



TRANSMITTAL

Third Party Project # 03

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Transmitted To	Transmitted By
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Package Transmitted For	Delivered Via	Tracking Number
ELTR-5-0072-LAMP - Tract 74322 Guarantee to Complete Improvements	Prolog	ELTR-5-0072-LAMP

Item #	Qty	Item	Reference	Description	Notes	Status
0001	0			ELTR-5-0072-LAMP - Tract 74322 Guarantee to Complete Improvements		

Cc:	Name	Company	Phone	Email	Copies
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Tuesday, January 28, 2025

Serial No.: LAMP-5-ELTR-0072

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Subject: Tract 74322 Guarantee to Complete Improvements

Dear Mr. Allen:

Los Angeles World Airports (LAWA) is processing Tentative Tract Map (TTM) 74322 as part of the Landside Access Modernization Program (LAMP). Tract 74322 has a Letter of Determination with conditions of approval issued by the Department of City Planning.

Condition 30 of the Letter of Determination for Tract 74322 reads "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 the Los Angeles Department of Public Works, Bureau of Engineering".

This letter is intended to confirm that LAWA is committed and shall complete the improvements listed in the Tract 74322 Letter of Determination condition 30 sub conditions (a) through (t). LAWA shall also comply with all conditions listed in the Tract 74322 Letter of Determination including any specific conditions required by the Department of Public Works Bureaus (StreetsLA, Street Lighting, Sanitation, and Engineering) including any special conditions.

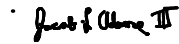
LAWA worked with the Bureau of Engineering (BOE) to create the attached Table A and Exhibit B to define improvements (conditions) required to be completed for each lot within the boundary of TTM 74322 to obtain a Certificate of Occupancy clearance from BOE.



Mr. Ted Allen
January 28, 2025
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If you have any questions, please feel free to contact Farjad Mohammadi of our team at 424-646-7099 or via email at fmohammadi@lawa.org.

Sincerely,



Jake Adams
Deputy Executive Director
Los Angeles World Airports

JA:KP:PA:ml

Attachments: Table A - Phased Implementation of Improvements
Exhibit B - Permit Completion Requirements Map for Lots and Structures
VTT 74322 M3 – Letter of Determination dated October 4, 2024

cc: Farjad Mohammadi, LAWA, Third Party Lead
Kyle Pool, LAWA, Third Party Coordinator
Hui Huang (Hui.Huang@lacity.org), BOE Project Case Management Division
Bertram Moglebust (Bertram.Moglebust@lacity.org), BOE Deputy City Engineer
Shay Doong (Shawyue.Doong@lacity.org), BOE Airport Infrastructure Review Division

File Code: 6.2

Table A - Phasing of Public Improvements - Certificates of Occupancy for Tract 74322

Item No.	Description of Lot/ Structure Requiring CofO	LOD Improvement Conditions to be completed before BOE CofO clearance Issued	Associated Public Works Permit to be completed before BOE CofO clearance Issued	Approximate Completion of Condition/ B Permit
1	Lot 1 (ITF West Economy Parking Structure)	30d - Airport Blvd Widening 30k - Phase 1 of New "A" street (Private Street) known as Jetway Blvd. 30k - Phase 2 of New "A" street (Private Street) known as Jetway Blvd. 30k - Phase 3 of New "A" street (Private Street) known as Jetway Blvd. 30l - Phase 1 of New "B" Street (Private Street) known as 94th Street 30l - Phase 2 of New "B" Street (Private Street) known as 94th Street 30q - 96th Street Between Jetway Blvd. and Airport Blvd. 30f - 96th Place	30d - BR403184 30k - Phase 1 - BR 402924 30k - Phase 2 - BR403081 30k - Phase 3 - BR402940 30l - Phase 1 - BR402951 30l - Phase 2 - BR403185 30q - BR402962 30f - BR403186	30d - 2026 30k - Phase 1 - 2020 30k - Phase 2 - 2021 30k - Phase 3 - 2025 30l - Phase 1 - 2021 30l - Phase 2 - 2026 30q - 2025 30f - 2026
2	Lot 2	30b - Westchester Parkway 30k - Phase 1 of New "A" street (Private Street) known as Jetway Blvd. 30l - Phase 1 of New "B" Street (Private Street) known as 94th Street	30b - BR402925 / BR402913/ BRxxxX1* 30k - Phase 1 - BR 402924 30l - Phase 1 - BR402951/ BR402951	30b - 2026 30k - Phase 1 - 2020 30l - Phase 1 - 2021
3	Lot 3	30b - Westchester Parkway 30k - Phase 1 of New "A" street (Private Street) known as Jetway Blvd. 30l - Phase 1 of New "B" Street (Private Street) known as 94th Street	30b - BR402925 / BR402913/ BRxxxX1* 30k - Phase 1 - BR 402924 30l - Phase 1 - BR402951/ BR402951	30b - 2026 30k - Phase 1 - 2020 30l - Phase 1 - 2021
4	Lot 4	30b - Westchester Parkway 30d - Airport Blvd Widening 30k - Phase 1 of New "A" street (Private Street) known as Jetway Blvd. 30l - Phase 1 of New "B" Street (Private Street) known as 94th Street 30l - Phase 2 of New "B" Street (Private Street) known as 94th Street	30b - BR402925 / BR402913/ BRxxxX1* 30d - BR403184 30k - Phase 1 - BR 402924 30l - Phase 1 - BR402951 30l - Phase 2 - BR403185	30b - 2026 30d - 2026 30k - Phase 1 - 2020 30l - Phase 1 - 2021 30l - Phase 2 - 2026
5	Lot 5	30b - Westchester Parkway 30d - Airport Blvd Widening 30k - Phase 1 of New "A" street (Private Street) known as Jetway Blvd. 30l - Phase 1 of New "B" Street (Private Street) known as 94th Street 30l - Phase 2 of New "B" Street (Private Street) known as 94th Street	30b - BR402925 / BR402913/ BRxxxX1* 30d - BR403184 30k - Phase 1 - BR 402924 30l - Phase 1 - BR402951 30l - Phase 2 - BR403185	30b - 2026 30d - 2026 30k - Phase 1 - 2020 30l - Phase 1 - 2021 30l - Phase 2 - 2026
6	Lot 6	30d - Airport Blvd Widening 30l - Phase 2 of New "B" Street (Private Street) known as 94th Street 30q - 96th Street Between Jetway Blvd. and Airport Blvd. BRxxxX7* - Arbor Vitae St Striping	30d - BR403184 30l - Phase 2 - BR403185 30q - BR402962 BR403184 - Arbor Vitae St Striping	30d - 2026 30l - Phase 2 - 2026 30q - 2025 BRxxxX7* - 2026
7	Lot 7	30g - 98th Street west of Jetway Blvd. 30h - 98th Street East of Jetway Blvd. 30k - Phase 3 of New "A" street (Private Street) known as Jetway Blvd. 30q - 96th Street Between Jetway Blvd. and Airport Blvd.	30g - BRxxxX3* 30h - BRxxxX3* 30k - Phase 3 - BR402940 30q - BR402962	30g - 2027 30h - 2027 30k - Phase 3 - 2024 30q - 2025
8	Lot 8	30g - 98th Street west of Jetway Blvd. 30h - 98th Street East of Jetway Blvd. 30k - Phase 3 of New "A" street (Private Street) known as Jetway Blvd. 30q - 96th Street Between Jetway Blvd. and Airport Blvd.	30g - BRxxxX3* 30h - BRxxxX3* 30k - Phase 3 - BR402940 30q - BR402962	30g - 2027 30h - 2027 30k - Phase 3 - 2025 30q - 2025
9	Lot 9	30r - 96th Street west of Jetway Blvd.	30r - BRxxxX5 If Applicable	30r - 2027
10	Lot 10	30d - Airport Blvd Widening 30e - 96th street East of Airport Blvd. 30i - Phase 1 - 93rd Street Cul-de-sac 30i - Phase 2 - 93rd Street Cul-de-sac	30d - BR403184 30e - BR402920 30i - Phase 1 - BR402987 30d - BR403184	30d - 2026 30e - 2025 30i - Phase 1 - 2025 30i - Phase 2 - 2026
11	Lot 11	30c - Arbor Vitae Street Widening 30e - 96th street East of Airport Blvd. 30i - Phase 1 - 93rd Street Cul-de-sac 30j - Phase 1 - Alley Reconstruction 30m - Maintenance Drive	30c - BR402987 30e - BR402920 30i - Phase 1 - BR402987 30j - BR402987 30m - BR402945	30c - 2025 30e - 2025 30i - Phase 1 - 2025 30j - Phase 1 - 2025 30m - 2025
12	Lot 12	30e - 96th street East of Airport Blvd. 30t - Alley Reconstruction	30e - BR402920 30t - BRxxxX2*	30e - 2025 30t - 2026

13	Lot 13	30b - Westchester Parkway 30k - Phase 1 of New "A" street (Private Street) known as Jetway Blvd. 30k - Phase 2 of New "A" street (Private Street) known as Jetway Blvd. 30k - Phase 3 of New "A" street (Private Street) known as Jetway Blvd. 30r - 96th Street west of Jetway Blvd. 30s - Sepulveda Eastway Sidewalk	30b - BRxxxX1* / BR402925 30k - Phase 1 - BR 402924 30k - Phase 2 - BR403081 30k - Phase 3 - BR402940 30r - BRxxxX5 If Applicable 30s - BRxxxX4	30b - 2026 30k - Phase 1 - 2020 30k - Phase 2 - 2021 30k - Phase 3 - 2025 30r - 2027 30s - 2027
14	Lot 14	30g - 98th Street west of Jetway Blvd. 30k - Phase 3 of New "A" street (Private Street) known as Jetway Blvd. 30r - 96th Street west of Jetway Blvd.	30g - BRxxxX3* 30k - Phase 3 - BR402940 30r - BRxxxX5 If Applicable	30g - 2026 30k - Phase 3 - 2025 30r - 2027
15	Lot 15	30d - Airport Blvd Widening 30f - 96th Place 30q - 96th Street Between Jetway Blvd. and Airport Blvd.	30d - BR403184 30f - BR403186 30q - BR402962	30d - 2026 30f - 2026 30q - 2025
16	Jetway Blvd. (A Street) - Phase 1 - Structures on the Street Segment	30k - Phase 1 of New "A" street (Private Street) known as Jetway Blvd.	30k - Phase 1 - BR 402924	30k - Phase 1 - 2020
17	Jetway Blvd. (A Street) - Phase 2 - Structures on the Street Segment	30k - Phase 2 of New "A" street (Private Street) known as Jetway Blvd.	30k - Phase 2 - BR403081	30k - Phase 2 - 2021
18	Jetway Blvd. (A Street) - Phase 3 - Structures on the Street Segment	30k - Phase 3 of New "A" street (Private Street) known as Jetway Blvd.	30k - Phase 3 - BR402940	30k - Phase 3 - 2025
19	94th Street (B Street) - Phase 1 - Structures on the Street Segment	30l - Phase 1 of New "B" Street (Private Street) known as 94th Street	30l - Phase 1 - BR402951	30l - Phase 1 - 2021
20	94th Street (B Street) - Phase 2 - Structures on the Street Segment	30l - Phase 2 of New "B" Street (Private Street) known as 94th Street	30l - Phase 2 - BR403185	30l - Phase 2 - 2026
21	96th Street Between Jetway Blvd. and Airport Blvd - Structures on the Street Segment	30q - 96th Street Between Jetway Blvd. and Airport Blvd.	30q - BR402962	30q - 2025
22	Maintenance Drive - Structures on the Street Segment	30m - Maintenance Drive	30m - BR402945	30m - 2025
23	APM Guideway Segment 2GW1 (Adjacent to Jetway Blvd.)	30k - Phase 3 of New "A" street (Private Street) known as Jetway Blvd.	30k - Phase 3 - BR402940	30k - Phase 3 - 2025
24	APM Guideway Segment 2GW2 (Adjacent to Jetway Blvd. / Curve to ITF West Station)	30k - Phase 3 of New "A" street (Private Street) known as Jetway Blvd. 30q - 96th Street Between Jetway Blvd. and Airport Blvd.	30k - Phase 3 - BR402940 30q - BR402962	30k - Phase 3 - 2025 30q - 2025
25	APM Guideway Segment 2GW3 (Adjacent to 96th Street east of ITF West Station)	30e - 96th street East of Airport Blvd. 30q - 96th Street Between Jetway Blvd. and Airport Blvd.	30e - BR402920 30q - BR402962	30e - 2025 30q - 2025
26	APM Guideway Segment 3GW1 (Adjacent to 96th Street and south of M&SF)	30e - 96th street East of Airport Blvd.	30e - BR402920	30e - 2025
27	ITF West Station for APM	30k - Phase 3 of New "A" street (Private Street) known as Jetway Blvd. 30q - 96th Street Between Jetway Blvd. and Airport Blvd.	30k - Phase 3 - BR402940 30q - BR402962	30k - Phase 3 - 2025 30q - 2025
28	ITF West Station Rotary Pick up and Drop Off Area	30k - Phase 3 of New "A" street (Private Street) known as Jetway Blvd. 30q - 96th Street Between Jetway Blvd. and Airport Blvd.	30k - Phase 3 - BR402940 30q - BR402962	30k - Phase 3 - 2025 30q - 2025

***Future B Permit**

Note: In compliance with condition 30 of Tract 74322 LAWA issued a letter from LAWA's General Manager or designee to the Department of Public Works, Bureau of Engineering (BOE) with a guarantee that all improvements and conditions specified in tract 74322 Letter of Determination (LOD) shall be completed. Structures within lots of this tract will operate on a Temporary Certificate of Occupancy (TCO) until all associated conditions, improvements, and public works permits are completed as defined in this Table and associated Exhibit B. If sections of Public Right of Way are vacated or merged through a separate instrument after recordation of tract 74322 then any conditions associated with the sections of vacated Right of Way will no longer be valid or required as part of this table. If it is determined that an area of dedication is an over dedication and improvements are no longer necessary then any conditions associated with the sections of over dedicated Right of Way will no longer be required as part of this table. This is not inclusive of other building permit related clearances that may be required by the Bureau of Engineering and the Los Angeles Department of Building of Safety (LADBS). Once conditions and public works permits are completed a Certificate of Occupancy clearance can be issued by BOE to the Los Angeles Department of Building and Safety (LADBS).

NOTE: THIS MAP IS FOR GRAPHICAL REPRESENTATION ONLY. REFER TO APPROVED TENTATIVE TRACT MAP (TTM) 74322 FOR CURRENT TRACT INFORMATION. REFER TO ASSOCIATED TABLE A FOR ADDITIONAL DETAIL



1. 96TH ST. AT MTA BUS CENTER DRIVEWAY - BR402869
2. 96TH ST. - BELLANCA AVE TO AIRPORT BLVD. - BR402920
3. "A" ST. (JETWAY BLVD.) - WESTCHESTER PKWY. TO "B" ST. (94TH ST.) - BR402924
4. "A" ST. (JETWAY BLVD.) AND WESTCHESTER PKWY. INTERSECTION - BR402925
5. "A" ST. (JETWAY BLVD.) - N/O 96TH STREET TO CENTURY BLVD. - BR402940
6. "D" ST. (MAINTENANCE DR.) - ARBOR VITAE ST. TO 96TH ST. - BR402945
7. "B" ST. (94TH ST.) - "A" ST. (JETWAY BLVD.) TO W/O AIRPORT BLVD. - BR402951/ BR402952
8. "A" ST. (JETWAY BLVD.) - "B" ST. (94TH ST.) TO N/O 96TH ST. - BR403081
9. 96TH ST. - AIRPORT BLVD. TO "A" ST. (JETWAY BLVD.) - BR402962
10. CLOSURE S/LEG JENNY AVE AT WESTCHESTER PKWY. - BR402913
11. ARBOR VITAE - "D" ST. (MAINTENANCE DR.) TO ALLEY W/O "D" ST. - BR402987
12. AIRPORT BLVD. - WESTCHESTER PKWY. TO 96TH PL. INCLUDING 93RD ST. FROM TURNAROUND TO AIRPORT BLVD \. ARBOR VITAE ST. STRIPING FOR THIRD LANE. - BR403184
13. "B" ST. (94TH ST.) - AIRPORT BLVD. TO E/O AIRPORT BLVD. TO JOIN BR402951/ BR402952 - BR403185
14. 96TH PL. FROM 96TH STREET TO AIRPORT BLVD. - BR403186

DEPARTMENT OF
CITY PLANNING
COMMISSION OFFICE
(213) 978-1300

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DEPUTY DIRECTOR

Decision Date: October 4, 2024

Appeal End Date: October 21, 2024

Crystal Lee
Los Angeles World Airports
P.O. Box 92216
Los Angeles, CA 90009

Evelyn Quintanilla
Los Angeles World Airports
1 World Way
Los Angeles, CA 90045

CASE NO. VTT-74322-M3
**MODIFICATION OF VESTING
TENTATIVE TRACT**

Multiple Addresses within the Airport
Landside Subarea of the Los Angeles
International Airport Plan
Planning Area: Los Angeles
International Airport Plan
Zone : LAX
D. M. : 093B165, 093B169
C. D. : 11
CEQA : ENV-2016-3391-EIR
State Clearinghouse No. 2015021014,
and September 2018 Addendum
Legal Description: Various. Refer to
Tract Map

In accordance with provisions of Section 13B.7.3 of Chapter 1A of the Los Angeles Municipal Code (LAMC), the Advisory Agency approved the **Third Modification** of Vesting Tentative Tract No. 74322, composed of 15 lots, generally located south of Westchester Parkway and Arbor Vitae Street, north of portions of 96th Street and 98th Street, east of Sepulveda Eastway, Sepulveda Boulevard, and Vicksburg Avenue, and west of an alleyway (inclusive) located between Belford Avenue and Bellanca Avenue, as shown on **map stamp-dated July 10, 2024** 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.

The final map must be recorded within 36 months of this approval, unless the subdivider requests a time extension and it is granted before the end of such period, if applicable. Time Extensions may not always be granted.

BACKGROUND

The property consists of approximately 138 acres, generally bounded by Westchester Parkway and Arbor Vitae Street on the north, an alleyway (inclusive) between Belford Avenue and Bellanca Avenue on the east, 98th Street on the south, and Vicksburg Avenue, Sepulveda Boulevard, and Sepulveda Eastway on the west. The property is located within the Los Angeles International Airport Plan, the Los Angeles International Airport Specific Plan, and the Coastal Transportation Corridor Specific Plan. The property is entirely zoned LAX.

The property is largely developed with an on-grade parking lot, bus station, and rental car facilities. Large sections of the property are under construction with the Automated People Mover and APM Maintenance Facility, both components of the larger LAMP project. The property is generally level and well served by public infrastructure and utilities.

To the north, across Westchester Parkway, properties are mostly zoned LAX and developed with an on-grade parking lot owned by Los Angeles World Airports. Near the northwestern corner, and across Westchester Parkway, properties are zoned [T][Q]M2-1, R4-1, and R1-1 and developed with an office building, a religious institution, and single-family homes. Along the northwestern corner, and across Sepulveda Eastway, properties are zoned [Q]C2-1-CDO and developed with commercial uses and associated parking. North of Arbor Vitae Street, properties are zoned [T][Q]M1-1 and developed with a United States Postal Service Post Office and a rental car facility. The southeast corner of the intersection of Arbor Vitae Street and Airport Boulevard is zoned M1-1 and developed with an automated carwash, restaurant, and motel use. East of the property, lots are located within the M2-1 Zone and developed with a variety of industrial uses. South of the property, lots are located in the C2-2 Zone and developed with office, hotel, rental car, and on-grade parking uses. West of the property is primarily developed with Los Angeles International Airport and related facilities.

The proposed subdivision comprises a portion of the comprehensive Landside Access Modernization Program (LAMP) implemented by the Los Angeles World Airports to relieve and reroute public and private vehicle circulation to and from Los Angeles International Airport (LAX). As a whole, LAMP would provide a consolidated rental car facility, two intermodal transportation facilities, connectivity to a light-rail line, an elevated automated people-mover (APM) providing direct access to the terminals within LAX, and an APM maintenance facility.

On December 27, 2017, the Deputy Advisory Agency approved Vesting Tentative Tract No. 74322 for a subdivision composed of 17 lots over approximately 143 acres. The subdivision was for the purpose of facilitating the development of Los Angeles World Airport's Landside Access Modernization Program.

On October 11, 2019, the Deputy Advisory Agency approved Vesting Tentative Tract No. 74322-M1, a modification to the previously approved Vesting Tentative Tract No. 74322, to facilitate the consolidation of lots from 17 lots to 15 lots, reduce the area of Lot 9, add

the area of existing alleyways, accommodate the realignment of Private Street "A", vacated and merged several existing public rights-of-way. Additionally, the Deputy Advisory Agency adopted an Addendum dated September 2018.

On May 27, 2022, the Deputy Advisory Agency approved Vesting Tentative Tract No. 74322-M2, the second modification to the previously approved Vesting Tentative Tract No. 74322-M1, to modify various Bureau of Engineering (BOE) Conditions due to changes in the Automated People Mover (APM) alignment, roadway conditions, as well as changes to Bureau of Street Services-Urban Forestry Division Conditions.

On November 7, 2022, the Deputy Advisory Agency issued a Letter of Correction to correct the BOE Conditions, to reflect all conditions outlined in the BOE's comment letter to the Deputy Advisory Agency.

This instant request (VTT-74322-M3) is the third modification of the previously approved Vesting Tentative Tract No. 74322-M2. Most notable modifications between the previously approved map and the presently proposed map are:

- Modification to various BOE conditions based on traffic analysis and changes in traffic conditions in the area.
- Modification to various Bureau of Engineering conditions due to the proposed vacation of 96th Street, between Sepulveda Boulevard and Jetway Boulevard.

The conditions below are modified as a result of the revised tract map as follows (deletions in ~~strikeout~~, additions in underline):

BUREAU OF ENGINEERING - SPECIFIC CONDITIONS

1. That an 8-foot strip of land be dedicated along Sepulveda Eastway to complete a 33-foot half right of way in accordance with the Collector Street Standard. In the event that suitable evidence is submitted demonstrating that the Federal Aviation Administration objects to the dedication, a Grant of Rights to the Public Works Department or other suitable solution satisfactory to the City Engineer may be provided prior to recordation of the final map in lieu of a dedication.
2. That a 5-foot strip of land be dedicated along Westchester Parkway westerly of Jetway Boulevard (Private Street) to complete a 55-foot half right-of-of-way in accordance with Boulevard II of Mobility Plan 2035. Dedicate 25-foot radius property line return at the southwest and southeast corners of new Jetway Boulevard (Private Street) and Westchester Parkway. In the event that suitable evidence is submitted demonstrating that the Federal Aviation Administration objects to the dedication, a Grant of Rights to the Public Works Department or other suitable solution satisfactory to the City Engineer may be provided prior to recordation of the final map in lieu of a dedication.

3. That a 6-foot wide strip of land be dedicated along the south side of Arbor Vitae Street (between the alley east of Airport Boulevard and new Maintenance Drive (Private Street) to complete a 48-foot wide half right-of-way in accordance with Modified Boulevard II Street standard with a total right of way width of 98-foot. Dedicate a 40-foot property radius return at the southwest corner of Maintenance Drive and Arbor Vitae Street. Dedicate and extend the public right-of-way of Arbor Vitae Street easterly across Maintenance Drive to 48.75 feet south of the property corner.
4. That sufficient right-of-way be dedicated along the west side of Airport Boulevard between Westchester Parkway and 96th Place to complete an 88-foot half right-of-way in accordance with Modified Boulevard I Street standard, including 20-foot radius property line returns at the intersections with Westchester Parkway, West 96th Street, West 94th Street, West 96th Place, and southeast corner of 93rd Street. Dedicate an additional 2-foot strip of land on the east side of Airport Boulevard along the frontage with Lot 10 to complete a 12-foot street border and 42-foot half right-of-way.
5. That an 18-foot wide strip of land be dedicated along the southerly side of West 96th Street east of Airport Boulevard adjoining Lot 12 to complete a 48-foot wide half right-of-way in accordance with Modified Avenue III Street standard and a 20-foot radius property line return be dedicated at the northwest corner of 96th Street and Maintenance Drive. Provide a public sidewalk easement beginning at 7.77 feet west of the BC of the property radius and ending at 8.22 feet north of the EC of the property radius along the bearing of N45 15' 47" E.
6. That a ~~45-foot radius, asymmetrical cul-de-sac~~ 15-foot radius return be dedicated at the intersection of 96th Street and 96th Place, satisfactory to the City Engineer.
7. That a ~~35-foot~~ 15-foot strip of land be dedicated along the northerly portion of West 98th Street along Lot 7 and Lot 8 ~~in accordance with Modified Boulevard II Standard~~, including the area at the intersection of a new Jetway Boulevard (Private Street) adjacent to Lot 14. A 20-foot radius property line return be dedicated at the northeast corner of new Jetway Boulevard.
8. That a 3-foot wide strip of land be dedicated along the northerly portion of West 98th Street along Lot 14 to complete a 33-foot half right-of-way per Modified Boulevard II standard, with a right-of-way width of 66 feet. In the event that suitable evidence is submitted demonstrating that the Federal Aviation Administration objects to the dedication, a Grant of Rights to the Public Works Department or other suitable solution satisfactory to the City Engineer may be provided prior to recordation of the final map in lieu of a dedication.
9. That a 49-foot radius cul-de-sac be dedicated at the easterly terminus of 93rd street for the construction of a partial cul-de-sac adjacent to Lot 10.

10. That a 110-foot to 114-foot private street easement for Jetway Boulevard be provided from Westchester Parkway to 96th Street in accordance with Modified Boulevard II Standard. That a 96-foot private street easement for Jetway Boulevard be provided from 96th Street to 98th Street in accordance with a Modified Avenue I Standard on an alignment satisfactory to the City Engineer. Provide 20-foot radius easement line returns at the northwest, northeast and southeast and southwest corners of 94th Street and Jetway Boulevard. Provide a 20-foot radius easement line returns at the northeast, southeast and southwest corners of 96th Street and Jetway Boulevard. Provide a 25-foot radius easement line return at the northwest corner of 96th Street and Jetway Boulevard.
11. That a 110-foot private street easement be provided for 94th Street (Private Street) between Jetway Boulevard and Airport Boulevard in accordance with Boulevard II Standard on an alignment satisfactory to the City Engineer.
12. That a 91-foot wide private street easement for Maintenance Drive be provided on an alignment satisfactory to the City Engineer.
13. That Department of the City Planning determine that the proposed merger areas are consistent with all applicable General Plan Elements and Highway and Circulation Elements of for LA Mobility Plan, or in conformance with Figure 2, "Circulation for LAX area" as part of CPC 2016-3390 (GPA/ZC/SP).
14. That the City Department of Transportation in a letter to the City Engineer shall determine that all proposed merger areas are not necessary for future public street.
15. That the Department of Transportation in a letter to the City Engineer state that there is no objection to the merger of existing 96th Street between Jetway Boulevard and Airport Boulevard with the recordation of the final map prior to the actual construction of Jetway Boulevard.
16. In the event the Department of Transportation and City Planning have no objection to the street mergers, the following public streets, cul-de-sacs and alleys adjoining and within the subdivision tract boundary shown, be permitted to be merged with the remainder of the tract map pursuant to Section 66499.20.2 of the State Government Code:
 - a. Deleted.
 - b. That portion of West 96th Street between Jetway Boulevard (Private Street) and Airport Boulevard be permitted to be merged with the remainder of the tract map pursuant to Section 66499.20.2 of the State Government Code.
 - c. That Kittyhawk Avenue, Vicksburg Avenue, Kellyfield Avenue, Earhart Avenue, Jenny Avenue, Ingleport Avenue, Hoxey Avenue, Goebel Avenue,

Goebel Place, Fleetwing Avenue, Interceptor Street and Hyman Street within and adjoining subdivision be permitted to be merged.

- d. That the east-west alley south of Arbor Vitae Street and east of the alley, east of Airport Boulevard; portion of West 93rd Street from the alley east of Airport Boulevard to Belford Avenue cul-de-sac; Belford Avenue from the 93rd Street cul-de-sac to 96th Street; the alley westerly of Belford Avenue and northerly of 95th Street to the terminus of the alley half turning area; the 95th Street cul-de-sac westerly of Belford Avenue; the alleys west of Belford Avenue and south of West 95th Street and the alley east of Airport Boulevard and north of 96th Street to include the corner cut; the alley east of Belford Avenue between Arbor Vitae Street and 96th Street; Belford Avenue cul-de-sac south of 96th Street all adjoining the subdivision be permitted to be merged as shown on revised tentative map dated January 28, 2020.
- e. Deleted.
- f. That appropriate Sanitary Sewer easements and Drainage easements within the map boundary be permitted to be merged.
- g. That consents to the streets and alleys 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 in the areas being merged.
- h. That satisfactory arrangements be made with all public utility agencies, cable companies, and franchises maintaining existing facilities within the area being merged.
- i. That a certified survey map be submitted showing the dimensions and areas being merged with this map satisfactory to the City Engineer.
- j. Deleted.
- k. That consent to the merger of the alley easterly of Belford Avenue between Arbor Vitae Street and 96th Street and waivers of any damages that may accrue as a result of such mergers be obtained from all adjoining property owners.
- l. That suitable evidence of lot-tie or other arrangement satisfactory to the City Engineer be provided for: Lots 175 and 176 of Tract 13711, and the vacated portions of 96th Street vacated by VAC 92-2102193, adjoining 96th Street and 96th Place being merged, to prevent the creation of landlocked parcels.

17.
 - ~~a. That a strip of land along the north side of 96th Street be dedicated to complete a 57-foot half right-of-way from Jetway Boulevard to Vicksburg Avenue.~~
 - ~~b. That a strip of land be dedicated along north side of 96th Street to complete a 59.5-foot half right-of-way from Vicksburg Avenue to 147.0 feet west of Vicksburg Avenue.~~
 - ~~c. That a strip of land be dedicated along the north side of 96th Street from 147.0 feet west of Vicksburg Avenue to Sepulveda Boulevard to complete a 62-foot half right-of-way.~~
 - ~~d. That a 30-foot radius property line return adjacent to Lot 13 be dedicated at the northeast corner of Sepulveda Boulevard and 96th Street.~~
 - ~~e. Dedicate a strip of land to complete a 36-foot half right-of-way on the south side of 96th Street adjacent to Lots 9 and 14. Provide a 20-foot property radius curve adjacent to Lot 9.~~
 - ~~f. Provide a 110-foot long by 7-foot wide sidewalk easement along the north side of 96th Street at the Metro Transit Station entrance/exit to the satisfaction of the City Engineer as indicated on the tentative map.~~
18. That a 56-foot wide private street easement for 96th Street from Jetway Boulevard to 96th Place be provided. That a 42.37-foot minimum radial dimension and the 53-foot maximum radial dimension for the variable width private street easement along 96th Street from 96th Place to Airport Boulevard be provided in accordance with Modified Collector Street standards, on an alignment satisfactory to the City Engineer.
19. That any surcharge fee in conjunction with the street merger request be paid.
20. That any fee deficit under Work Order No. E1908092 expediting this project be paid.
21. That all private street easements be shown on the final map and be included as part of the adjacent lots.
22. The appropriate private street names be assigned created by the subdivision satisfactory to the City Engineer.
23. That the subdivider make a request to the West Los Angeles District and LAMP Office of the Bureau of Engineering to determine capacity of the existing sewer in the area.

24. That any necessary street, sewer and drainage easements be dedicated and be shown on the final map based on an alignment approved by the City Engineer. (The need for these easements are to be identified by the LAMP Division. Provide legal descriptions for all required sanitary sewer and storm drain easements on the Final Map.).
25. That a Covenant and Agreement be recorded advising all future owners and builders that prior to issuance of a building permit, a Notice of Acknowledgement of Easement must be recorded and an application to do work in any drainage and sewer easements and to construct over the existing drainage and sewer facilities must be submitted to the City Engineer for approval.
26. 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.
27. That the private street be posted in a manner prescribed in Section 18.07 of the Los Angeles Municipal code (Private Street Regulations).
28. That the public street and private street right of way requirements outlined herein be permitted minor adjustment to be made, based on the actual B-permit plan check process.
29. That the limits of public street and alley right of way being merged outlined here in be permitted minor adjustments to be made based on the actual B-permit plan check process.
30. 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 the Los Angeles Department of Public Works, Bureau of Engineering:
 - a. If necessary, construct appropriate public storm drain facilities within suitable easements to suitable outlets to serve this development.
 - b. Improve Westchester Parkway adjoining this subdivision by the construction of the following:
 - i. Concrete curbs, concrete gutters, and 15-foot (westerly of Jetway Boulevard) concrete sidewalks with tree wells.
 - ii. Suitable surfacing to provide a 40-foot half roadway.
 - iii. Construct access ramps at the southeast and southwest corners of Jetway Boulevard and Westchester Parkway. Construct and access

ramp at the southwest corner of Airport Boulevard and Westchester Parkway. Construct a new driveway entrance with ADA access ramps at the intersection of merged Jenney Avenue and Westchester Parkway.

- iv. Any necessary removal and reconstruction of existing improvements, including any fences and other encroachments within the remainder public right-of-way after the merger.
 - v. The necessary transitions to join the existing improvements.
- c. Improve the south side of Arbor Vitae Street from the alley east of Airport Boulevard to the eastern limit of Maintenance Drive adjoining this subdivision with the construction of the following:
- i. Widen Arbor Vitae Street by 3.5 feet and construct integral concrete curb, 6-foot concrete surfacing, and a 6-foot concrete sidewalk to abut the new property line. Construct a new alley intersection, with ADA compliant ramps.
 - ii. Suitable surfacing to join the existing pavements and to provide a 34.5-foot half roadway in accordance with the Modified Boulevard II standard as shown on Figure 2 as part of CPC 2016-3390 (GPA/ZC/SP).
 - iii. Access ramps at the southeast and southwest corner intersections with New Maintenance Drive.
 - iv. Any necessary removal and reconstruction of existing improvements.
 - v. The necessary transitions to join the existing improvements.
- d. Improve Airport Boulevard adjoining this subdivision by the construction of the following:
- i. On the west side of Airport Boulevard from Westchester Parkway to 96th Place, construct new concrete curb, 2-foot gutter, and an 18-foot wide concrete sidewalk with tree wells. On the east side of Airport Boulevard from 93rd Street to 96th Street, construct new integral curb, 2-foot gutter, and new 12-foot wide concrete sidewalk with tree wells.
 - ii. Suitable surfacing to join the existing improvements to complete a 70-foot wide half roadway.

- iii. Access ramps at the corner intersections with 94th Street West 93rd Street and West 96th Street, 96th Place.
 - iv. Deleted.
 - v. Any necessary removal and reconstruction of existing improvements to join the existing improvements.
- e. Improve West 96th Street easterly of Airport Boulevard within this subdivision by the construction of the following:
- i. On the south side abutting Lot 12, construct a 35-foot half roadway, new concrete curb, 2-foot gutter, minimum 13-foot concrete sidewalk abutting the new property line with tree wells. On the north side between Maintenance Drive and Airport Boulevard, construct an 11-foot half roadway, new integral concrete curb, 2-foot gutter and a new 19-foot wide concrete sidewalk abutting the existing property line with tree wells.
 - ii. Suitable surfacing to join the existing pavements to provide a minimum 46-foot wide roadway between Maintenance Drive and Airport Boulevard.
 - iii. Close all unused driveways with full curb height, 2-foot gutter and concrete sidewalk.
 - iv. Any necessary removal and reconstruction and repairs of existing pavement, concrete curb and gutter to join the proposed improvements.
- f. Improve 96th Place adjoining the subdivision by the construction of ~~a 35-foot minimum curb radius cul-de-sac at the terminus satisfactory to the BOE LAMP Division~~, access ramps for ADA compliance at the intersections with Airport Boulevard. Repair all broken, concrete sidewalk, concrete curb and 2-foot gutter and install tree wells. Provide all necessary transition, removal and reconstruction of existing improvements with the merged areas. Close all unused driveways.
- g. Improve north side of West 98th Street westerly of New Jetway Boulevard (Private Street) adjoining this subdivision (Lot 14) by the construction of the following:
- i. A concrete curb, 2-foot gutter, 13-foot concrete sidewalk with tree wells.

- ii. Suitable surfacing to join the existing pavement to provide a 20-foot wide half roadway and a 48-foot wide total roadway.
- iii. Access ramps at the northwest corner intersection of 98th Street with New Jetway Boulevard for ADA compliance.
- iv. Necessary removal, reconstruction and transition to join the existing improvements.
- h. Improve West 98th Street easterly of Jetway Boulevard adjoining Lots 7 and 8 by the construction of the following:
 - i. ~~Concrete curb, 2-foot gutter, 15-foot and concrete sidewalk with tree wells. Repair broken curbs and construct 15-foot concrete sidewalk with tree wells or parkway.~~
 - ii. ~~Suitable surfacing to join the existing pavements and to provide a 50-foot wide half roadway width on an alignment satisfactory to the City Engineer.~~
 - iii. New intersection with access ramps at the corners intersections with New Jetway Boulevard for ADA compliance satisfactory to the City Engineer.
 - iv. Close all unused driveways with full curb height, 2-foot gutter and concrete sidewalk.
 - v. Any necessary removal and reconstruction and repairs of existing improvements.
 - vi. Installation of a new traffic signal at 98th Street & Avion Drive, if found acceptable by LADOT.
- i. Improve West 93rd Street east of Airport Boulevard adjoining the subdivision of by the construction of the following:
 - i. Construct a 37-foot radius cul-de-sac and new concrete sidewalk abutting the property line adjacent to cul-de-sac at the easterly terminus satisfactory to BOE LAMP Division.
 - ii. Along the north and south side of 93rd Street from the cul-de-sac to Airport Boulevard, remove and replace any broken, off-grade integral concrete curb, gutter, sidewalk and roadway pavement. Install tree wells, construct a new driveway for Lot 10 and construct the alley intersection at 93rd Street.

- iii. Any necessary removal and reconstruction of existing improvements to join suitably to the new construction satisfactory to the City Engineer.
- j. Reconstruct the 20-foot alley east of Airport Boulevard between Arbor Vitae Street and 93rd Street with suitable surfacing and 2-foot wide longitudinal concrete gutter. Close entrances to the merged alley intersection south of Arbor Vitae Street westerly of Maintenance Drive.
- k. Improve New Jetway Boulevard (Private Street) from Westchester Parkway to 98th Street adjoining the subdivision with the construction of the following:
 - i. Concrete curb, and 2-foot gutter and an 8-foot concrete sidewalk.
 - ii. Suitable surfacing to complete an 80-foot wide roadway and an 8-foot wide concrete sidewalk from Westchester Parkway to 96th Street on an alignment satisfactory to the City Engineer.
 - iii. Suitable surfacing to complete a 70-foot wide half roadway and a 6.5-foot wide sidewalk from 96th Street to 98th Street on an alignment satisfactory to the City Engineer.
 - iv. Access ramps at the corner intersection with New Jetway Boulevard (Private Street) at 94th Street, 96th Street, and northern half of 98th Street intersection for ADA compliance satisfactory to the City Engineer.
 - v. Any necessary removal and reconstruction of existing improvements.
- l. Improve 94th Street (Private Street) from Airport Boulevard to Jetway Boulevard adjoining the subdivision with the construction of the following:
 - i. Concrete curb, and 2-foot gutter and an 8-foot concrete sidewalk abutting the north and south side of the private street.
 - ii. Suitable surfacing to provide an 80-foot wide roadway on an alignment satisfactory to the City Engineer.
 - iii. If necessary, construct any midblock ADA access ramps satisfactory to the City Engineer.
 - iv. Any necessary removal and reconstruction of existing improvements.

- m. Improve new Maintenance Drive (Private Street) from Arbor Vitae Street to West 96th Street adjoining the subdivision with the construction of the following:
 - i. Concrete curb, and 2-foot gutter and an 11.5-foot concrete sidewalk abutting the private street easement line on the east side and 6.5-foot concrete sidewalk abutting the private street easement line on the west side.
 - ii. Suitable surfacing to provide a 60-foot wide roadway on an alignment satisfactory to the City Engineer.
 - iii. Any necessary removal and reconstruction of existing improvements.
- n. 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.
- o. Construct drainage system within suitable easements, and abandon any unused public drainage facilities, in a manner satisfactory to the City Engineer.
- p. Deleted.
- q. Improve 96th Street (Private Street) easterly of Jetway Boulevard to Airport Boulevard adjoining the subdivision with the construction of the following:
 - i. On the north side of the 96th Street, construct a concrete curb, and 2-foot gutter, 5-foot parkway (no sidewalk) and provide a 15-foot to 20-foot variable half roadway on an alignment satisfactory to the City Engineer.
 - ii. On the south side of 96th Street (Private Street), construct a concrete curb, and 2-foot gutter, 15-foot wide half roadway and concrete sidewalk abutting the easement line.
 - iii. Widen the south side of 96th Street approximately 600 feet east of Jetway Boulevard to allow for the construction of a 195-foot by 12-foot bus turnout area with ADA compliant mid-block access ramps.
- r. Improve 96th Street (~~Public~~ Private Street) westerly of Jetway Boulevard to Sepulveda Boulevard adjoining the subdivision with the construction of the following (Pending approval of ATMP improvements, these conditions will no longer apply):

- i. new concrete sidewalk and tree wells to abut the new property line on the north side of the street.
 - ii. ADA compliant access ramps at the Metro Bus Station entrance.
 - iii. At the entrance of the intersection of Skyway, ADA compliant access ramps, integral concrete curb and 2-foot gutter and concrete sidewalk to abut the adjacent property line.
 - iv. At the northeast corner of the intersection of Sepulveda Boulevard, ADA compliant access ramps, integral concrete curb and 2-foot gutter and concrete sidewalk to abut the adjacent property line.
 - iii. On the south side, new sidewalk and tree wells to abut Lots 9 and 14.
 - vi. At the southeast corner of the intersection of Vicksburg Avenue, ADA compliant access ramps, integral concrete curb and 2-foot gutter and concrete sidewalk to abut the adjacent property line.
- s. Improve Sepulveda Eastway from Sepulveda Boulevard along the property frontage (Lot 13) to the Collect Street Standard by the construction of the following:
- i. Repair and/or replace any broken or off/grade concrete sidewalk, integral concrete curb and gutter and trim conflicting tree roots satisfactory to the StreetsLA (Urban Forestry) of the City of Los Angeles.
 - ii. Close all unused driveways to the satisfaction of the City Engineer.
 - iii. Provide an unobstructed ADA compliant pedestrian access route to the satisfaction of the City Engineer.
- t. Reconstruct all alleys adjoining the subdivision with suitable surfacing and 2-foot wide longitudinal concrete gutter. Upgrade all alley intersections with public and private streets to City standards.

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)

FIND, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in LAX Landside Access Modernization Program Environmental Impact Report ENV-2016-3391-EIR (State Clearinghouse No. 2015021014) certified on June 7, 2017 and adopted Addendum dated September 2018; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the Project.

FINDINGS OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of Vesting Tentative Tract No. 74322-M2, 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 proposed tract modification would permit changes to various Bureau of Engineering conditions of approval. The scope of the project remains in substantial conformance to the project approved in conjunction with Vesting Tentative Map No. 74322 approved on December 27, 2017 and the subsequent Modifications. The revised map retains the same number of lots (15) and map boundaries.

The Vesting Tentative Tract Map continues to describe and illustrate a land uses for Airport Landside and Airport Landside Support uses within the Los Angeles International Airport Plan (a portion of the Land Use Element of the General Plan). 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.

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 for 15 lots ranging in size from approximately 0.468 acres to 49.835 acres is allowable under the adopted land use designations and zoning.

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.

Section 17.05-C of the Los Angeles Municipal Code enumerates design standards for Subdivisions and requires that each subdivision map be designed in conformance with the Street Design Standards and in conformance to the General Plan. LAMC Section 17.06-B lists the map requirements for a tentative tract map. The Vesting Tentative Tract Map was prepared by a Registered Professional Engineer and contains the required components, dimensions, areas, notes, legal description, ownership, applicant, and site address information as required by the Los Angeles Municipal Code ("LAMC"). The map provides the required components of a tentative tract map.

Therefore, the revised tentative map is substantially consistent with the applicable General Plan affecting the project site and demonstrates compliance with Sections 17.01 and 17.06-B of the Los Angeles Municipal Code.

(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 proposed tract modification would permit changes to various Bureau of Engineering conditions of approval. The scope of the project remains in substantial conformance to the project approved in conjunction with Vesting Tentative Map No. 74322 approved on December 27, 2017 and the subsequent Modifications. The revised map retains the same number of lots (15) and map boundaries.

The property is largely developed as an on-grade parking lot, bus station, and rental car facilities; a significant portion of the property is under construction with portions of the Automated People Mover and APM Maintenance Facility. The property is generally level and well served by public infrastructure and utilities.

Near the northwestern corner, and across Westchester Parkway, properties are zoned [T][Q]M2-1, R4-1, and R1-1 and developed with an office building, a religious institution, and single-family homes. To the north, across Westchester Parkway, properties are mostly zoned LAX and developed with an on-grade parking lot owned by Los Angeles World Airports. North of Arbor Vitae Street, properties are zoned [T][Q]M1-1 and developed with a United States Postal Service Post Office and a rental car facility. The southeast corner of the intersection of Arbor Vitae Street and Airport Boulevard is zoned M1-1 and developed with an automated carwash, restaurant, and motel use. East of the property, lots are located within the M2-1 Zone and developed with a variety of industrial uses. South of the property, lots are located in the C2-2 Zone and developed with office, hotel, rental car, and on-grade parking uses. West of the property, across Sepulveda Boulevard, properties are primarily developed with Los Angeles International Airport and related facilities. Along the northwestern corner, and across Sepulveda Eastway, properties are zoned [Q]C2-1-CDO and developed with commercial uses and associated parking.

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 property contains approximately 138 net acres (approximately 6,001,043 square feet). The proposed subdivision for 15 lots is allowable under the Plan land use designations and zone.

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 Widenings. 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:

Westchester Parkway, north of the project, is designated as a Boulevard II and Boulevard II (Modified), having a variable width dedication ranging from 80 feet to 100 feet, and improved with asphalt roadway, concrete curb, gutter, and sidewalk, street lamps, and a partial landscape parkway containing several trees.

Arbor Vitae Street, north of the project, is designated as a Boulevard II (Modified), having an approximately 98-foot dedication and improved with asphalt roadway, concrete curb, gutter, sidewalk, street lamps, and parkway.

Airport Boulevard, transecting the easterly side of the project, is designated as a Boulevard I (Modified), having a variable width dedication ranging from 88 feet to 107 feet, and improved with asphalt roadway, concrete curb, gutter, sidewalks, street lamps, and landscaped parkway to the east of the roadway.

96th Street, along the southeast and southwest sides of the project, is designated as a Collector (Modified), dedicated a variable width ranging from 60 feet to 90 feet, and improved with asphalt roadway, concrete curb, gutter, sidewalks, street lamps, parkway, and utility poles.

98th Street, south of the project, is designated as a Boulevard II (Modified), having a variable width dedication ranging from 65 feet to 70 feet, and improved with asphalt roadway, concrete curb, gutter, sidewalks, street lamps, and tree wells.

Sepulveda Boulevard, west of the project, is designated as a Boulevard I, having a variable width dedication ranging from 139.5 feet to 153.5 feet, and improved with asphalt roadway, concrete curb, gutter, sidewalk, parkway, and street lamps.

Sepulveda Eastway, northwest of the project, is designated as a Collector, having a 50-foot dedication, and improved with asphalt roadway, concrete curb, gutter, sidewalk, and parkway.

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 revised tract map, including the design and improvement of the 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 138 acres, largely developed as an on-grade parking lot, bus station, and rental car facilities; large sections of the property are under construction with the Automated People Mover and APM Maintenance Facility, both components of the larger LAMP project. The property is generally level and well served by public infrastructure and utilities. The property is entirely located within the LAX Zone.

The proposed tract modification would permit changes to various Bureau of Engineering conditions of approval. The scope of the project remains in substantial conformance to the project approved in conjunction with Vesting Tentative Map No. 74322 approved on December 27, 2017 and the subsequent Modifications. The revised map retains the same number of lots (15) and map boundaries.

To the north, across Westchester Parkway, properties are mostly zoned LAX and developed with an on-grade parking lot owned by Los Angeles World Airports. Near the northwestern corner, and across Westchester Parkway, properties are zoned [T][Q]M2-1, R4-1, and R1-1 and developed with an office building, a religious institution, and single-family homes. Along the northwestern corner, and across Sepulveda Eastway, properties are zoned [Q]C2-1-CDO and developed with commercial uses and associated parking. North of Arbor Vitae Street, properties are zoned [T][Q]M1-1 and developed with a United States Postal Service Post Office and a rental car facility. The southeast corner of the intersection of Arbor Vitae Street and Airport Boulevard is zoned M1-1 and developed with an automated carwash, restaurant, and motel use. East of the property, lots are located within the M2-1 Zone and developed with a variety of industrial uses. South of the property, lots are located in the C2-2 Zone and developed with office, hotel, rental car, and on-grade parking uses. West of the property is primarily developed with Los Angeles International Airport and related facilities.

New construction on the lots will be concentrated along 96th Street and Airport Boulevard. Lots 1-4, 9, 11, and 13-15 are proposed to be developed with the west Intermodal Transportation Facility, portions of the Automated People Mover (APM), APM Maintenance Facility, and on-grade parking lot, all components of the Landside Access Modernization Program (LAMP). The remaining proposed Lots 5-8, 10, and 12 will be developed with commercial uses, consistent with the Airport Landside Support land use designation.

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 development proposed.

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

The proposed tract modification would permit changes to various Bureau of Engineering conditions of approval. The scope of the project remains in substantial conformance to the project approved in conjunction with Vesting Tentative Map No. 74322 approved on December 27, 2017 and the subsequent Modifications. The revised map retains the same number of lots (15) and map boundaries.

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 soils and geology reports for the proposed subdivision were found to be adequate by the Grading Division of the Department of Building and Safety. Thus, the site continues to be physically suitable for the proposed density of development.

- (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 proposed tract modification would permit changes to various Bureau of Engineering conditions of approval. The scope of the project remains in substantial conformance to the project approved in conjunction with Vesting Tentative Map No. 74322 approved on December 27, 2017 and the subsequent Modifications. The revised map retains the same number of lots (15) and map boundaries.

The previously certified and adopted Environmental Impact Report ENV-2016-3391-EIR, State Clearinghouse No. 2015021014 and subsequent adopted Addendum dated September 2018, identified potential adverse impact on wildlife resources, air, water, plant life, or animal life; a finding of Overriding Consideration was adopted in conjunction with the approval of Case No. CPC-2016-3390-GPA-ZC-SP, which also considered the subdivision largely as proposed herein. Measures are required as part of this approval which will mitigate identified impacts to a less than significant level, including a Mitigation Monitoring and Reporting Plan.

Furthermore, the project site, as well as the surrounding area are presently developed with structures and do not provide a natural habitat for either fish or wildlife. Therefore, the project will not likely cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

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

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

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

The proposed tract modification would permit changes to various Bureau of Engineering conditions of approval. The scope of the project remains in substantial conformance to the project approved in conjunction with Vesting Tentative Map No. 74322 approved on December 27, 2017 and the subsequent Modifications. The revised map retains the same number of lots (15) and map boundaries.

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 State-wide 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. Therefore, the design of the subdivision and the proposed improvements are not likely to cause serious public health problems.

- (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.

Vesting Tentative Tract Map 74322-M3 shows all other public utility, sanitary sewer, flood control, street trees and lighting, and communications easements, and describes the status of each easement as to whether it will remain, be merged by the final map, or quitclaimed, as appropriate. Given the size of the project, extending across actively utilized public rights-of-way, 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. Necessary public access for roads and utilities will be acquired by the City prior to recordation of the proposed map. Therefore, the design of the subdivision and the proposed improvements would not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.

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

- 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.
- 2) 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.
- 3) The lot layout of the subdivision has taken into consideration the maximizing of the north/south orientation.
- 4) The topography of the site has been considered in the maximization of passive or natural heating and cooling opportunities.
- 5) In addition, prior to obtaining a building permit, the subdivider shall consider building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the site in relation to adjacent development.

These findings shall apply to both the tentative and finals maps for Vesting Tentative Tract Map No. 74322-M3. All other conditions of approval and mitigation measures from the previously approved VTT-74322, VTT-74322-M1, and VTT-74322-M2, except as modified by VTT-74322-M3, shall remain.

APPEAL PERIOD - EFFECTIVE DATE

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

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

An appeal may be filed utilizing the following options:

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

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

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

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

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

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

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



QR Code to
Online Appeal Filing



QR Code to Forms for In-
Person Appeal Filing



QR Code to BuildLA
Appointment Portal for
Condition Clearance

VINCENT P. BERTONI, AICP
Advisory Agency

Juliet Oh
Juliet Oh

Deputy Advisory Agency

VPB:JO

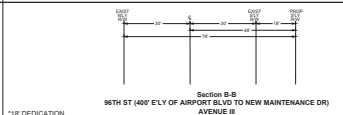
MERGER & RESUBDIVISION FOR 15 GROUND LOTS

SEGMENT B:
98TH ST



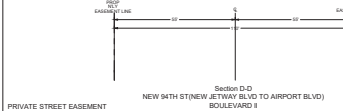
5. DEDICATION

SEGMENT C:
96TH ST



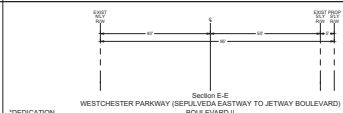
*18 DEDICATION

SEGMENT D:
NEW 94TH ST



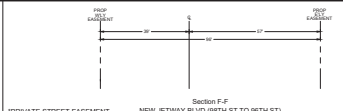
PRIVATE STREET EASEMENT

SEGMENT E: WESTCHESTER



DEDICATION

SEGMENT F: NEW JETWAY BLVD



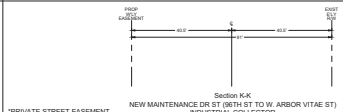
*PRIVATE STREET EASEMENTS

SEGMENT G: AIRPORT BLVD

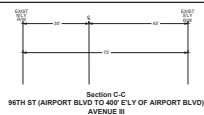


*35 DEDICATION

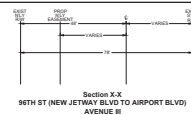
SEGMENT H: NEW MAINTENACE DR



*PRIVATE STREET EASEMENTS

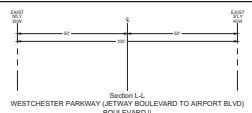


Section C-C
95TH ST (AIRPORT BLVD TO 400' E'LY OF AIRPORT BLVD)
AVENUE III



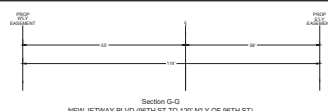
Section X-X
96TH ST (NEW JETWAY BLVD TO AIRPORT BLVD)
AVENUE III

*PRIVATE STREET EASEMENT

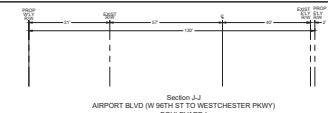


Section L-L
WESTCHESTER PARKWAY (JETWAY BOULEVARD TO AIRPORT BLVD)
BOULEVARD II

*NO DEDICATION

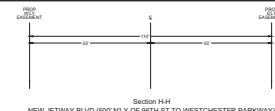


NEW JETWAY BLVD (96TH ST TO 120' N'LY OF 96TH ST)



AIRPORT BLVD (W 96TH ST TO WESTCHESTER PKWY)

*VARIABLE WIDTH DEDICATION



NEW JETWAY BLVD (500' NLY OF 96TH ST TO WESTCHESTER PARKWAY)

*PRIVATE STREET EASEMENT



REVIEWS:	APPRO.
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
DATE: 03/15/2024 DESIGN: DRAWN: DKF CHECKED: JWW REVISION NUMBER: SCALE: 1"=100'	
PROJECT NUMBER: RICA0000-0001 DRAWING FILE: TTM15200_WEST_02.dwg	
SHEET NO. 2	
OF 2	