibiting a high potential for subsurface resources, based on the location of known paleontological localities and/or resources and the identification of areas in which no known disturbances have occurred.

The identification of areas to be monitored shall be made by the on-site PM or PM designee in consultation with the appropriate LAWA representative, construction supervisor, and/or geologist, and in accordance with the requirements of the PMTP. Areas of low potential for subsurface paleontological deposits, as documented by technical sources to be underlain by fill materials, or areas that exhibit a high degree of previous disturbance, based on soil testing shall not be monitored. If excavation activities are scheduled to go below the documented level of fill materials, paleontological monitoring shall be initiated when formational sediments are expected to be reached by earthmoving activities.

- b. Identification, Evaluation, and Recovery. The PM or PM designee shall identify, evaluate, and recover paleontological resources in accordance with the relevant provisions of the PMTP including, but not limited to, monitoring parameters and specifications, safety issues, paleontological resource collection, fossil preparation and curation procedures, fossil donation protocols, and reporting.

CM-17. [LAX-PR-2] Paleontological Resources Construction Personnel Briefing. Prior to initiation of grading activities, LAWA shall require the PM or PM designee to brief construction personnel in the identification of fossils or fossiliferous deposits and in the correct procedures for notifying the relevant individuals should such a discovery occur.

CM-18. [LAX-HM-1] Ensure Continued Implementation of Existing Remediation Efforts Affected by Onsite Construction. Prior to initiating construction, LAWA or its contractor will conduct a pre-construction evaluation to determine if the proposed construction will interfere with existing soil or groundwater remediation efforts. For sites currently on LAX property, LAWA or its contractor will work with tenants to ensure that, to the extent possible, remediation is complete prior to the construction. If remediation must be interrupted to allow for project construction, LAWA or its contractor will notify and obtain approval from the regulatory agency with jurisdiction, as required, and will evaluate whether new or increased monitoring will be necessary. If it is determined that contamination has migrated during construction, temporary measures will be taken to stop the migration. As soon as practicable following completion of construction in the area, remediation will be reinstated, if required by the RWQCB or another agency with jurisdiction. In such cases, LAWA or its contractor will coordinate the design of the project and the re-design of the remediation systems to ensure that they are compatible and to ensure that the proposed remediation system is comparable to the system originally in place. If it is determined during the pre-construction evaluation that construction will preclude reinstatement of the remediation program, LAWA or its contractor will obtain approval to

initiate construction from the agency with jurisdiction.

CM-19. [LAX-HM-2] Ensure Continued Implementation of Existing Remediation Efforts on Parcels Subject to Acquisition. For properties to be acquired, LAWA or its contractor will evaluate the status of all existing soil and groundwater remediation efforts. As part of this evaluation, LAWA or its contractor will assess the projected time required to complete the remediation activities and will coordinate with the land owner and the agency with jurisdiction to ensure that remediation is completed prior to scheduled demolition and construction activities, if possible. In cases where remediation cannot be completed prior to demolition and construction activities, LAWA or its contractor will notify and obtain approval from the regulatory agency with jurisdiction, as required, and will evaluate whether new or increased monitoring will be necessary. If it is determined that contamination has migrated during construction, temporary measures will be taken to stop the migration. As soon as practicable following completion of construction in the area, remediation will be reinstated, if required by the RWQCB or another agency with jurisdiction. In such cases, LAWA or its contractor will coordinate the design of the project component and the re-design of the remediation systems to ensure that they are compatible and to ensure that the proposed remediation system is comparable to the system originally in place. If it is determined during the pre-construction evaluation that construction will preclude reinstatement of the remediation program, LAWA or its contractor will obtain approval to initiate construction from the agency with jurisdiction.

42. **Project/Operation Mitigation Conditions.** The Subdivider shall comply with the MMRP certified by the Los Angeles City Council on June 7, 2017 as follows:

PM-1. [LAX-AQ-2] Transportation-Related Air Quality Control Measures.

- a. Provide preferential parking locations for ultra-low emission vehicles/super low emission vehicles/zero emission vehicles (ULEV/SULEV/ZEV) in all (including employee) LAX lots; provide free charging stations for ZEV; include public outreach to reduce air emissions from automobiles accessing airport parking.
- b. Develop measures to reduce air emissions of vehicles in line to exit parking lots such as pay-on-foot (before getting into car) to minimizing idle time at parking check out, including public outreach.
- c. Implement on-site circulation plan in parking lots to reduce time and associated air emissions from vehicles circulating through lots looking for parking.
- d. Promote "best-engine" technology for rental cars using on-airport rent-a-car facilities to reduce vehicle air emissions.

- e. Consolidate non-rental car shuttles using SULEV/ZEV engines to reduce vehicle air emissions.
- f. Cover, if feasible, any parking structures that receive direct sunlight, to reduce volatile emissions from vehicle gasoline tanks; and install solar panels on these roofs where feasible to supply electricity or hot water to reduce power production demand and associated air emissions at utility plants.
- g. Incorporate quick entry and exit parking systems in the project level design of new parking lots/structures.
- h. Include advanced signage in the design of new parking structures that could advise airport users of available parking spaces within the structure.

PM-2. [LAX-AQ-3] Operations-Related Air Quality Control Measure. LAWA will promote the use of electric lawn mowers and leaf blowers, as these units become available for commercial use, for landscape maintenance associated with the proposed project.

PM-3. [MM-GHG (LAMP)-1] Incorporate Solar Energy into LAX Landside Access Modernization Program Facilities. LAWA will provide solar power generation totaling a minimum of 5.70 megawatts in AC output capacity (MWAC) as part of the implementation of the LAX Landside Access Modernization Program.

PM-4. [LAX-A-1] Lighting Controls. Prior to final approval of plans for new lighting, LAWA will conduct reviews of lighting type and placement to ensure that lighting will not interfere with aeronautical lights or otherwise impair Airport Traffic Control Tower or pilot operations. Plan reviews will also ensure, where feasible, that lighting is shielded and focused to avoid glare or unnecessary light spillover.

PM-5. [MM-HW (LAMP)-1] Stormwater Management Facilities (Project-Specific). Table 2 presents the volume of stormwater that would require management to meet the water quality treatment requirement for each proposed Project component, as well as the additional on-site runoff storage/detention that would be needed to fully mitigate peak runoff depth downstream for the 10-year storm event. The design and sizing of drainage system and stormwater quality treatment facilities for the proposed Project shall accommodate those storage requirements. The following table is a description of the design provisions for each Project component that could meet the storage requirements.

Table 2

LAMP COMPONENT	WATER QUALITY REQUIREMENT (ft3)	ADDITIONAL DRAINAGE REQUIREMENT (ft3)	TOTAL (ft3)
CONRAC	220,000	351,000	571,000
ITF Eastt	70,000	130,000	200,000

APM Guideway (entire length)	54000	New Storm Drains	54,000
New Roadways	130,000	New Storm Drains	130,000

LAWA shall include the following measures, or functional equivalents, in the design of each component of the proposed Project to reduce Project-specific impacts on stormwater drainage and flooding:

- a. CONRAC. Proposed on-site cisterns will be supplemented to provide an additional 40,000 ft³ of detention in the north and 31,000 ft³ of detention in the south; a detention design depth of 5 feet would necessitate a footprint of 0.2 acre and 0.1 acre on the facility site, respectively.
- b. ITF East. A 1.9-acre site for combined retention and detention will be provided, or functional equivalent, to retain 70,000 ft³ of runoff for water quality treatment (a 1.3-acre footprint) and detain 130,000 ft³ to meet developed drainage requirements (a 0.6-acre footprint) at the ITF East facility.
- c. Roadways and APM Guideway. For roadways, approximately 2.5 acres of swales will be provided, or functional equivalent, to retain 130,000 ft³ of runoff. For the APM guideway, approximately 1 acre of surface-level bioretention features will be provided, or functional equivalent, to treat 54,000 ft³ of runoff.

PM-6. [MM-HWA (LAMP)-2] Stormwater Management Facilities (Project-Specific). LAWA shall include the following measures, or functional equivalents, in the design of stormdrain system improvements for the proposed Project to address deficiencies of local drainages:

- a. LAWA will construct or support on a fair-share basis, improvements to the existing line with larger diameter lines to address the existing drainage deficiencies within the storm drain line along 96th Street, Airport Boulevard, and Century Boulevard.

PM-7. [MM-HWA (LAMP)-3] Stormwater Management Facilities (Programmatic). LAWA shall implement the following measures for future related development to reduce impacts on stormwater drainage and flooding:

- a. LAWA will use site design and stormwater management to maintain the site's pre-development runoff rates and volumes for future related development project sites. One hundred percent of rainwater from a three-quarter inch rainstorm will be completely captured, infiltrated, and/or used on-site. LAWA will employ the use of underground cisterns, swales, storm drains, or other stormwater management facilities to achieve this result.

PM-8. [MM-ST (LAMP)-10] Modify the Intersection of Arbor Vitae Street and

Concourse Way-Isis Avenue. Prior to completion of Phase 1 of the Project, LAWA will align the extension of Concourse Way to be directly across from Isis Avenue (north of Arbor Vitae Street) and install a traffic signal of the intersection of Isis Avenue/Concourse Way and Arbor Vitae Street. The provision of a traffic signal at this location will allow left-turn movement in and out of Concourse Way, reducing the number of westbound and northbound left-turns at the intersection of Aviation Boulevard and Arbor Vitae Street. Through movements north and south between Isis Avenue and Concourse Way will not be permitted.

PM-9. [MM-ST (LAMP)-11] Modify the Intersection of La Cienega Boulevard and Arbor Vitae Street. Prior to completion of Phase 1 of the Project, LAWA will provide a second eastbound left-turn lane and contribute to design and implementation of signal system improvement. The eastbound approach will be restriped to have one left-turn lane, a shared left-through lane, one through lane and a separate right-turn lane. The signal system improvement will increase the intersection capacity by 10 percent (a 0.10 improvement in V/C ratio).

PM-10. [MM-ST (LAMP)-12] Modify the Intersection of La Cienega Boulevard and Century Boulevard. Prior to completion of Phase 1 of the Project, LAWA will restripe this intersection to provide northbound and southbound dual left-turn lanes and provide a separate westbound right-turn lane. The northbound approach will be restriped within existing right-of-way to provide dual left-turn lanes, two through lanes and two right-turn lanes. The southbound approach will be restriped from one left-turn lane, two through lanes and two right-turn lanes to dual-left-turn lanes, two through lanes and one right-turn lane. The existing westbound shared through-right turn lane will be restriped to a right-turn lane only. The westbound approach will have a left-turn lane, three through lanes and a separate right-turn lane. LAWA will also contribute to the design and implementation of signal system improvements to this intersection.

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 Municipal Code.
- (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 comply with the width and area requirements of the Zoning Ordinance.
 - (i) That 1-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting 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 improvements constructed herein:
- (a) Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary monuments requires that other procedures be followed.
 - (b) Make satisfactory arrangements with the Department of Traffic with respect to street name, warning, regulatory and guide signs.
 - (c) All grading done on private property outside the 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.
 - (d) 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.

- (e) Any required bonded sewer fees shall be paid prior to recordation of the final map.

S-3. That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:

- (a) Construct on-site sewers to serve the tract as determined by the City Engineer.
- (b) Construct any necessary drainage facilities.
- (c) Install street lighting facilities to serve the tract as required by the Bureau of Street Lighting.

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 condition S-3 (i), 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.

- (d) Plant street trees and remove any existing trees as permitted by the Urban Forestry Division within the as noted Public Street Easements to be merged with Vesting Tentative Tract No 74326 and Public Street Dedication/Mergers to be shown and detailed on the Final Tract Map. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the sub divider or contractor shall notify the Urban Forestry Division (213) 847-3077 upon completion of construction to expedite tree planting.
- (e) Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.
- (f) Construct access ramps for the handicapped as required by the City Engineer.
- (g) Close any unused driveways satisfactory to the City Engineer.
- (h) Construct any necessary additional street improvements to comply with the 2010 Americans with Disabilities Act (ADA) Standards for Accessible Design.

- (i) That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed, where suitably guaranteed may mean guaranteed by LAWA via a written agreement or departmental memorandum directed to BOE:
- (1) Improve Aviation Boulevard adjoining the subdivision by the construction of the following:
- i. Concrete curbs, gutters, 15-foot sidewalks along the east side, and 24-foot wide to variable width multiuse path with concrete sidewalks along the west side. Grade and landscape the proposed 24-foot wide multiuse path where applicable.
 - ii. Suitable surfacing to join the existing pavements to complete a minimum 83-foot roadway southerly of new 98th Street, a minimum 80-foot roadway northerly of new 98th Street, and any required transitions to existing roadway width, in accordance with the Modified Boulevard II standard, as shown on Figure 2 as part of CPC 2016-3390 (GPA/ZC/SP).
 - iii. Curb returns and access ramps at the intersection with new 94th Street (private street) and new 98th Street to comply with ADA requirements.
 - iv. Tree wells and street trees.
 - v. Any necessary removal and reconstruction of existing improvements.
 - vi. The necessary transitions to join the existing improvements
- (2) Improve Arbor Vitae Street adjoining this subdivision by the construction of the following:
- i. Concrete curbs, gutters, and 25-foot wide to variable width multiuse path with concrete sidewalks. Grade and landscape the proposed 25-foot wide multiuse path where applicable.
 - ii. Suitable surfacing to join the existing pavements to provide a minimum 80-foot wide roadway.
 - iii. Access ramps at the intersections with Aviation Boulevard, new Concourse Way (private street) and La Cienega Boulevard to comply with ADA requirements.
 - iv. Tree wells and street trees.
 - v. Obtain approval and work permits, if necessary, from City of

Inglewood.

- vi. Any necessary removal and reconstruction of existing improvements.
 - vii. The necessary transitions to join the existing improvements
- (3) Improve La Cienega Boulevard adjoining this subdivision by the construction of the following:
- i. Concrete curb, gutters, and 15-foot sidewalk.
 - ii. Suitable surfacing to join the existing pavements to provide a minimum 94-foot roadway (northerly of new 98th Street) and a minimum 96-foot roadway (southerly of new 98th Street), and transition to existing roadway width north of Century Boulevard.
 - iii. Tree wells and street trees.
 - iv. Obtain approval and work permits, if necessary, from City of Inglewood.
 - v. Any necessary removal and reconstruction of existing improvements.
 - vi. The necessary transitions to join the existing improvements.
- (4) Improve Century Boulevard adjoining this subdivision by repairing or replacing all broken, off-grade or bad order concrete curb, gutter, sidewalk and asphalt pavement. Upgrade all open driveways to comply with ADA requirements and close all unused driveways.
- (5) Construct new roadway for new 94th Street (private street), including street intersection with Aviation Boulevard and new Concourse Way (private street), to the satisfaction of the City Engineer. Construct the improvements under Class B Permit per BOE approval.
- (6) Improve new 98th Street being dedicated within the subdivision by the construction of the following:
- i. Concrete curb, gutters, 15-foot sidewalks, and a 15-foot and variable to 19-foot sidewalk on the south side westerly of new Concourse Way.
 - ii. Suitable surfacing to join the existing pavements to provide a minimum 70-foot roadway (westerly of new Concourse Way) and a minimum 74-foot roadway (easterly of new Concourse Way).

- iii. Access ramps at the intersections with Aviation Boulevard, new Concourse Way and La Cienega Boulevard to comply with ADA requirements.
 - iv. Tree wells and street trees.
 - v. Any necessary removal and reconstruction of existing improvements.
 - vi. The necessary transitions to join the existing improvements.
- (7) Construct new roadway for new Concourse Way (private street), including street intersections with new 98th Street, new 94th Street (private street), and Arbor Vitae Street, to the satisfaction of the City Engineer. Construct the improvements under Class B Permit per BOE approval.
- (8) Improve new Concourse Way being dedicated within the subdivision by the construction of the following:
- i. Concrete curb, gutters, and 15-foot sidewalks.
 - ii. Suitable surfacing to join the existing pavements to provide a minimum 80-foot roadway.
 - iii. Access ramps at the intersection with Century Boulevard to comply with ADA requirements.
 - iv. Tree wells and street trees.
 - v. Any necessary removal and reconstruction of existing improvements.
 - vi. The necessary transitions to join the existing improvements
- (9) If necessary, construct appropriate public storm drain facilities within suitable easements to suitable outlets to serve this development.
- (10) Construct main line and house connection sewers within suitable easements to suitable outlets, and abandon any unused public sewers, in a manner satisfactory to the City Engineer.
- (11) That satisfactory arrangements be made with Sanitation District of Los Angeles County to serve this site in the event this subdivision will connect to the County system.
- (12) Construct drainage system within suitable easements, and abandon any unused public drainage facilities, in a manner satisfactory to the City Engineer.

NOTES:

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

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

Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power facilities due to this development. The subdivider must make arrangements for the underground installation of all new utility lines in conformance with Section 17.05-N of the Los Angeles Municipal Code (LAMC).

The final map must be recorded within 36 months of this approval, unless a time extension is granted before the end of such period.

The Advisory Agency hereby finds that this tract conforms to the California Water Code, as required by the Subdivision Map Act.

The subdivider should consult the Department of Water and Power to obtain energy saving design features which can be incorporated into the final building plans for the subject development. As part of the Total Energy Management Program of the Department of Water and Power, this no-cost consultation service will be provided to the subdivider upon his request.

FINDINGS OF FACT (CEQA)

Pursuant to the California Environmental Quality Act (CEQA), find that the project was assessed in Environmental Impact Report ENV-2016-3391-EIR (State Clearinghouse No. 2015021014), and certified by City Council on June 7, 2017. As provided in the EIR, find, in the independent judgement of the decision-maker, that pursuant to CEQA Guidelines Section 15162, and based upon the whole of the record, no subsequent or supplemental EIR or negative declaration is required for approval of the project.

FINDINGS OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of Vesting Tentative Tract No. 74326, 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 properties are located within the Los Angeles International Airport Plan (a portion of the Land Use Element of the General Plan) and are designated for Airport

Landside and Airport Landside Support uses. There are no explicit goals, policies or objectives within this plan concerning subdivisions of land. The properties are zoned LAX, which allow for the proposed subdivision and uses. There are many General Plan Framework, General Plan Elements, LAX Plan, and LAX Specific Plan goals, policies and objectives which both generally and explicitly support the development and use of the property for the facilities that the subdivision would enable.

The properties are also located within the Los Angeles International Airport Specific Plan and the Coastal Transportation Corridor Specific Plan. There are no explicit goals, policies or objectives within these Specific Plans concerning subdivision requests.

The proposed subdivision is approximately 122 acres, a net lot area of 113.31 acres, and will result in 19 ground lots and is allowable under the land use designations and zoning. The LAX zone does not include minimum lot area requirements.

As demonstrated above, the proposed map is consistent with applicable General and Specific Plans.

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

California Government Code Section 66418, a part of the Subdivision Map Act, defines "Design" to mean: "(1) street alignments, grades and widths; (2) drainage and sanitary facilities and utilities, including alignments and grades thereof; (3) location and size of all required easements and rights-of-way; (4) fire roads and firebreaks; (5) lot size and configuration; (6) traffic access; (7) grading; (8) land to be dedicated for park or recreational purposes; and (9) other specific physical requirements in the plan and configuration of the entire subdivision that are necessary to ensure consistency with, or implementation of, the general plan or any applicable specific plan as required pursuant to Section 66473.5."

The property is largely developed as a residential subdivision, having a mix of single-family and multi-family residential buildings, a charter school, and a hotel use.

Much of the existing subdivision has been vacated, with improvements demolished and the property maintained vacant. The property is generally level and well served by public infrastructure and utilities.

To the north, across Arbor Vitae Street, properties are located within the City of Inglewood, and developed with a rental car facility, various commercial uses, and industrial land uses. The southeastern corner of the intersection of Arbor Vitae Street and Aviation Boulevard is zoned LAX and is developed with a gasoline station. To the east, across La Cienega Boulevard, properties are located within the City of Inglewood, and developed with commercial office and light industrial land uses. Southeast of the property, properties are zoned C2-2 and developed with hotel uses. South of the property, across Century Boulevard, properties are located within the C2-2 Zone and developed with hotel, industrial, and warehouse uses. Southwest of the property, at the northeastern corner of the intersection of Aviation

Boulevard and Century Boulevard, the property is zoned C2-2 and developed with a gasoline station. East of the property, across Aviation Boulevard, properties are zoned M2-1 and M1-1 and developed with rental car and parking facilities.

The adopted Los Angeles International Airport Plan designates the subject property for Airport Landside and Airport Landside Support land uses with the corresponding zone of LAX. The site consists of 122 acres, a net lot area of 113.31 acres (approximately 4,935,949 square feet). The proposed subdivision for 19 lots is allowable under the current zone and the land use designations.

Mobility Plan 2035, an Element of the City's General Plan, contains the following policies related to mobility and circulation:

Policy 2.14 Street Design. Designate a street's functional classification based upon its current dimensions, land use context, and role.

Policy 2.17 Street Widening. Carefully consider the overall implications (costs, character, safety, travel, infrastructure, environment) of widening a street before requiring the widening, even when the existing right-of-way does not include a curb and gutter or the resulting roadway would be less than the standard dimension.

Policy 3.2 People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.

The streets surrounding the subdivision are generally described as follows:

Arbor Vitae Street, north of the project, lies mostly within the City of Inglewood; however, a portion lies within the City of Los Angeles. This portion, amounting to an approximately 1/4-mile span, is designated as a Local Street, having a 51-foot dedication and improved with asphalt roadway, concrete curb, gutter, sidewalk, parkway, street lamps, utility poles. The main portion of Arbor Vitae Street, which runs in parallel to the Local street of the same name, appears to have a variable dedication width ranging from approximately 66 feet to 85 feet, and is improved with asphalt roadway, concrete curb, gutters, sidewalks, street lamps, utility poles, and tree wells.

La Cienega Boulevard, east of the project, lies mostly within the City of Inglewood; however, a portion lies within the City of Los Angeles. This portion, amounting to an approximately 1/3-mile span, is designated as a Local Street, having a variable width dedication ranging from approximately 59 feet to 62 feet, and improved with asphalt roadway, concrete curb, gutter, sidewalk, parkway, street lamps, and utility poles. The main portion of La Cienega Boulevard, which runs parallel to the Local street of the same name, appears to have a variable width dedication ranging from 60 feet to 80 feet, and improved with asphalt roadway, concrete curb, gutter, sidewalk, street lamps, and tree wells.

Century Boulevard, south of the project, is designated as a Boulevard I (Modified), dedicated a variable width ranging from approximately 122 feet to 147 feet, and improved with an asphalt roadway, center median landscaping, concrete curb, gutter, sidewalk, and street lamps.

Aviation Boulevard, west of the project, is designated as a Boulevard II (Modified) and Boulevard II, dedicated a variable width ranging from approximately 77 feet to 126 feet, and improved with asphalt roadway, a divider median, concrete curb, gutter, sidewalks, parkway, utility poles, street lamps, and street trees.

Approval of the subdivision is predicated upon compliance with the conditions that have been made a part of this determination. These conditions have taken into consideration existing street designations and capacity of public infrastructure, and the need for further improvement based upon the proposed use of the property and the surrounding land uses. Those recommendations have been incorporated into the determination as conditions of approval, and will result in considered improvements, including limited street widening and enhanced pedestrian accommodations at intersections and along sidewalks to facilitate greater access by persons with disabilities. As a condition of approval, the subdivider is required to make dedications and improvements on surrounding streets in order to meet current street standards. The Bureau of Engineering has reviewed the proposed subdivision and found the subdivision layout generally satisfactory. The Departments of Water and Power, Transportation, and Recreation and Parks, the Bureau of Sanitation, and the Fire Department have all reviewed the project and either provided comments and recommendations that have been made conditions of approval or have indicated that existing facilities can adequately serve the project.

As a part of the environmental review process, the general design of the subdivision was also considered and commented on by relevant public agencies, and their recommendations were made a part of the proposal through environmental mitigation measures.

The site is not subject to the Specific Plan for the Management of Flood Hazards (floodways, floodplains, mud prone areas, coastal high-hazard and flood-related erosion hazard areas).

Therefore, as conditioned, the proposed tract map is consistent with the intent and purpose of the applicable General and Specific Plans.

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

The property consists of approximately 122 acres, largely developed as a residential subdivision, having a mix of single-family and multi-family residential buildings, a charter school, and a hotel use. Much of the existing subdivision has been vacated, with improvements demolished and the property maintained vacant. The property is generally level and well served by public infrastructure and utilities. The property is entirely located within the LAX Zone.

To the north, across Arbor Vitae Street, properties are located within the City of Inglewood, and developed with a rental car facility, various commercial uses, and industrial land uses. The southeastern corner of the intersection of Arbor Vitae Street and Aviation Boulevard is zoned LAX and is developed with a gasoline station. To the east, across La Cienega Boulevard, properties are located within the City of Inglewood, and developed with commercial office and light industrial land uses. Southeast of the property, properties are zoned C2-2 and developed with hotel uses. South of the property, across Century Boulevard, properties are located within the C2-2 Zone and developed with hotel, industrial, and warehouse uses. Southwest of the property, at the northeastern corner of the intersection of Aviation Boulevard and Century Boulevard, the property is zoned C2-2 and developed with a gasoline station. East of the property, across Aviation Boulevard, the properties are zoned M2-1 and M1-1 and developed with rental car and parking facilities.

New construction on the lots will consist of the Consolidated Rent-A-Car facility (consisting of four connected buildings), east Intermodal Transportation Facility, and portions of the Automated People Mover (APM), all components of the Landside Access Modernization Program (LAMP). This new construction will be located on Lots 1, 5, and 6. After construction of the LAMP components, Lots 2-4 and 7-19 will be developed with commercial uses, in accordance with the Airport Landside Support land use designation.

It is be noted that within the Aviation Boulevard public right-of-way, a light rail line is being constructed, with a station to be located at the intersection of Aviation Boulevard and Century Boulevard.

The property is surrounded by land uses compatible with the proposed facilities.

Based on the zoning, character of surrounding development, and proposed placement of new facility buildings, the site is physically suitable for the type of proposed development.

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

The site is one of the few under-improved properties in the vicinity. The development of this tract would represent the culmination of a multi-decade plan to develop airport-serving uses in otherwise industrial and formerly residential use area. No residential use is proposed in conjunction with the subdivision, and there are limitations within the LAX Specific Plan on the amount of non-residential floor area that can be developed on the property. The project proposes no deviations from these limitations.

The site is level and is not located in a slope stability study area, high erosion hazard area, or a fault-rupture study zone.

The Department of Building and Safety, Grading Division, has tentatively approved the tract map without conditions, in accordance with the Grading Regulations, Section 91.3000 of the Los Angeles Municipal Code (LAMC), relative to Division 70

of the Building Code.

The soils and geology reports for the proposed subdivision were found to be adequate by the Grading Division of the Department of Building and Safety.

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

The Environmental Impact Report ENV-2016-3391-EIR, State Clearinghouse No. 2015021014, prepared for the project identified potential adverse impact on wildlife resources, air, water, plant life, or animal life. However, measures are required as part of this approval which will mitigate identified impacts to a less than significant level, including a Mitigation Monitoring Plan. Furthermore, the project site, as well as the surrounding area is presently developed with structures and uses which do not provide a natural habitat for fish or significant wildlife.

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

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

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

Further, the project proposes no use or activity that would result in the generation of noxious fumes or contaminated wastewaters that would result in adverse effects on the surrounding community.

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

Given the size of the project, the subdivision and proposed development are likely to conflict with existing easements. However, the project has been reviewed by multiple public agencies and their comments have been incorporated into the design of the project. Further, the project will continue to be reviewed by those agencies, and should conflicts arise, the applicant is required to resolve the issue without compromising required access. Finally, needed public access for roads and utilities will be acquired by the City prior to recordation of the proposed tract.

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

In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the applicant has prepared and submitted materials which consider the local climate, contours, configuration of the parcel(s) to be subdivided and other design and improvement requirements.

Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the 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 building permits, 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 No VTT-74326.

VINCENT P. BERTONI, AICP
Advisory Agency


Juliet Oh
Deputy Advisory Agency

VPB:TLI:JO:JAH

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

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

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

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

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

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

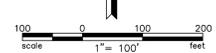
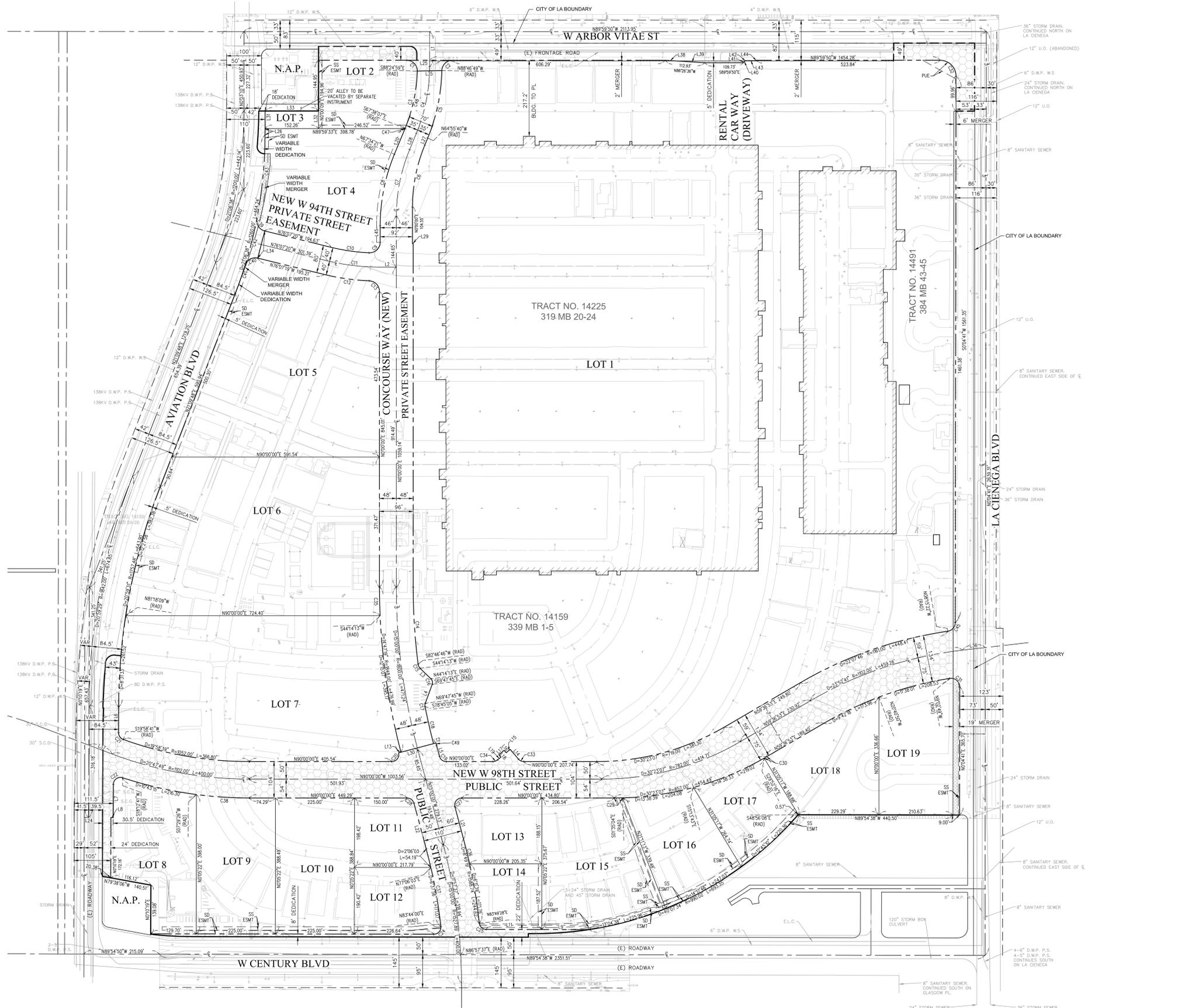
REVISED VESTING TENTATIVE TRACT MAP 74326

MERGER & RESUBDIVISION FOR 19 GROUND LOTS

CURVE DATA TABLE				LINE TABLE		
CURVE #	DELTA	RADIUS	LENGTH	LINE #	BEARING	DISTANCE
C1	91°34'51"	30.00'	47.95'	L1	N00°00'00"E	100.00'
C2	88°46'59"	30.00'	46.49'	L2	N90°00'00"E	51.60'
C3	22°46'53"	465.00'	168.66'	L3	N45°50'47"W	43.04'
C4	22°25'30"	500.00'	195.69'	L4	N20°12'14"E	57.31'
C5	21°12'28"	535.00'	198.03'	L5	N15°00'00"W	33.271'
C6	22°25'39"	465.00'	168.07'	L6	N00°10'19"E	74.16'
C7	22°25'39"	500.00'	195.72'	L7	N00°10'19"E	94.79'
C8	22°25'39"	535.00'	209.42'	L8	N89°49'41"W	6.50'
C9	97°38'18"	30.00'	48.51'	L9	N89°54'38"W	136.08'
C10	117°14'23"	50.00'	109.85'	L11	N89°54'38"W	157.54'
C11	13°52'40"	690.00'	145.33'	L12	N75°12'41"E	7.00'
C12	11°37'11"	640.00'	129.79'	L13	N75°12'41"E	7.00'
C13	87°44'31"	30.00'	45.94'	L14	N40°00'00"W	36.38'
C14	07°13'14"	1750.00'	220.79'	L15	N50°00'00"E	15.00'
C15	38°52'33"	20.00'	13.45'	L16	N40°00'00"W	9.00'
C16	65°58'02"	15.00'	12.27'	L17	N50°00'00"E	20.00'
C17	31°27'10"	18.50'	10.16'	L18	N40°00'00"W	9.00'
C18	03°32'24"	1750.00'	108.25'	L19	N50°00'00"E	12.19'
C19	73°00'00"	20.00'	26.18'	L20	N22°25'39"E	70.14'
C20	104°47'19"	20.00'	36.58'	L21	N15°00'00"W	95.43'
C21	70°11'38"	20.00'	24.50'	L22	N15°00'00"W	135.63'
C22	106°02'22"	20.00'	37.27'	L24	N89°49'41"W	12.50'
C24	98°21'22"	20.00'	33.63'	L25	N89°59'50"W	130.04'
C25	83°44'06"	20.00'	29.23'	L26	N00°00'00"E	18.41'
C27	105°00'00"	20.00'	36.65'	L27	N22°25'39"E	21.48'
C28	73°00'00"	20.00'	26.18'	L28	N22°25'39"E	50.31'
C29	01°35'04"	857.00'	23.70'	L29	N80°00'00"E	2.00'
C30	00°30'51"	857.00'	7.68'	L30	N75°12'41"E	110.00'
C31	99°07'30"	25.00'	43.25'	L31	N00°00'00"E	50.00'
C32	80°25'24"	45.00'	70.25'	L32	N00°00'00"E	80.00'
C33	50°00'00"	20.00'	17.45'	L33	N89°59'53"E	155.22'
C34	40°00'00"	20.00'	13.96'	L34	N41°17'46"E	80.00'
C35	02°32'13"	1848.00'	81.82'	L35	N88°48'19"E	70.07'
C36	02°32'40"	1588.74'	72.86'	L36	N83°23'33"E	65.91'
C37	08°44'00"	1477.88'	225.26'	L37	N89°12'11"W	70.51'
C38	07°29'26"	1156.00'	151.13'	L38	N86°26'36"W	32.29'
C39	87°07'42"	30.00'	45.67'	L39	N86°26'36"W	80.65'
C40	86°39'02"	30.00'	45.37'	L40	N45°00'00"E	8.48'
C41	03°56'08"	1260.00'	86.55'	L41	N45°00'00"E	7.07'
C42	06°13'17"	1260.00'	136.81'	L42	N45°00'00"E	1.42'
C43	10°57'13"	1260.00'	240.88'	L43	N89°59'50"W	30.83'
C45	81°39'57"	25.00'	38.63'	L44	N00°00'00"E	1.00'
C46	02°17'01"	1257.03'	50.10'	L45	N00°00'00"E	47.44'
C48	20°30'39"	465.00'	169.17'			
C49	00°12'41"	1745.00'	6.44'			

ABBREVIATIONS	
ASPH	ASPHALT
AV	AVENUE
BR	BROOKWAD
CONC	CONCRETE
EAST	EAST
FRWY	FARWAY
PL	PLACE
N	NORTH
S	SOUTH
ST	STREET
W	WEST

SYMBOLS	
○	MANHOLE
+	STORM INLET
—	STORM INLET
—	VALVE COVER/MISC UTILITY
—	FIRE HYDRANT
—	LIGHT POLE
—	LIGHT POLE - WITH STANDARD
—	POWER POLE WITH LIGHT STANDARD
—	LIGHT POLE - MULTIPLE STANDARDS
—	POWER POLE
—	OUT WIRE ANCHOR
—	STREET SIGN - SINGLE POST
—	STREET SIGN - MULTIPPOST
—	RELIGIOUS
—	TREE
—	HOV LANE MARKING
—	LEFT TURN ARROW MARKING



VESTING TENTATIVE TRACT MAP NO. 74326
 LAX EAST / CONRAC
 RICONDO & ASSOCIATES, INC.
 6033 WEST CENTURY BOULEVARD, STE 840


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 DATE: 08-18-2022
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 CHECKED: JWW
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 SCALE: 1"=100'
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REVISED VESTING TENTATIVE TRACT MAP 74326

MERGER & RESUBDIVISION FOR 19 GROUND LOTS

CURVE DATA TABLE				LINE TABLE		
CURVE #	DELTA	RADIUS	LENGTH	LINE #	BEARING	DISTANCE
C1	81°34'31"	30.00'	47.85'	L1	N00°00'00"E	100.00'
C2	89°46'29"	30.00'	48.49'	L2	N00°00'00"E	51.80'
C3	20°46'53"	485.00'	168.66'	L3	N45°45'47"W	43.04'
C4	22°25'30"	500.00'	185.69'	L4	N00°00'00"E	57.31'
C5	21°12'28"	535.00'	188.03'	L5	N15°00'00"W	33.77'
C6	22°25'30"	485.00'	182.02'	L6	N00°00'00"E	74.16'
C7	22°25'30"	500.00'	185.72'	L7	N00°00'00"E	94.79'
C8	22°25'30"	535.00'	209.42'	L8	N89°49'41"W	6.50'
C9	92°30'18"	30.00'	48.51'	L9	N89°54'38"W	138.08'
C10	11°42'23"	560.00'	109.85'	L11	N89°54'38"W	157.54'
C11	13°52'40"	600.00'	145.33'	L12	N75°12'41"E	7.00'
C12	11°37'11"	640.00'	129.79'	L13	N75°12'41"E	7.00'
C13	18°74'31"	30.00'	45.94'	L14	N40°00'00"W	36.38'
C14	07°31'41"	1750.00'	220.79'	L15	N50°00'00"E	15.00'
C15	38°32'33"	20.00'	13.45'	L16	N40°00'00"W	8.00'
C16	65°58'02"	15.00'	17.27'	L17	N50°00'00"E	20.00'
C17	13°27'10"	18.50'	10.18'	L18	N40°00'00"W	8.00'
C18	03°32'24"	1750.00'	108.22'	L19	N50°00'00"E	12.19'
C19	75°00'00"	20.00'	26.18'	L20	N22°25'30"E	79.14'
C20	104°47'19"	20.00'	36.58'	L21	N15°00'00"W	86.43'
C21	101°13'38"	20.00'	24.50'	L22	N15°00'00"W	135.63'
C22	108°12'22"	20.00'	37.71'	L24	N89°49'41"W	12.50'
C24	86°21'22"	20.00'	33.63'	L25	N89°59'50"W	130.04'
C25	83°44'08"	20.00'	28.23'	L26	N00°00'00"E	18.41'
C27	105°00'00"	20.00'	36.65'	L27	N22°25'30"E	21.48'
C28	75°00'00"	20.00'	26.18'	L28	N22°25'30"E	50.31'
C29	01°35'04"	857.00'	23.70'	L29	N90°00'00"E	2.00'
C30	02°35'51"	857.00'	7.89'	L30	N75°12'41"E	110.00'
C31	90°00'00"	20.00'	43.25'	L31	N00°00'00"E	50.00'
C32	90°00'00"	45.00'	70.75'	L32	N00°00'00"E	50.00'
C33	50°00'00"	20.00'	17.45'	L33	N89°59'50"E	155.22'
C34	40°00'00"	20.00'	13.86'	L34	N14°17'45"E	80.00'
C35	02°32'13"	1848.00'	81.82'	L35	N88°48'19"E	70.07'
C36	02°37'40"	1588.74'	72.86'	L36	N83°29'33"E	65.91'
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C39	87°07'42"	30.00'	45.62'	L39	N86°28'36"W	80.65'
C40	86°59'02"	30.00'	45.37'	L40	N45°00'00"E	8.48'
C41	03°56'08"	1260.00'	86.55'	L41	N45°00'00"E	7.00'
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C43	10°57'13"	1260.00'	240.88'	L43	N89°59'50"W	30.82'
C45	81°39'57"	25.00'	35.63'	L44	N00°00'00"E	1.00'
C46	02°17'01"	1257.03'	50.10'	L45	N00°00'00"E	47.44'
C47	00°00'45"	465.00'	0.81'			
C48	20°52'30"	465.00'	169.17'			
C49	00°17'41"	1745.00'	6.44'			

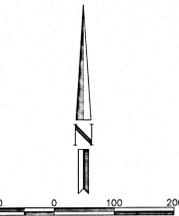
ABBREVIATIONS

ASPH	ASPHALT
AV	AVENUE
BLVD	BOULEVARD
COND	CONDOR
E	EAST
FRONT	FRONTAGE ROAD
PL	PLAZA
N	NORTH
S	SOUTH
ST	STREET
W	WEST

SYMBOLS

○	MANHOLE
○	STORM RILET
○	STORM RILET
○	VALVE COVER/ASEC. UTILITY
○	FIRE HYDRANT
○	LIGHT POLE
○	LIGHT POLE WITH STANDARDS
○	POWER POLE WITH LIGHT STANDARDS
○	LIGHT POLE - MULTIPLE STANDARDS
○	POWER POLE
○	SOFT WIRE ANCHOR
○	STREET SIGN - SINGLE POST
○	STREET SIGN - MULTIPPOST
○	BILLBOARD
○	TRUCK
○	HOV LANE MARKING
○	LEFT TURN ARROW MARKING

□	DEDICATION
□	PARTIAL MERGER



VESTING TENTATIVE TRACT MAP NO. 74326
 LAX EAST / CONRAC
 RICONDO & ASSOCIATES, INC.
 6033 WEST CENTURY BOULEVARD, STE 840

DAVID EVANS AND ASSOCIATES, INC.
 REVISIONS: APPD.
 DATE: 08-18-2022
 DESIGN: DKF
 DRAWN: DKF
 CHECKED: JWW
 REVISION NUMBER:
 PROJECT NUMBER:
 RICA0000-0001
 DRAWING FILE:
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 SHEET NO.
 2
 OF 2

Plot Date: 8/22/2022, 8:58 AM, Doug Fuller
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