



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: December 14, 2017
Time: After 8:30 A.M.*
Place: Los Angeles City Hall
Council Chambers, Room 340
200 North Spring Street
Los Angeles, CA 90012

Public Hearing: April 27, 2017
Appeal Status: Transfer of Floor Area Rights (TFAR) appealable to City Council by applicant if disapproved in whole or in part. Site Plan Review appealable to City Council.
Expiration Date: December 14, 2017
Multiple Approval: Yes

Case No.: CPC-2014-2590-TDR-SPR
CEQA No.: ENV-2014-2591-MND
Incidental Case: VTT-72343-CN
Related Case: N/A
Council No.: 14 - Huizar
Plan Area: Central City
Specific Plan: N/A
Certified NC: Downtown Los Angeles
Existing Zone: [Q]R5-4D

Applicant: Joe Bednar,
Agoura Oaks, LLC
Representative: Kate Bartolo,
Kate Bartolo & Associates

PROJECT

LOCATION: 920 South Hill Street (916 – 930 S. Hill St.)

PROPOSED PROJECT:

The demolition of an existing surface parking lot, and the construction of a new 32-story, 346-foot and 4-inch tall, mixed-use, high-rise development consisting of 239 residential condominium units and four commercial condominium units with 5,671 square-feet of commercial space. The project would provide 295 parking spaces within one subterranean level, and six above-grade parking levels.

REQUESTED ACTION:

- 1) Pursuant to Section 21082.1(c)(3) of the California Public Resources Code, find the previously adopted Mitigated Negative Declaration (ENV-2014-2591-MND) and associated Mitigation Monitoring Program adequately serves as the environmental clearance;
- 2) Pursuant to Los Angeles Municipal Code (LAMC) Section 14.5.6, approval of a Transfer of Floor Area Rights (TFAR) from the Los Angeles Convention Center (Donor Site) at 1201 South Figueroa Street for the approximate amount of 122,979 square feet to the Project Site (Receiver Site) permitting a maximum 11.4:1 FAR in lieu of the maximum permitted 6:1 FAR; and
- 3) Pursuant to LAMC Section 16.05, a Site Plan Review for a project which results in 50 or more residential units.

RECOMMENDED ACTIONS:

- 1) **Find**, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2014-2591-MND ("Mitigated Negative Declaration"), and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment; **FIND** the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; **FIND** the mitigation measures have

been made enforceable conditions on the project; and **ADOPT** the Mitigated Negative Declaration, and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration;

- 2) **Recommend** that the City Planning Commission **continue** this case until a date uncertain, after the Agency Board acts on the requested **TFAR Transfer Plan** and Public Benefits Payment, in order for the City Planning Commission to consider the requested TFAR Transfer Plan, Public Benefit Payment, and associated Findings;
- 3) **Approve a Site Plan Review** for a project with 239 residential dwelling units;
- 4) **Adopt** the attached Conditions of Approval; and
- 5) **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning



Shana Bonstin
Principal City Planner

Blake Lamb
Senior City Planner

May Sirinopwongsagon
City Planner

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 532, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1295.

TABLE OF CONTENTS

Project Analysis	A-1
Project Summary	
Background	
Issues	
Conclusion	
Conditions of Approval.....	C-1
Findings	F-1
Entitlement Findings	
CEQA Findings	
Exhibits:	
Exhibit A – Architectural and Landscape Plans	
Exhibit B – Maps (Vicinity and Radius Map)	
Exhibit C – Ordinance No. 164,307: “Q” Conditions and “D” Limitations	
Exhibit D – Environmental: ENV-2014-2591-MND and MMP	
Exhibit E – Decision Letter: VTT-72343-CN	
Exhibit F – Public Comments	

PROJECT ANALYSIS

Project Summary

The proposed Project would redevelop the existing surface parking lot with a 32-story, mixed-use, high-rise building consisting of 239 residential dwelling units and 5,671 square feet of commercial floor area. As proposed, the Project would provide a total of 295 automobile parking spaces which would be located in one subterranean, and six above-grade levels of parking. A total of 241 long-term and 27 short-term bicycle parking spaces would be provided within the subterranean parking level and at grade.

The Applicant has requested a Transfer of Floor Area Rights (TFAR) of 122,979 square feet from the Los Angeles Convention Center (Donor Site) located at 1201 South Figueroa Street. Approval of the transfer would allow the proposed building on the Project Site (Receiver Site) to have a maximum floor area of 260,589 square feet, or a maximum Floor Area Ratio (FAR) of 11.4:1 in lieu of the permitted 6:1 FAR. At this time, the Community Redevelopment Agency of Los Angeles (Agency Board) has not taken action on the proposed Transfer Plan; however, the Commission must act first on the environmental review in order to be the Lead Agency.

On June 6, 2017, the Advisory Agency adopted the Mitigated Negative Declaration, Case No. ENV-2014-2591-MND, and approved incidental Case No. VTT-72343-CN. The approved tract map is composed of one (1) master ground lot and two (2) airspace lots for a maximum of 239 residential condominium units and four (4) commercial condominium units consisting of 5,671 square feet of commercial floor area. No appeals were filed and the action became final on June 16, 2017.

Background

Subject Property, Location, and Accessibility

The Project Site is comprised of three parcels, consisting of approximately 22,935 square feet of lot area, and is located on the eastern side of Hill Street within the Central City Community Plan area. The Community Plan designates the Project Site with a land use designation of High Density Residential, which lists the R5 Zone as the corresponding zone. The site is zoned [Q]R5-4D and is subject to the Qualified "Q" Conditions and Development "D" Limitations contained within Ordinance No. 164,307, subarea 2400. The "Q" Conditions contain limitations pertaining to the development of the site which include, but are not limited to, residential uses in the R5 Zone and commercial uses permitted in the C4 Zone. The "D" Limitation restricts the maximum floor area to not exceed six times the buildable area of the lot, except for those projects which are approved a transfer of floor area through procedures adopted by the City Council to regulate such transfers. The "Q" Conditions and "D" Limitations in its entirety have been included as Exhibit C.

The site is located within the Community Redevelopment Agency of Los Angeles (CRA/LA) City Center Redevelopment Project Area, Adaptive Reuse Incentive Area, Transit Priority Area, Los Angeles State Enterprise Zone, and the Greater Downtown Housing Incentive Area. The site is located within proximity to three freeways: Pasadena/Harbor Freeway (I-110/SR 110), located approximately 0.6 miles to the west; the Hollywood Freeway (US - 101), located approximately 1.4 miles to the north; and the Santa Monica Freeway (I-10) located approximately 0.7 miles to the south.

The Project Site has approximately 149 feet of frontage along Hill Street, which is designated as a Modified Avenue II. Per the Bureau of Engineering, no further dedications or improvements are required for Hill Street. The rear of the site is bounded by an improved alley, Blackstone Court, which is dedicated and improved to a width of 12 feet. As part of the approval of incidental Case

No. VTT-72343-CN, a strip of land four feet wide would be dedicated along the Project Site's frontage along Blackstone Court to complete a 10-foot wide half alley.

The Project Site is located 0.5 miles south of the Pershing Square Metro Station which is serviced by the Metro Red and Purple Lines. The Red Line provides service from Union Station to North Hollywood, where transit riders may transfer to the Metro Orange Line. The Orange Line is a rapid bus line which provides services from North Hollywood to Warner Center and Chatsworth. The Purple Line provides service from Union Station to Koreatown. Union Station allows passengers to connect to other transit opportunities such as the Metro Gold Line, which provides service from Azusa to East Los Angeles, Amtrak passenger rail, Metrolink commuter rail, and bus service for regional and local lines. In addition to the Pershing Square Metro Station, the site is located 0.6 miles southwest of the 7th Street / Metro Center Station. The station is serviced by the Red and Purple Lines, as well as the Blue and Expo Lines. The Blue Line provides service from the station to Downtown Long Beach, as well as connecting services to the Metro Green Line. The Green Line provides services from Norwalk to Redondo Beach, as well as connecting services to LAX via a shuttle bus. The Metro Expo Line provides services from the 7th Street / Metro Center Station to Downtown Santa Monica.

In addition to the light and heavy rail lines, Metro operates many local and limited bus routes within reasonable walking distance (one-quarter mile) of the Project Site. Metro bus lines 2/302, 4, 10/48, 14/37, 28, 45, 70, 71, 76, 78/79/378, 96, 728, 745, 770, 66, 81, 90/91, 94 have stops which are located within one-quarter mile of the Project Site. In addition to the Metro local and limited bus routes, the Project Site is located within reasonable walking distance of stops for LADOT's Downtown Dash Lines D and E, and Commuter Express Lines 419 and 431, Santa Monica's Big Blue Bus Rapid 10, and the Gardena 1X Line. Given the proximity of the Project Site to the 7th Street / Metro Center subway station and other transit options, strong transit use is anticipated by residents, guests, visitors and employees of the site.

Project Design and Walkability

The Project proposes to remove the existing surface parking lot for the construction of a new 32-story, mixed-use, high-rise building consisting of ground floor commercial uses and 239 residential dwelling units. The building has been designed to provide active, pedestrian oriented uses along Hill Street. The Project would remove two of the three existing curb cuts along Hill Street, consolidating vehicular access to the site to one driveway along Hill Street and one from Blackstone Court (alley). Ground floor tenant spaces, the residential lobby, and residential dwelling units would wrap the six levels of above-grade parking structure along Hill Street, and screening would be provided along the alley for the structure. While a majority of the dwelling units will be located within the residential tower, situated at the center of the site, the northwest portion of the building is proposed to have fifteen stories of dwelling units. The Applicant proposes to plant additional street trees along Hill Street, and to improve Blackstone Court with "green alley" improvements such as green walls, hanging planter boxes, upgraded paving as approved by the Bureau of Engineering.

As proposed, the 239 residential dwelling units would consist of 15 studio units, 112 one-bedroom units, 108 two-bedroom units, and four three-bedroom units. The Project proposes to provide 16,989 square feet of common open space, which would be located on the northern and southern side of the residential tower on the 7th floor, and on the rooftop of the 32nd floor. The seventh floor common area would include outdoor amenity decks on the north and south sides of the residential tower, and an indoor community room and gym. The rooftop of the 32nd floor would include outdoor seating areas, a pool area, as well as additional landscaping. The Project proposes to plant 58 of the required 60 trees on-site, with the two remaining trees proposed to be planted within the public right-of-way. In addition to the common open space, the Project proposes to provide 11,200 square feet of private open space in the form of private balconies for 224 of the dwelling units.

Project Sustainability

The Project proposes to provide 20 percent of the required 227 parking to be not only be wired, but installed with EV Chargers. As conditioned, the Project would be require to immediately install 46 EV Chargers. The Project has proposed to provide an amount equivalent to 10 percent of the square-footage of the rooftop of the residential tower be installed with solar panels. The rooftop of the residential tower is approximately 9,969 square feet, resulting in approximately 997 square feet of solar panels to be installed prior to the issuance of a Certificate of Occupancy.

Surrounding Properties

Properties located o the north, south, and west (across Hill Street) have a land use designation of High Density Residential and are zoned [Q]R5-4D and are developed primarily with mid-rise, mixed-use buildings. The adjacent property to the north is developed with the historic May Co. Parking Garage which is a six-story, above grade parking garage with ground floor commercial space. To the east, across Blackstone Court, the properties have a land use designation of Regional Center Commercial and are zoned [Q]C2-4D-CDO-SN. The properties are developed with surface parking lots, and mid-rise, mixed-use buildings. To the southeast of the project site, the adjacent property is developed with the 16-story, historic United Artist Theatre Building, which is currently operating as the Ace Hotel.

Streets and Circulation

Hill Street is a designated Modified Avenue II, dedicated to a width of 92 feet and is improved with curb, gutter, sidewalk, and street trees.

An alley, Blackstone Court, is dedicated and improved to a width of 12 feet.

Relevant Cases:

Subject Property:

Ordinance No. 164,307: On June 30, 1989, the ordinance became effective implementing Qualified "Q" Conditions and Development "D" Limitations on properties within the Central City Community Plan area. The project site is located within Subarea 2400.

Case No. VTT-72343-CN: On June 6, 2017, the Advisory Agency approved Vesting Tentative Tract Map No. 72343-CN for one master ground lot and two airspace lots for a maximum of 239 residential condominium units and four commercial condominium units consisting of 5,671 square feet of commercial floor area.

Surrounding Properties:

Case No. CPC-2016-4710-TDR-MCUP-SPR: Pending request for the proposed construction of a 48-story tower with 498 residential dwelling units and approximately 8,707 square feet of commercial uses for a site located at 1000 South Hill Street.

Case No. DIR-2015-2976-TDR-SPR: At its meeting on October 25, 2016, the Central Area Planning Commission denied an appeal and sustained the decision of the Director to, with modified conditions, to approve the a Transfer of Floor Area Rights of less than 50,000 square feet and Site Plan Review for the construction of a 27-story, mixed-use building with 305 dwelling units and 6,171 square feet of ground floor commercial uses for a site located at 850 South Hill Street.

Case No. DIR-2015-90-TDR-SPR: On July 22, 2016, the Director of Planning approved a Transfer of Floor Area of less than 50,000 square feet and Site Plan Review for the construction of a mixed-use building with 232 residential dwelling units and 14,000 square feet of commercial floor area. (Related Case: VTT-73669-CN).

Case No. CPC-2014-2947-TDR-ZC-ZV-CDO-SPR: At its meeting on January 12, 2017, the City Planning Commission recommended that the City Council adopt a Transfer of Floor Area Rights of approximately 65,982 square feet, a Zone Change to modify Q Conditions, approve a Design Overlay Plan Approval for the Broadway CDO, and Site Plan Review for a proposed mixed-use building with 163 residential dwelling units and 6,406 square feet of commercial square footage for a site located at 955 S. Broadway. (Related Case: VTT-72342-CN)

Public Hearing

A joint public hearing on this matter with the Deputy Advisory Agency and Hearing Officer was held at City Hall on Thursday, April 27, 2017. The hearing was attended by the applicant, the applicant's representative, and members of the public. (See Public Hearing and Communications, Page P-1).

Issues

Transfer of Floor Area Rights

As previously described, the Project Site is located within the Central City Community Plan area, which designates the site for High Density Residential land uses, and is located within the CRA/LA's City Center Redevelopment Project Area. The site is zoned [Q]R5-4D and is subject to the "Q" Conditions and "D" Limitations contained within Ordinance No. 164,307, subarea 2400. The "D" Limitation restricts the floor area of buildings to a maximum of six times the buildable area, or a 6:1 FAR. Projects may exceed the permitted FAR through rehabilitation of existing buildings, consistent with provisions of the redevelopment plan, or by receiving approval of a transfer of floor area through a process adopted by the City Council.

The Project proposes to remove an existing surface parking lot for the construction of a new 32-story, mixed-use, high-rise building on a site consisting of 22,935 square feet of lot area. As zoned, the site would be permitted a maximum 6:1 FAR, or a maximum floor area of 137,610 square feet. The Project proposes to have a maximum 11.4:1 FAR, with a maximum floor area of 260,589 square feet. The Applicant has requested a Transfer of Floor Area Rights (TFAR) of 122,979 square feet of unused allowable floor area from the Los Angeles Convention Center (Donor Site) located at 1201 South Figueroa Street, pursuant to LAMC Section 14.5.6-B, to the Project Site (Receiver Site). As part of the request, the Applicant has submitted a Transfer Plan indicating the proposed distribution of the Public Benefit Payment required pursuant to LAMC Section 14.5.9. The Public Benefit Payment requires that at least 50 percent of the payment be provided as a cash payment by the Applicant to the Public Benefit Trust Fund, unless otherwise approved by City Council. The remaining 50 percent of the payment may be provided by the direct provision of Public Benefits by the Applicant. The Applicant has proposed the following Transfer Plan:

Public Benefit Payment Transfer Plan		
Total Public Benefit Payment		\$2,609,488.00
50% Public Benefit Cash Payment		\$1,304,744.00
50% Public Benefit Direct Provision		\$1,304,744.00
Allocation of Public Benefit Direct Provision		
LA Streetcar (Operations of street car system)	24.41%	\$318,456.31

Off-site Improvements (Blackstone Court improvements and 5 th Street Mural)	20.73%	\$270,447.82
Deep Green (Affordable Housing and Community Development)	36.67%	\$478,484.61
Chrysalis (Job training and new jobs for the homeless)	2.33%	\$30,405.38
LANI(Broadway streetscape initiative)	15.86%	\$206,949.88
Total	100%	\$1,304,744.00

Pursuant to LAMC Section 14.5.6-B, Transfer Plans which involve a request for Transfer of over 50,000 square feet of floor area for Receiver Sites located within the City Center Redevelopment Plan area are required to be reviewed and acted on the Agency Board (CRA/LA) prior to the Commission taking action on the Transfer Plan. At this time, the Agency Board has not taken action on the proposed Transfer Plan; however, the Commission must act first on the environmental review in order to be the Lead Agency.

Density

The Project proposes to develop the site with a maximum of 239 residential dwelling units and 5,671 square feet of commercial floor area. The Project Site is zoned [Q]R5-4D, which generally limits development of the site to residential uses permitted in the R5 Zone and commercial uses permitted in the C4 Zone, provided that the commercial floor area does not exceed a 2:1 FAR. The R5 Zone permits one dwelling per 200 square feet of lot area, which would permit a maximum density of 114 residential dwelling units. However, the Project Site is located within the Greater Downtown Housing Incentive Area, which provides incentives to produce additional housing opportunities. Pursuant to LAMC Section 12.22-C,3, properties which are located within the Incentive Area are not subject to the minimum dwelling unit per lot area, or density, calculations of the underlying zone. The proposed 5,671 square feet of commercial floor area is well within the permitted 2:1 FAR for the project site.

Parking

The Project Site is located within the boundaries of the Adaptive Reuse Incentive Area, which provides incentives for existing, sometimes historic, buildings to be adaptively reused for residential purposes. A majority of the buildings were constructed with little to no parking on-site and were not required to provide any additional parking spaces for the change of use. Due to the lack of on-site parking, residents of adaptively reused buildings may utilize nearby public parking lots to park their vehicles. The proposed Project would redevelop one of the available public parking lots in the area, which has approximately 108 parking spaces. The project proposes to provide the required 227 residential parking spaces, and an additional 68 parking spaces, for a total of 295 parking spaces. Commercial parking is not required, pursuant to LAMC Section 12.21-A,4(i), because the commercial floor area will be less than 7,500 square feet. Specifically, the Applicant proposes to provide the 68 additional non-required parking spaces as an optional parking location for residential tenants of an adaptively reused building located at 935 – 947 S. Broadway. The building was adaptively reused into a mixed-use building with ground floor commercial uses and 151 dwelling units.

The City Planning Commission issued an advisory notice relative to proposed above-grade parking which became effective on October 27, 2016. The notice advises applicants of discretionary land use request of the Commissions concerns with respect to the potential impact that above-grade parking can have on the quality of the public realm and the pedestrian environment. The advisory notice provides project design alternatives to visible above-grade parking in order to integrate it into the project design and lessen the potential impacts of above-grade parking. The proposed parking spaces would be located within one subterranean level of

parking and six above-grade levels of parking. The Project proposes to line the above-grade parking with habitable uses, consistent with the suggested project design alternatives listed in the advisory notice. As proposed, the ground floor along Hill Street would be lined with ground floor commercial uses and the residential lobby. Above the ground floor, levels two through six of the above-grade parking would be lined with residential dwelling units. As proposed, the above-grade parking would not be visible from Hill Street.

Design and Professional Volunteer's Program (PVP)

The Project was presented to the Urban Design Studio's Professional Volunteer's Program (PVP) on March 15, 2016. In reviewing the Project, members of PVP made the following comments:

- Address parking circulation, revise to internalize the circulation;
- Bridge/Deck connecting the amenity deck along Hill Street was unnecessary;
- Open space should be programmed, overall location of the provided open space is odd, including the location of the community room;
- The massing of the building is ok, but the building is flat;
- The location of the elevator along Hill Street was a lost opportunity for corner units on the tower

The Project was revised to remove one of the two driveways located along the alley, as well as revising the location of the loading area to better accommodate the internal circulation of the parking area. The proposed bridge/deck was removed and the proposed gym and community room were revised to be integrated as one space, which would be accessible from the interior of the building or from the outdoor space.

Conclusion

Based on the public hearing, information submitted to the record, and the surrounding uses and zones, the Project would redevelop the underutilized site with a mixed-use building which would be consistent with a number of the goals, objectives, and policies of the Plan Area. The Project would provide additional housing, as well as neighborhood serving commercial uses in an area which is near transit, employment, schools, and entertainment. Staff recommends that the City Planning Commission approve the requested Site Plan Review and that the action on the requested Transfer of Floor Area Rights be continued until after the Agency Board acts on the proposed Transfer Plan.

CONDITIONS OF APPROVAL

Pursuant to Section 14.5.6 B and 16.05 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

A. Development Conditions:

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the architectural plans, renderings, and materials submitted by the Applicant, stamped "Exhibit A," dated October 5, 2017 and attached to the subject case file.
2. **Transfer of Floor Area Rights.**
 - a. **Floor Area.** The Development shall not exceed a maximum Floor Area Ratio (FAR) of 11.4:1 and a total floor area of 260,589 square feet. The Transfer Payment and Public Benefit Payment shall be pro-rated to the amount of TFAR being acquired in the event the maximum amount of TFAR is not required. The base lot area used to calculate the base floor area shall be 22,935 square feet with a 6:1 FAR. Changes to the Project that result in a twenty percent decrease in floor area, or more, shall require new entitlements.
 - b. **TFAR Transfer Payment.** The Project is subject to and shall pay a TFAR Transfer Payment in conformance with Section 14.5.6 through 14.5.12 of the Code. Such payment shall be based on the actual amount of floor area transferred to the Project site.
 - i. The total amount of floor area authorized to be transferred from the Los Angeles Convention Center by this action shall not exceed 122,979 square feet. The total floor area of the Project Site (Receiver Site) shall not exceed 260,589 square feet.
 - ii. The Applicant shall provide a TFAR Transfer Payment consistent with LAMC Section 14.5.10. in the amount of \$5 per square foot, or \$614,895, for the transfer of 122,979 square feet from the Los Angeles Convention Center located at 1201 South Figueroa Street (Donor Site) to the Project Site (Receiver Site).
 - c. **Public Benefit Payment.** The Project is subject to and shall pay a Public Benefit Payment in conformance with Section 14.5.6 through 14.5.12 of the Code.
 - i. The Applicant shall provide a Public Benefit Payment consistent with LAMC Section 14.5.9 in the amount of \$2,609,488.00 provided that at least 50 percent (or \$1,304,744.00) of the Public Benefit Payment consist of cash payment by the Applicant to the Public Benefit Trust Fund. Direct provision payments shall be paid directly to the recipients and not to the City of Los Angeles. Proof shall be provided in the form of a cleared check or bank statement and a letter signed by the Executive Director of each organization. Consistent with the TFAR Ordinance, the Project shall provide 50 percent (or \$1,304,744.00) of the Public Benefit Payment by directly providing the following public benefits:
 1. Off-Site Improvements. A total payment of \$270,447.82 (20.72%) to be utilized for off-site improvements as follows:

- a. The construction of off-site improvements adjacent to the property in Blackstone Court (alley) as described in Exhibit A landscape plans in the amount of \$55,692.00. Improvements shall include geometric scored concrete paving with three linear bands of turf block pavers, a green screen wall, planting and irrigation, and lighting. The parapet planter shall not be considered an off-site improvement. The applicant shall demonstrate that the proposed geometric scored concrete paving and turf block pavers are beyond the standard cost of alley improvements required by the Bureau of Engineering. If it is determined that alley improvements are required by the Bureau of Engineering, the Applicant shall provide a revised Public Benefits Cost Summary excluding the standard cost of the required public right-of-way improvements.
 - b. A payment in the amount of \$214,755.00 to fund an Urban Mural Sign Project for the conceptualization, preparing, painting, and maintenance of an estimated 38,000 square-foot mural on a building wall, facing east towards Pershing Square Park, located at 312 West 5th Street.
2. A payment to the Los Angeles Streetcar, Inc. in the amount of \$318,456.31 (24.41%). The funds shall be utilized for engineering, design, and operations of the Downtown Los Angeles Streetcar.
3. A payment to Chrysalis in the amount of \$30,405.38 (2.33%). The funds shall be utilized towards job training and new jobs for homeless and recently homeless persons hired by Chrysalis specific to its contract with the Historic Downtown Business Improvement District.
4. A payment to Deep Green Housing and Community Development in the amount of \$478,484.61 (36.67%). The funds shall be utilized to provide physical and space improvements for the conversion of an existing building for an affordable housing project, for the new construction of an affordable housing project, or for improvements or construction costs associated with the establishment of homeless outreach services within the boundaries of the TFAR area.
5. A payment to the Los Angeles Neighborhood Initiative (LANI) in the amount of \$206,949.88 (15.86%). The funds shall be utilized to fund projects that support Bringing Back Broadway initiatives, such as streetscape and pedestrian improvements, including façade lighting.
- ii. At the time of issuance of the Certificate of Occupancy for the project, the Applicant shall provide an update to the file from each recipient of direct provisions detailing how the money has been spent thus far.
- iii. The Applicant shall pay the required Public Benefit Payment, less the cost of the Direct Provision of Public Benefits, in cash to the Public Benefit Trust Fund, pursuant to the terms of Transfer of Floor Area Rights Ordinance No. 181,574, Article 4.5 of the LAMC. The Public Benefit Payment proof of cash payment and direct provision of public benefits is required upon the earliest occurrence of either:
 1. The issuance of the building permit for the Project; or

2. Twenty-four months after the final approval of the Transfer and the expiration of any appeals or appeal period; should the Applicant not make the required payments within the specified time, subject approval shall expire, unless extended by the Director in writing.
3. **Uses.** The project shall be limited to a maximum density of 239 residential dwelling units and 5,614 square feet of commercial uses.
4. **Sustainability.**
 - a. The project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.
 - b. Prior to the issuance of the Certificate of Occupancy, the applicant shall install a minimum of 997 square feet of solar panels. The solar panels may be installed within multiple areas; however, the total area shall not be less than 997 square feet.
5. **Parking.**
 - a. The minimum number of residential and commercial automobile parking spaces shall be provided as required by LAMC Section 12.21 A,4(a), (i), and (p), and no more than 295 automobile parking spaces shall be provided.
 - b. **Electric Vehicle Parking.** The project shall include at least twenty percent (20%) of the total Code-required parking spaces provided for all types of parking facilities, but in no case less than one location, shall be capable of supporting electric vehicle supply equipment (EVSE) and installed with EV chargers to immediately accommodate electric vehicles within the parking areas. Plans shall indicate the type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating capacity. When the application of the 20% results in a fractional space, round up to the next whole number. A label stating "EVCAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.
 - c. **Bicycle Parking.** Residential and commercial bicycle parking shall be provided consistent with LAMC 12.21 A,16.
 - d. Prior to the issuance of a building permit, the driveway and parking plan shall be submitted for review and approval to the Department of Transportation.
6. **Landscaping.**
 - a. Any trees that are required pursuant to LAMC Section 12.21 G and are planted on any rooftop or podium shall be planted in a minimum three (3) foot planter.
 - b. New trees planted within the public right-of-way shall be spaced not more than an average of 30 feet on center, unless otherwise required by the Urban Forestry Division, Bureau of Public Works.

7. **Construction.** The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. On-site power generators shall either be plug-in electric or solar powered.
8. **Noise.** All exterior windows having a line of sight of an Avenue (Major or Secondary Highway) shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Coefficient (STC) value of 50, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto. Or, the applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.
9. **Aesthetics (Light).** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.
10. **Aesthetics (Glare).** The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high- performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

B. Environmental Conditions

11. Habitat Modification (Nesting Native Birds, Non-Hillside, or Urban Areas)

- a. The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).
- b. Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- c. If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
 - i. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
 - ii. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.

- iii. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
- iv. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

12. Tree Removal (Public Right-of-Way)

- a. Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- b. The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
- c. The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- d. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

13. Green House Gas Emissions. Low- and non-VOC containing paints, sealants, adhesives, solvents, asphalt primer, and architectural coatings (where used), or pre-fabricated architectural panels shall be used in the construction of the Project to reduce VOC emissions to the maximum extent practicable.

14. Temporary Groundborne Vibration. All new construction work shall be performed so as not to adversely affect the historic designations surrounding the Project Site. Specifically, this mitigation measure is provided to ensure vibration from construction of the proposed project does not adversely impact nearby buildings, which include the May Company Garage Building, at 912 S. Hill Street. Prior to commencement of construction, a qualified structural engineer shall survey the existing foundations and structures of the nearby buildings listed above, and provide a plan to protect them from potential damage. Pot holing or other destructive testing of below grade conditions on the project site and immediately adjacent historical resources may be necessary to establish baseline conditions and prepare the shoring design. If feasible, the project and shoring designs shall avoid pile driving within twenty-five feet of immediately adjacent historical resources. The shoring design shall specify threshold limits for vibration causing activities. The performance standards of the structure monitoring plan shall including the following: The qualified structural engineer shall monitor vibration during the pile driving or other

vibration-causing construction activities to ensure that the established impact threshold and shoring design is not exceeded. If feasible, alternative means of setting piles such as predrilled holes or hydraulic pile driving shall be employed to avoid exceeding the impact threshold established. At the conclusion of vibration causing activities, the qualified structural engineer shall issue a follow-on letter describing damage, if any, to immediately adjacent historical resources and recommendations for any repair, as may be necessary, in conformance with the Secretary's Standards. Repairs shall be undertaken and completed in conformance with all applicable codes including the California Historical Building Code (Part 8 of Title 24) prior to issuance of any temporary or permanent certificate of occupancy for the new building. The monitoring program shall survey for vertical and horizontal movement, as well as vibration thresholds. If the thresholds are met or exceeded, or noticeable structural damage becomes evident to the project contractor, work shall stop in the area of the affected building until measures have been taken to stabilize the affected building to prevent construction related damage to historic resources. The structure monitoring program shall be submitted to the Department of Building and Safety and received into the case file or the associated discretionary action permitting the project prior to initiating any construction activities.

15. Increased Noise Levels (Demolition, Grading, and Construction Activities)

- a. Construction and demolition shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday.
- b. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- c. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- d. The construction contractor shall use on-site electrical sources or solar generators to power equipment rather than diesel generators where feasible.
- e. The project contractor shall erect a minimum 8-foot high temporary noise barrier around the perimeter of the site (excluding the northern and southern property line where adequate space is not available) for the purpose of attenuating construction noise impacts. The temporary noise barrier shall be a solid surface material with a minimum of 4 pounds per square foot capable of achieving a sound attenuation of 10 dBA.

16. Increased Noise Levels (Parking Structure Ramps).

- a. Concrete, not metal, shall be used for construction of parking ramps.
- b. The interior ramps shall be textured to prevent tire squeal at turning areas.
- c. Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

17. Increased Noise Levels (Mixed-Use Development). Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Class (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

18. Increased Noise Levels. Central HVAC systems for the project shall be placed on the

podium and/or tower roof. The project shall not place individual units on balconies.

19. **Public Services (Police – Demolition/Construction Sites).** Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

20. **Transportation/Traffic.**

- a. The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- b. Temporary pedestrian facilities should be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- c. Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- d. The Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

C. Administrative Conditions

20. **Approvals, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc, as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
21. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.
22. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
23. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
24. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or

the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

25. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
26. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

27. INDEMNIFICATION AND REIMBURSEMENT OF LITIGATION COSTS.

Applicant shall do all of the following:

- a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably

cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions include actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

FINDINGS

1. **Transfer of Floor Area Rights Findings.** Pursuant to LAMC Section 14.5.6 B,2(a) and 4(a), in order to approve a Transfer, the Commission shall find that:

- a. **The increase in Floor Area generated by the proposed Transfer is appropriate with respect to location and access to public transit and other modes of transportation, compatible with other existing and proposed developments and the City's supporting infrastructure, or otherwise determined to be appropriate for the long-term development of the Central City.**

The Receiver Site (Project Site) is located on the eastern side of Hill Street, between 9th Street and Olympic Boulevard, within the South Park District of the Central City Community Plan area. The site has approximately 22,935 square feet of lot area and would be permitted a maximum floor area of 137,610 square feet, or a 6:1 Floor Area Ratio (FAR). The Applicant has requested a Transfer of 122,979 square feet of floor area from the Donor Site located at 1201 South Figueroa Street (Los Angeles Convention Center), to permit a maximum 11.4:1 FAR on the Receiver Site. The properties to the north, south, and west have a land use designation of High Density Residential and are zoned [Q]R5-4D. The properties to the east have a land use designation of Regional Center Commercial and are zoned [Q]C2-4D-CDO-SN. The Project Site is located in an area which is developed with a mixture of low- to high-rise, mixed-use buildings. Immediately adjacent to the Project Site to the north and south are four- to seven story buildings. To the east, across the alley, is the 16-story, historic United Artist Theater which is operating as the Ace Hotel.

The site is located 0.5 miles south of the Pershing Square Metro Station, which is serviced by the Red and Purple Lines. The Red Line provides service between Union Station and North Hollywood, with connecting services to the Metro Orange Line. The Orange Line is a rapid bus line which provides service to Warner Center and Chatsworth. The Purple Line provides service between Union Station and Koreatown. Union Station provides access to the Metro Gold Line, as well as a number of heavy rail lines and bus lines which provide daily service to the Southern California area. While the Red and Purple Lines would provide service to the 7th Street / Metro Center Station, the site is located just 0.6 miles southeast of the station. The 7th Street / Metro Center Station is serviced not only by the Red and Purple Lines, but also the Metro Blue and Expo Lines. The Blue Line provides service from the station to Downtown Long Beach, and connecting service to the Metro Green Line. The Green Line provides services from Norwalk to Redondo Beach, and LAX via a shuttle bus. The Expo Line provides service from the 7th Street / Metro Center station to Downtown Santa Monica. In addition to the heavy and light rail lines, Metro operates many local and limited bus routes within reasonable walking distance (one-quarter mile) of the Project Site. Metro bus lines 2/302, 4, 10/48, 14/37, 28, 45, 70, 71, 76, 78/79/378, 96, 728, 745, 770, 66, 81, 90/91, 94 have stops which are located within one-quarter mile of the Project Site. In addition to the Metro local and limited bus routes, the Project Site is located within reasonable walking distance of stops for LADOT's Downtown Dash Lines D and E, and Commuter Express Lines 419 and 431, Santa Monica's Big Blue Bus Rapid 10, and the Gardena 1X Line. In addition to available public transit, regional access to the site is also provided by three freeways: Pasadena/Harbor Freeway (I-110/SR 110), located approximately 0.6 miles to the west; the Hollywood Freeway (US - 101), located approximately 1.4 miles to the north; and the Santa Monica Freeway (I-10) located approximately 0.7 miles to the south.

The increase in floor area generated by the proposed Transfer would allow the development of the Receiver Site with 239 residential dwelling units, of varying unit types, and 5,671 square feet of ground floor commercial area. The Project is considered an infill development within a developed and improved area of the City, which was designated for high density residential development and regional serving commercial uses by the Community Plan. The proposed Transfer would be appropriate for the Receiver Site, which would be accessible by various modes of public transportation and transit, and would be compatible with existing and proposed developments in the area, and the City's infrastructure.

b. The Project is consistent with the purposes and objectives of the Redevelopment Plan;

The proposed Project would be located on a Receiver Site (Project Site) that is located within the City Center Redevelopment Plan. The City Center Redevelopment Plan was adopted in May 2002 by the Community Redevelopment Agency of Los Angeles (CRA/LA), which is now a Designated Local Authority. The City Center Redevelopment Plan has the primary objective of eliminating and preventing blight in the Redevelopment Project Area. The project is consistent with the objectives contained in Section 105 of the Redevelopment Plan, the objectives of the Plan are the following:

Objective 1: To eliminate and prevent the spread of blight and deterioration and to rehabilitate and redevelop the Project Area in accordance with this Plan.

Objective 2: To further the development of Downtown as the major center of the Los Angeles metropolitan region, within the context of the Los Angeles General Plan as envisioned by the General Plan Framework, Concept Plan, City-wide Plan portions, the Central City Community Plan, and the Downtown Strategic Plan.

Objective 3: To create an environment that will prepare, and allow, the Central City to accept that share of regional growth and development which is appropriate, and which is economically and functionally attracted to it.

Objective 4: To promote the development and rehabilitation of economic enterprises including retail, commercial, service, sports and entertainment, manufacturing, industrial and hospitality uses that are intended to provide employment and improve the Project Area's tax base.

Objective 5: To guide growth and development, reinforce viable functions, and facilitate the redevelopment, revitalization or rehabilitation of deteriorated and underutilized areas.

Objective 6: To create a modern, efficient and balanced urban environment for people, including a full range of around-the-clock activities and uses, such as recreation, sports, entertainment and housing.

Objective 7: To create a symbol of pride and identity which gives the Central City a strong image as the major center of the Los Angeles region.

Objective 8: To facilitate the development of an integrated transportation system which will allow for the efficient movement of people and goods into, through and out of the Central City.

Objective 9: To achieve excellence in design, based on how the Central City is to be used by people, giving emphasis to parks, green spaces, streetscapes, street trees, and places designed for walking and sitting, and to develop an open space infrastructure that will aid in the creation of a cohesive social fabric.

Objective 11: To preserve key landmarks which highlight the history and unique character of the City, blending old and new in an aesthetic realization of change or growth with distinction, and facilitating the adaptive reuse of structures of architectural, historic or cultural merit.

Objective 12: To provide a full range of employment opportunities for persons of all income levels.

Objective 13: To provide high and medium density housing close to employment and available to all ethnic, social and economic groups, and to make an appropriate share of the City's low- and moderate-income housing available to residents of the area.

Objective 14: To provide the public and social services and facilities necessary to address the needs of the various social, medical and economic problems of Central City residents and to minimize the overconcentration or exclusive concentration of such services within the Project Area.

Objective 15: To establish an atmosphere of cooperation among residents, workers, developers, business, special interest groups and public agencies in the implementation of this Plan.

The Project has been reviewed by the Downtown Los Angeles Neighborhood Council (DLANC). DLANC submitted a letter of support for the Project that was dated November 11, 2014 with a recommendation that the applicant provide pedestrian walkways during construction of the project in connection with any planned sidewalk closures. Maintaining pedestrian access during construction is required as part of Condition of Approval No. 20 – Transportation/Traffic.

The Receiver Site is currently improved with a surface, public parking lot which is fenced and has three curb cuts along Hill Street. As such, the site does not have any key landmarks nor any structures on-site of architectural, historic or cultural merit that could be adaptively reused. The Project would redevelop the site with a mixed-use building containing 239 residential dwelling units and 5,671 square feet of ground floor commercial space. Off-site improvements, as part of the Project, would include the removal of two of the three curb cuts along Hill Street, planting of two additional street trees, and improvement of the alley (Blackstone Court). As discussed in Finding No. 1(a), the site is located in an area that is well serviced by public transit, which provides regional and local access to a variety of employment centers in and outside of the City. The proposed ground floor commercial space would provide opportunities for local employment, while providing services and amenities to the new and existing residents in the area. The proposed density would add to the housing stock, with a variety of unit types to accommodate individuals and larger households. The Project would create new opportunities for homeownership with the recordation of the associated tract map, Case No. VTT-72343-CN. It is anticipated that the new residents would shop, eat, entertain, and work at local business establishments in the area, thereby enhancing employment opportunities and the area's tax base. As such, the Project is consistent with the purpose and objectives of the Redevelopment Plan.

c. The Transfer serves the public interest by complying with the requirements of Section 14.5.9 of this Code;

As part of the Transfer Plan, a Public Benefit Payment is required and must serve a public purpose, such as: providing for affordable housing; public open space; historic preservation; recreational; cultural; community and public facilities; job training and outreach programs; affordable child care; streetscape improvements; public arts programs; homeless services programs; or public transportation improvements. The Transfer serves the public interest by facilitating a project that will contribute to the sustained economic vitality of the Central City area, and by contributing a total Public Benefit Payment of \$2,609,488.00 (based on a formula that includes the Transfer of 122,979 square feet) and a TFAR Transfer Payment of \$614,895 (based on the Transfer of 122,979 square feet from the Convention Center multiplied by \$5.00), in accordance with LAMC Section 14.5.10. The Public Benefit Payment consists of a 50 percent cash payment of \$1,304,744.00 to the Public Benefit Payment Trust Fund, and 50 percent of the payment for public benefits to be directly provided by the applicant, as indicated in the table below.

Public Benefit Payment Transfer Plan		
Total Public Benefit Payment		\$2,609,488.00
50% Public Benefit Cash Payment		\$1,304,744.00
50% Public Benefit Direct Provision		\$1,304,744.00
Allocation of Public Benefit Direct Provision		
LA Streetcar (Operations of street car system)	24.41%	\$318,456.31
Off-site Improvements (Blackstone Court improvements and 5 th Street Mural)	20.73%	\$270,447.82
Deep Green (Affordable Housing and Community Development)	36.67%	\$478,484.61
Chrysalis (Job training and new jobs for the homeless)	2.33%	\$30,405.38
LANI(Broadway streetscape initiative)	15.86%	\$206,949.88
Total	100%	\$1,304,744.00

d. The Transfer is in conformance with the Community Plan and any other relevant policy documents previously adopted by the Commission or the City Council.

The Receiver Site (Project Site) of the Transfer is located within the Central City Community Plan, and has a land use designation of High Density Residential and is zoned [Q]R5-4D. The Community Plan describes the Transfer of Floor Area Rights (TFAR) as follows (Page III-19):

“The transfer of floor area between and among sites is an important tool for Downtown to direct growth to areas that can best accommodate increased density and from sites that contain special uses worth preserving or encouraging.”

The site is subject to Development “D” Limitation, contained in Subarea 2400 of Ordinance No. 164,307, which would limit the FAR to 6:1, unless a transfer of floor area is approved. The Transfer would transfer 122,979 square feet of unused, allowable floor area from the Donor Site (Los Angeles Convention Center) and would permit a maximum FAR of 11.4:1 on the Receiver Site, which would be consistent with Community Plan and other relevant policy documents which provides for a transfer of floor area up to a 13:1 FAR. As further discussed in Finding No. 2(a), the Transfer

would permit the development of the Receiver Site with a Project that is consistent with the objectives and policies of the Community Plan, as well as the applicable design guide.

2. **Site Plan Review Findings.** In order for the site plan review to be granted, all three of the legally mandated findings delineated in Section 16.05 F of the Los Angeles Municipal Code must be made in the affirmative:

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

The Los Angeles General Plan Framework Element provides guidance regarding policy issues for the entire City, as well as sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. As identified in the Figure 3-1, Metro Long Range Land Use Diagram of the Framework Element, the project site is located within an area designated as the Downtown Center. The Framework Element generally characterizes the Downtown Center as having up to a 13:1 FAR and high-rise buildings. The Framework Element contains the following relevant goals, and objectives, as it relates to Downtown Centers:

GOAL 3G: A Downtown Center as the primary economic, governmental, and social focal point of the region with an enhanced residential community.

Objective 3.11: Provide for the continuation and expansion of government, business, cultural, entertainment, visitor-serving, housing, industries, transportation, supporting uses, and similar functions at a scale and intensity that distinguishes and uniquely identifies the Downtown Center.

In addition to the goals, objectives, and policies regarding the Downtown Center, the Framework Element contains the following goals, and objectives as it relates to housing:

GOAL 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.

Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

GOAL 4A: An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.

Objective 4.1: Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population.

Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.

The Project Site is located within the Central City Community Plan area, which is one of 35 Community Plans that the Land Use Element of the General Plan is comprised of. The Community Plan establishes goals, objectives, and policies for future developments at a neighborhood level and is further implemented through the Los Angeles Municipal Code (LAMC). The goals, objectives, and policies of the Community Plan and the applicable regulations contained within the LAMC would permit the development of the site in a manner that is consistent with the above referenced goals and objectives of the Framework Element. The Central City Community Plan contains the following relevant objectives, and policies:

Objective 1-1: To promote development of residential units in South Park.

Policy 1-1.1: Maintain zoning standards that clearly promote housing and limit ancillary commercial to that which meets the needs of neighborhood residents or is compatible with residential uses.

Objective 1-2: To increase the range of housing choices available to Downtown employees and residents.

Objective 2-4: To encourage a mix of uses which create an active, 24-hour downtown environment for current residents and which would also foster increased tourism

The Project Site is located within the boundaries of the South Park District of the Community Plan area. The Project Site, which is designated by the Community Plan for High Density Residential land uses, is zoned [Q]R5-4D. While the R5 Zone would limit the density of the site to one dwelling unit per 200 square feet of lot area, it is not subject to the density provisions of the R5 Zone because the site is located within the boundaries of the Greater Downtown Housing Incentive area. As the intent of the incentive area is to provide additional housing, properties located within the boundaries of the incentive area are not subject to the minimum square foot per lot area regulations of the zone. The Project proposes to develop the site with a 32-story, mixed-use building with 239 residential dwelling units and approximately 5,671 square feet of ground floor commercial uses. As proposed, the Project would be consistent with Objective 1-1, Policy 1-1.1 and Objective 2-4 by providing new housing opportunities within the South Park District and by providing ancillary commercial uses. The commercial space would serve to provide services and amenities to the new and existing residents, as well as employees in the area. The Project proposes to provide a variety of unit types which include: 15 studio units, 112 one-bedroom units, 108 two-bedroom units, and four three-bedroom units. The variety of unit typologies would provide a range of housing choices for existing and future residents of the Downtown area, consistent with Objective 1-2.

The Housing Element contains goals and objectives to encourage the development of “an adequate supply of rental and ownership housing” (Objective 1.1), as well as to “facilitate new construction and preservation of a range of different housing types that address the particular needs of the city’s households” (Policy 1.1.3). On June 6, 2017, the Advisory Agency approved incidental Case No. VTT-72343-CN for one master

ground lot and two airspace lots for a maximum of 239 residential condominium units and four commercial condominiums. As proposed, the mixed-use development would meet the objectives and policies of the Housing Element of the General Plan by providing a variety of unit types to accommodate individuals and households, and new homeownership opportunities. Additionally, the Housing Element contains the following goals, objectives, and policies:

GOAL 2: Safe, Livable, and Sustainable Neighborhoods.

Objective 2.1: Promote safety and health within neighborhoods.

Objective 2.2: Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services, and transit.

Objective 2.3: Promote sustainable buildings, which minimize adverse effects on the environment and minimize the use of non-renewable resources.

Policy 2.3.3: Promote and facilitate the reduction of energy consumption in new and existing housing.

The Project proposes, and has been conditioned, to install 997 square feet of solar panels. The installation of solar panels will improve habitability for residents and neighboring properties by reducing the level of greenhouse gas emissions. Additionally, as the Project Site is located along a designated Modified Avenue II streets, the project has been conditioned to require the installation of sound proof windows to reduce noise from the street. As such, the project is consistent with Goal 2 of the Housing Element and aforementioned objectives and policies.

Hill Street is dedicated and improved to the Street Standards adopted for a Modified Avenue II, and the Applicant will be required to dedicate and improve Blackstone Court, alley, consistent with the Mobility Element. In addition to establishing Street Standards, the Mobility Element encourages “the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure” (Policy 5.4). The Project proposes to provide the required 480 automobile parking spaces and an additional 68 automobile parking spaces. The Project has been conditioned to require that 20 percent of the required parking spaces to be wired for the immediate installation EV chargers. As conditioned, the Project would be able to provide a service to local residents and employees in the area, while encouraging the use of low and zero emission fuel sources and the infrastructure to support it. Additionally, the project would comply with existing Green Building codes, which were adopted to help facilitate the reduction of energy consumption.

- b. The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that is or will be compatible with existing and future development on adjacent properties and neighboring properties.**

The Project Site is located on the eastern side of Hill Street within the South Park District of the Central City Community Plan area, and is located adjacent to the Historic Downtown District to the north. The adjacent property to the north is developed with a six-story, above grade parking building, known as the May Co. Parking Garage. To the south, the adjacent property is developed with a four-story mixed-use building. To the east, across Blackstone Court, the property is developed with the 16-story, historic

United Artist Theater building, which is operating as the Ace Hotel. The Project proposes to develop the site with a 32-story, mixed-use building which would consist of one subterranean level of parking, ground floor commercial, and five levels of residential dwelling units wrapped around six levels of above-ground parking. The seventh story would provide indoor and outdoor common open space on the northern and southern sides of a residential tower located at the center of the podium. Floors eight through fifteen of the tower would include residential units which would be located along the northwest elevation, along Hill Street. No residential units are proposed above the sixth floor to the south of the residential tower. As the Project Site is located within the Greater Downtown Housing Incentive area, the Project has been designed in accordance with the Downtown Design Guide and as described below, would be compatible with the existing and future development on adjacent and neighboring properties.

Building Arrangement (height, bulk and setbacks)

As previously discussed, the Project Site is located within the South Park District and is located directly adjacent to the boundary of Historic Downtown District to the north. As indicated in Table 3-2 of the Downtown Design Guide, building walls or structural columns shall observe a setback between zero and five feet from the property line, while entryways, or other ground floor street wall elements, may be setback further. The building has been designed to primarily observe a zero-foot setback along Hill Street, with portions of the ground floor tenant spaces setback further than five feet to accommodate outdoor patio areas. The proposed setback would be consistent with the existing development of the adjacent properties to the north and south of the site. As proposed, the building would be consistent with Section 3.B of the Guide as it relates to building setbacks.

As the proposed building would have a maximum of 32 stories, the Downtown Design Guide characterizes the Project as a High-Rise building. The Project is consistent with Section 6-A,2 of the Guide by providing step-backs as the building ascends upward. The southern side of the building has a maximum of six stories, with an additional guard rail/parapet wall for the proposed outdoor amenities provided on the rooftop. The northwestern portion of the building would have a maximum of fifteen stories, and the central portion of the tower having a maximum of 32 stories. The proposed street wall, located adjacent to the sidewalk, would vary from six to fifteen stories, with a break provided for a driveway apron to access the off-street parking spaces. The Project would be consistent with Table 6-1 of the Guide, which provides that buildings located within South Park north of Pico Boulevard should maintain 70 percent of building frontage along the street and a minimum height of 45 feet (four stories).

Off-Street Parking Facilities and Loading Areas

The Project proposes to provide the required 227 automobile parking and 68 additional non-required public parking spaces. The Project Site is located within the Adaptive Reuse Incentive area and is located within the vicinity of buildings which have been adaptively reused for residential purposes. A number of the buildings were built with little to no parking on-site and were not required to provide parking as part of the conversion. As the Project would remove an existing public parking lot, the additional parking spaces are anticipated to serve tenants of the nearby adaptively reused buildings. Although the residential dwelling units are proposed as condominiums, the Project has been conditioned to require that parking spaces are sold or rented separately from the residential dwelling units, as well as for the commercial tenant spaces. The parking spaces would be located within one subterranean level, one

ground floor level, one mezzanine level, and five above-grade levels of parking. As the project would exceed the maximum three levels of above grade parking, the ground floor and mezzanine level of the parking structure would be lined with the commercial tenant spaces and floors two through five would be lined with residential dwelling units along Hill Street. The parking structure would be accessible from a driveway located along Hill Street and the alley. The proposed loading area would be located at the southeast corner of the site, accessible from the alley. As proposed, the Project would be consistent with the Section 5 of the Guide as it relates to the Parking and Access.

Lighting

The proposed plans do not indicate a lighting plan; however, Condition No. 9 of the Conditions of Approval would ensure that the installation of lights would not result in a substantial amount of light that would adversely affect the day or night time views in the project vicinity.

Landscaping

As proposed, the Project is required to provide 26,900 square feet of open space. The Project will provide 16,989 square feet of common open space and 11,200 square feet of private open space, for a total of 28,189 square feet. LAMC Section 12.21-G, 25 percent of the common open space is required to be landscaped and a minimum of one tree per four dwelling units is required. The Project proposes to provide 4,247 square feet (25 percent of provided common open space area) of landscaped area and the required 60 trees. As indicated on Page A0.10, LC-2 and 3, and LP-2 and 3, the outdoor common open space will be provided in three areas, the north and south side of the seventh floor rooftop and the rooftop of 32-story tower. The required trees would be planted within the three areas, as well as two trees proposed within the public right-of-way. The Project has been conditioned to meet the planting standards of the Guide, as found in Section 9-H, unless otherwise prohibited by the Urban Forestry Division, Bureau of Public Works.

Trash Collection

The Project proposes to provide a trash and recycling area within the building. The common area for the collection would be located within the parking area on the ground floor towards to the rear of the site. Access to the trash and recycling area would be provided from Blackstone Court, the alley.

Fences and/or Walls

The proposed project does not incorporate fences and/or walls.

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

The project proposes to provide a variety of unit types which include: 15 studios, 112 one-bedroom units, 108 two-bedroom units, 4 three-bedroom units. Pursuant to LAMC Section 12.21 G, the project would be required to provide 26,900 square feet of open space. Pursuant to LAMC Section 12.22 C,3, the project is not required to prescribe a percentage of open space for either common or private open space. The project proposes to provide 11,200 square feet of private open space through private balconies and 19,989 square feet of common open space, for a total of 28,189 square feet of open space. The project would include two outdoor amenity decks located on

the seventh floor, as well as an indoor community room and gym. A third outdoor roof deck would be located on the rooftop of the 32nd story. The outdoor open space would include amenities such as a pool, seating areas, as well as a fire pit. Landscaping will be provided through the outdoor areas and would include the planting of the 60 required trees. Additionally, as conditioned, the project would provide the immediate installation of electric vehicle charging stations for 20 percent of the required parking spaces and would install operational photovoltaic system (solar) that will offset the electrical demand of the EV chargers and other on-site electrical uses. The immediate installation of the charging stations and solar would be in excess of building code requirements. The electric vehicle charging spaces and solar panels will improve habitability for residents and neighboring properties by reducing the level of greenhouse gas emissions and fuel consumption from the project site, in spite of increased parking capacity, through encouraging the use of low or zero emission vehicles. The EV ready parking spaces will also provide residents who use an electric vehicle a direct service amenity. As proposed, the project would provide recreational and service amenities which would improve habitability for its residents and minimize impacts on neighboring properties.

Environmental Findings

3. **Environmental Finding.** A Mitigated Negative Declaration (MND), along with mitigation measures and a Mitigation Monitoring Program (ENV-2014-2591-MND), was prepared for the proposed project in compliance with the California Environmental Quality Act (CEQA). On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgement and analysis. The records upon which this decision is based are with the Environmental Review Section of the City Planning Department in Room 750, 200 North Spring Street.
4. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone C, areas of minimal flooding.

PUBLIC HEARING AND COMMUNICATIONS

A joint public hearing on this matter with the Deputy Advisory Agency and Hearing Officer was held at City Hall on Thursday, April 27, 2017 for Case Nos. VTT-72343-CN and CPC-2014-2590-TDR-SPR.

The public hearing was attended by the applicant, the applicant's representative, and members of the public.

Ms. Kate Bartolo, the Applicant's Representative, presented the project and stated that the project would provide condominium units in an area developed with rental units and that the non-required parking was proposed to serve nearby buildings with little to no parking. Additionally, the Project proposes to improve portions of the alley.

From the public, the following comments were made:

- 1) A representative of Downtown Los Angeles Neighborhood Council stated that Downtown is where high-rises and density is needed, is supportive as the applicant agreed to wrap the parking structure with dwelling units, and use of the alley as a public space is important to the community.
- 2) A representative of Historic Core BID spoke in support of the project stating that it would bring much needed housing and retail to an underutilized area of Hill Street.
- 3) A member of the public spoke in opposition to the project as there is not enough parking in the area for existing residents and visitors to the area, too much traffic, the buildings will not be occupied if economy falls, and applicant's project are cheap.
- 4) A representative of Silicon Beach Downtown Los Angeles (SBDTLA) spoke in opposition to the design of the project. Not opposed to more housing, and liked that the project is proposed as condominiums, but the area is in need of parks, schools, and shops, not seven stories of parking. Additional comments include that the building was too tall and changes the dynamics of the area

At the end of the public testimony, the Deputy Advisory Agency indicated that he was incline to approve the vesting tentative tract map, Case No. VTT-72343-CN, for the proposed project.

HILL STREET lofts

SHEET INDEX

SHEET #	DRAWING NAME
---------	--------------

SURVEY	
TTM-1	SITE SURVEY

ARCHITECTURAL DRAWINGS	
A0.01	RENDERINGS
A0.02	RENDERINGS
A0.10	PLOT PLAN & PROJECT DATA

A1.01	FLOOR PLAN - B1 PARKING
A1.02	FLOOR PLAN - GROUND FLOOR
A1.03	FLOOR PLAN - MEZZANINE PARKING
A1.04	FLOOR PLAN - LEVELS 2-5 PARKING
A1.05	FLOOR PLAN - LEVEL 6 PARKING
A1.06	FLOOR PLAN - LEVEL 7 AMENITY DECK
A1.07	FLOOR PLAN - LEVELS 8-15 (TYP)
A1.08	FLOOR PLAN - LEVELS 16-30 (TYP)
A1.09	FLOOR PLAN - LEVEL 31 PH LOWER
A1.10	FLOOR PLAN - LEVEL 32 PH UPPER
A1.11	FLOOR PLAN - ROOFTOP AMENITY
A1.12	ROOF PLAN

A2.01	EXT. ELEVATION - WEST
A2.02	EXT. ELEVATION - NORTH
A2.03	EXT. ELEVATION - EAST
A2.04	EXT. ELEVATION - SOUTH

A3.01	BUILDING SECTION
A3.02	BUILDING SECTION

A4.01	DETAILS: GROUND FLOOR VIGNETTES
A4.02	DETAILS: BIKE & CAR PARKING

LANDSCAPE, HARDSCAPE, OPEN SPACE PLANS	
LC-1	HARDSCAPE PLAN - GROUND LEVEL
LC-2	HARDSCAPE PLAN - LEVEL 7
LC-3	HARDSCAPE PLAN - ROOF LEVEL
LC-4	ELEVATION - ALLEY SIDE
LP-1	PLANTING PLAN - GROUND LEVEL
LP-2	PLANTING PLAN - LEVEL 7
LP-3	PLANTING PLAN - ROOF LEVEL



SITE PLAN REVIEW & ENTITLEMENT REQUEST

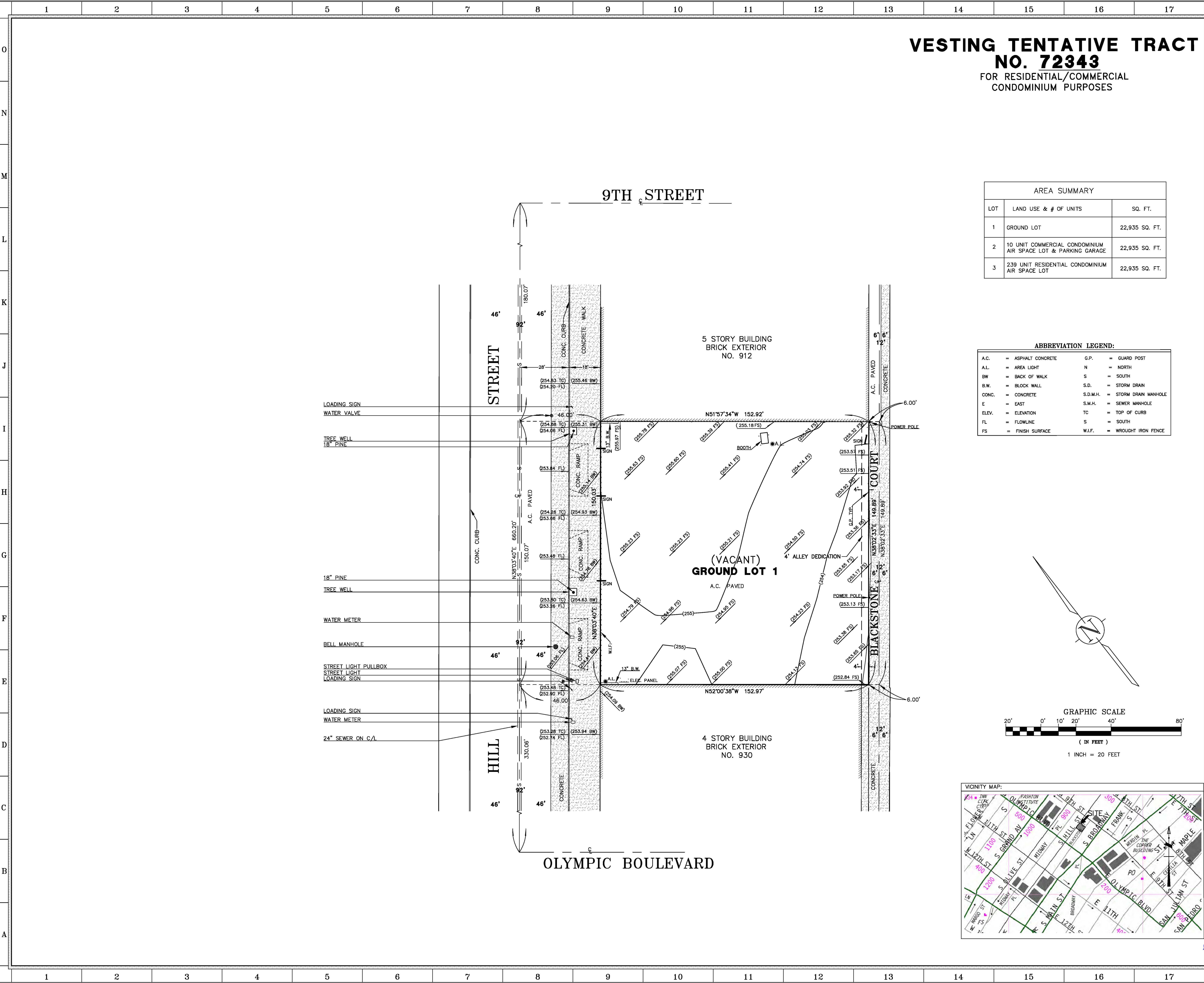
08.26.16

PROJECT ADDRESS:
920 S. Hill St.
L.A., CA 90014

OWNER:
AGOURA OAKS LLC
5506 Colodny Dr.
Agoura Hills, CA 91301

ARCHITECT:
DAVID TAKACS ARCHITECTURE
824 S. Los Angeles St., #305
L.A., CA 90014

Exhibit A



**VESTING TENTATIVE TRACT
NO. 72343**
FOR RESIDENTIAL/COMMERCIAL
CONDOMINIUM PURPOSES

LEGAL DESCRIPTION:
LOTS 19, 20 AND 21 IN BLOCK B, OF JOHN G. DOWNEY TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5 PAGE 222 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

SHEET INDEX:

NO.	DESCRIPTION
TTM-1	= GROUND LOT 1, TITLE /NOTES
TTM-2	= AIRSPACE LOT 2
TTM-3	= AIRSPACE LOT 3
TTM-4	= 30 GROUND LOT 1, AIRSPACE LOTS: 2 AND 3

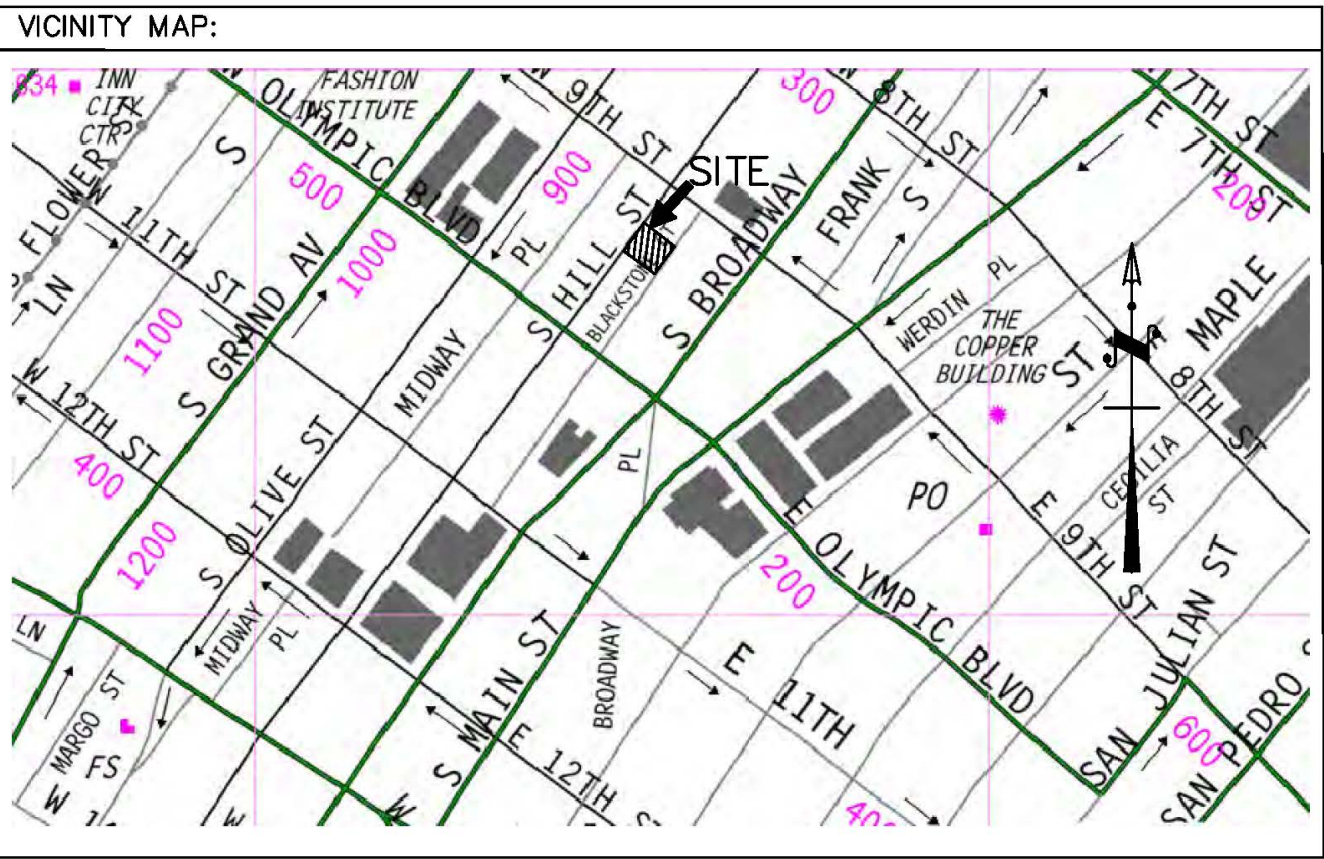
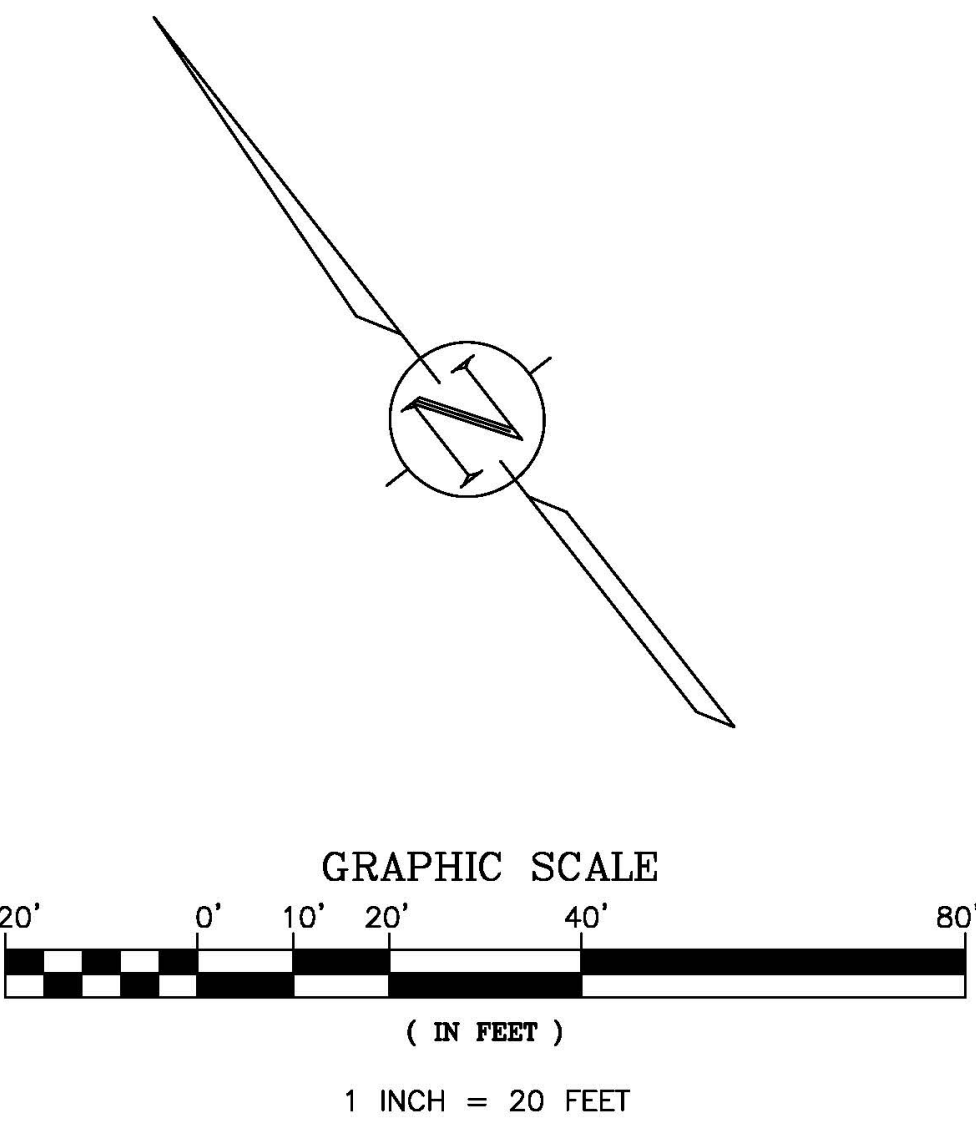
- NOTES:
- SURVEYOR**
BRYAN GENTRY, L.S. 8345
GENTRY SURVEYING CO.
255 E. EASY ST UNIT B
SIMI VALLEY, CA 93065
805-527-5299
- OWNER/SUBDIVIDER**
AGOURA OAKS LLC
5508 COLONY DRIVE
AGOURA HILLS CA 91031
(818) 991-9898
- NOTES:
- DATE OF SURVEY: MAY 2013
 - TENTATIVE MAP PREPARED: JUNE 2014
 - AREAS:
PROJECT GROSS AREA: 29,837.37 SQ. FT. OR 0.6849 ACRES
NET AREA: 22,935.21 SQ. FT. OR 0.5265 ACRES
 - SITE ADDRESS: 916 AND 920 HILL STREET
LOS ANGELES, CA 90015
 - THERE ARE NO OAK, WESTERN SYCAMORE, CALIFORNIA BAY OR SOUTHERN CALIFORNIA BLACK WALNUT TREES ON THE SUBJECT SITE.
 - EXISTING ZONING: [O]R5-40
PROPOSED ZONING: NO CHANGE
 - DISTRICT MAP NO.: 127-5A-209
 - COMMUNITY PLAN: CENTRAL CITY
 - REGIONAL CENTER COMMERCIAL
COMMUNITY PLAN DESIGNATION EXISTING:
COMMUNITY PLAN DESIGNATION PROPOSED: SAME
 - BENCHMARK: CITY OF LOS ANGELES BENCHMARK NO. 12-061061
CUT SPIKE IN E CURB MAIN ST, 10.6FT N. OF BCR OLYMPIC BL. N. END CB
ELEV. = 247.749 (NAVD 1988)(ADJ. 2000)
 - SITE LOCATED WITHIN FLOOD ZONE COMMUNITY NUMBER 060137 PANEL NO. 1620F, FIRM ZONE X.
DATE OF FIRM INDEX: SEPTEMBER 28, 2008
NOTE: ZONE X IS NOT A FLOOD ZONE AREA.
 - SEWERS ARE IN AND AVAILABLE.
 - PROPOSED PROJECT:
GROUND LOT 1, AIRSPACE LOTS 2 AND 3.
239 RESIDENTIAL UNITS.
10 COMMERCIAL UNITS.
337 PARKING PROPOSED PARKING SPACES.

AREA SUMMARY

LOT	LAND USE & # OF UNITS	SQ. FT.
1	GROUND LOT	22,935 SQ. FT.
2	10 UNIT COMMERCIAL CONDOMINIUM AIR SPACE LOT & PARKING GARAGE	22,935 SQ. FT.
3	239 UNIT RESIDENTIAL CONDOMINIUM AIR SPACE LOT	22,935 SQ. FT.

ABBREVIATION LEGEND:

A.C.	= ASPHALT CONCRETE	G.P.	= GUARD POST
A.L.	= AREA LIGHT	N	= NORTH
BW	= BACK OF WALK	S	= SOUTH
B.W.	= BLOCK WALL	S.D.	= STORM DRAIN
CONC.	= CONCRETE	S.D.M.H.	= STORM DRAIN MANHOLE
E	= EAST	S.M.H.	= SEWER MANHOLE
ELEV.	= ELEVATION	TC	= TOP OF CURB
FL	= FLOWLINE	S	= SOUTH
FS	= FINISH SURFACE	W.I.F.	= WROUGHT IRON FENCE



No Revisions / Submissions Date

GENTRY SURVEYING CO.
255 E. EASY STREET UNIT B • SIMI VALLEY • CA • 93065
(805) 527-5299 • FAX (805) 527-2349 • G1SURVEY@AOL.COM

PREPARED FOR:
AGOURA OAKS LLC.

DRAWING TITLE:
**VESTING TENTATIVE TRACT NO. 72343
FOR RESIDENTIAL/COMMERCIAL
CONDOMINIUM PURPOSES**

SEAL
BRYAN GENTRY L.S. 8345

DRAWING NAME: 13-112TM-S1	PROJECT NO. 13-112
DRAWN BY: C.M.	SCALE: 1"= 20'
CHECKED BY: B.G.	DRAWING NO. TTM 1
DATE: 6-10-14	



1 RENDERING - WEST FACADE

ARCHITECT

dt-a

DAVID TAKACS ARCHITECTURE
824 S. Los Angeles St., #305
Los Angeles, CA 90014
213.984.4019

PROJECT

HILL ST. LOFTS
920 S. Hill St.
Los Angeles, CA 90014

OWNER

AGOURA OAKS LLC
5506 Colodny Dr.
Agoura Hills, CA 91301
818.991-9898

STRUCTURAL ENGINEER

CHARLES TAN & Assoc., SE
320 E. 2nd St., Suite 316
Los Angeles, CA 90012
213.628.8018

LANDSCAPE ARCHITECT

SQLA Inc
1320 E. Olympic Blvd., Suite 211
Los Angeles CA 90021
(562) 905-0800

SEAL

LICENSED ARCHITECT
DAVID TAKACS
C-33737
07-31-17
RENEWAL DATE
STATE OF CALIFORNIA

ISSUE

NO.	DATE	DESCRIPTION
1	05.23.14	SITE PLAN REVIEW
2	11.19.14	PLANNING CORRECTIONS
3	05.13.15	PLANNING CORRECTIONS
4	03.24.16	PLANNING CORRECTIONS
5	09.12.16	

REVISION

NO.	DATE	DESCRIPTION
△		
△		
△		
△		
△		

SCALE

AS NOTED

DRAWN

DATE

SEPTEMBER 12, 2018

SHEET

RENDERING

SHEET NUMBER

A0.01



1 RENDERING - NORTH & WEST

ARCHITECT

dt-a

DAVID TAKACS ARCHITECTURE
824 S. Los Angeles St., #305
Los Angeles, CA 90014
213.984.4019

PROJECT

HILL ST. LOFTS

920 S. Hill St.
Los Angeles, CA 90014

OWNER

AGOURA OAKS LLC

5506 Colodny Dr.
Agoura Hills, CA 91301
818.991-9898

STRUCTURAL ENGINEER

CHARLES TAN & Assoc., SE

320 E. 2nd St., Suite 316
Los Angeles, CA 90012
213.628.8018

LANDSCAPE ARCHITECT

SQLA Inc

1320 E. Olympic Blvd., Suite 211
Los Angeles CA 90021
(562) 905-0800

SEAL

LICENSED ARCHITECT

DAVID TAKACS

C-33737

07-31-17

RENEWAL DATE

STATE OF CALIFORNIA

ISSUE

NO.	DATE	DESCRIPTION
1	05.23.14	SITE PLAN REVIEW
2	11.19.14	PLANNING CORRECTIONS
3	05.13.15	PLANNING CORRECTIONS
4	03.24.16	PLANNING CORRECTIONS
5	09.12.16	

REVISION

NO.	DATE	DESCRIPTION
△		
△		
△		
△		
△		

SCALE

AS NOTED

DRAWN

DATE

SEPTEMBER 12, 2016

SHEET

RENDERING

SHEET NUMBER

A0.02

PLANNING DATA

LEGAL	assessor	5139003012	5139003013
	map ref.	M R 5-222	
	block	BLK B	
	lot	FR20	FR 21, F19

ZONING	zoning	[Q]R5-4D
	Broadway building line	none
	parking	Central City, Downtown

ZI 2385 PROVISIONS	density	unlimited
	yard requirements	none
	open space	no % of private & common, but total /unit applies

DEDICATIONS & EASEMENTS	sidewalk	none
	alley	4' dedication

BUILDING STORIES	subterranean parking	1
	stories @ base	6
	stories @ tower	26 (including 2-story penthouse)
	total stories	32 above grade
	building height	346'-4"

AREA	lot area	22,935.21
	FAR @ 6:1	137,611.26
	max FAR @13:1	298,157.73

BUILDING AREA	retail	5,610	per LAMC 12.03
	total area	260,589.00	
	**TEAR	122,977.74	
	FAR	11.4 : 1	

	area	floors	subtotal
Ground	7622	1	7,622
Floors 2-6	2699	5	13,495
Amenity Deck Floor 7	9928	1	9,928
Floors 8-15	9755	8	78,040
Floors 16-30	9199	15	137,985
Floor 31	9199	1	9,199
Floor 32	3104	1	3,104
Roof	1216	1	1,216
TOTAL			260,589

DWELLING UNITS	single	15 units
	1- bedroom	112 units
	2- bedroom	108 units
	3- bedroom	4 units
	total	239 units

OPEN SPACE REQUIREMENTS	<3 habitable rooms	127 x 100 sq. ft. = 12,700
	3 habitable rooms	108 x 125 sq. ft. = 13,500
	> 3 habitable rooms	4 x 175 sq. ft. = 700
	TOTAL OPEN SPACE REQUIRED	26,900

planted area required	25% common open space:	4126 sq. ft.
trees required	1 per 4 dwelling:	60 trees

OPEN SPACE PROVIDED		per LAMC 12.21 G
COMMON		
7th floor amenity deck - North	3,740	sq. ft.
7th floor amenity deck - South	4,445	sq. ft.
gym	1,084	sq. ft.
roof deck	4,590	sq. ft.
pool deck	2,330	sq. ft.
Covered roof deck lounge	800	sq. ft.
subtotal	16,989	sq. ft.
PRIVATE		
balconies/ patios	11,200	(224 units x 50 sq. ft.)* (max 50 sq. ft. / unit) (15 units non-compliant in size)
TOTAL OPEN SPACE PROVIDED	28,189	sq. ft.

PLANTED AREA PROVIDED	planted area required	25% common	4,247 sq. ft.
	PLANTED AREA PROVIDED		
	lower roof deck	2,940 sq. ft.	
TREES PROVIDED	upper roof deck	2,740 sq. ft.	
	total	5,680 sq. ft.	
	street trees	2 (2 new planted, 2 exstg)	
TREES PROVIDED	lower roof deck	37	
	upper roof deck	21	
	total	60	

920 HILL PARKING REQUIRED		
RESIDENTIAL		
* Residential parking for Central City per LAMC 12.21, A, 4 (p)		
1- bedroom	unit x 1 stall	127
2+ bedrooms	unit x 1.25 stall	140
subtotal residential		267 stalls
-15% bike reduction		-40
total residential		227
RETAIL		
* Retail parking for Downtown Business District per LAMC 12.21, A, 4 (l)(3)		
total retail		0
TOTALS		
total parking required		227 stalls
accessible dwelling	2%	5
van accessible	1 per 8 access.	1 of total accessible

920 HILL RESIDENTIAL PARKING PROVIDED		
standard		222
compact		0
accessible		5
total residential		227 stalls

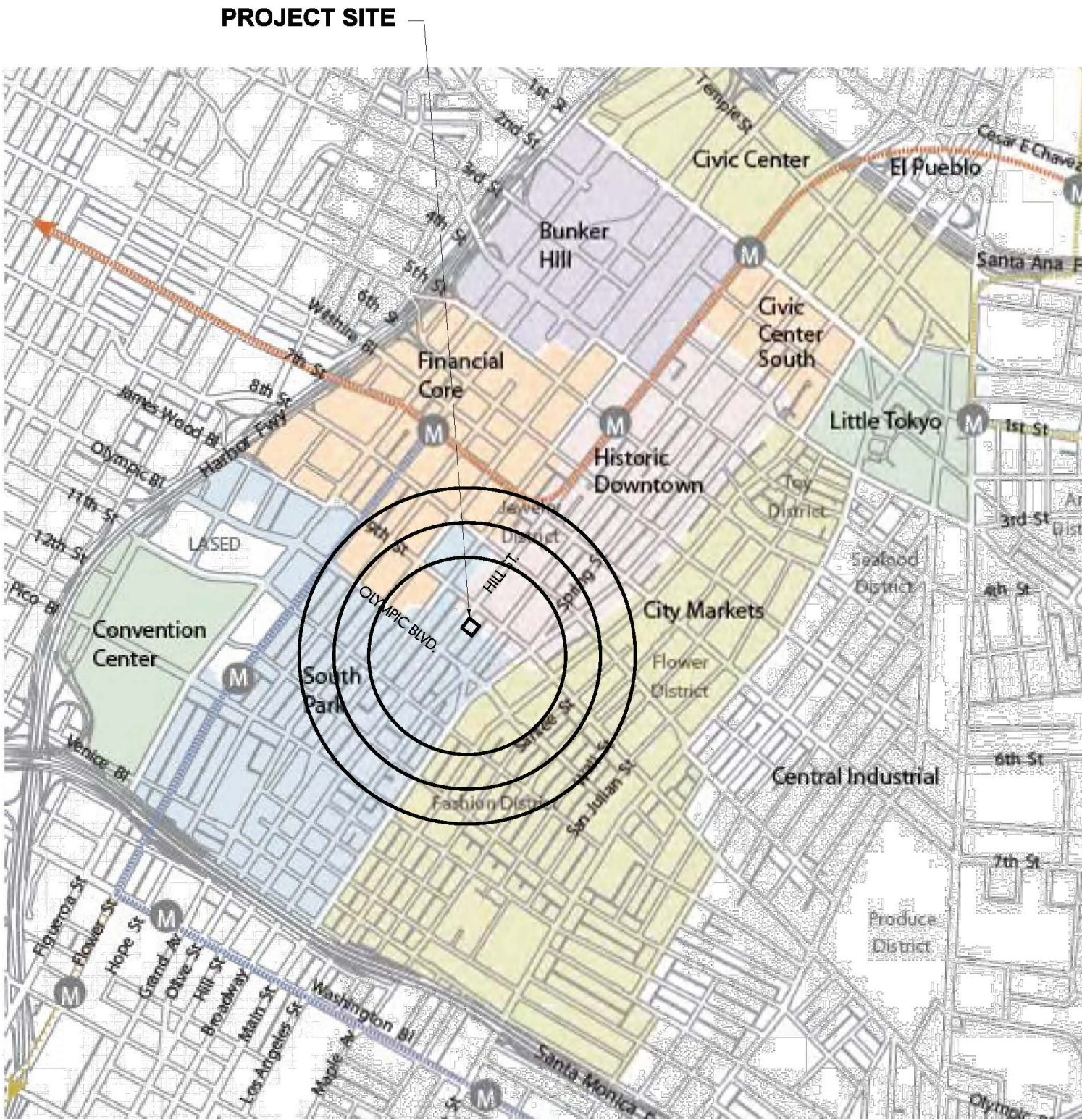
NON-CODE REQUIRED "FLEX PARKING" (AVAILABLE FOR PRIVATE LEASE)		
standard		14
accessible		3
compact		51
total flex parking		68

TOTAL PARKING PROVIDED		
residential provided		227
Non- code required flex parking		68
total parking provided		295

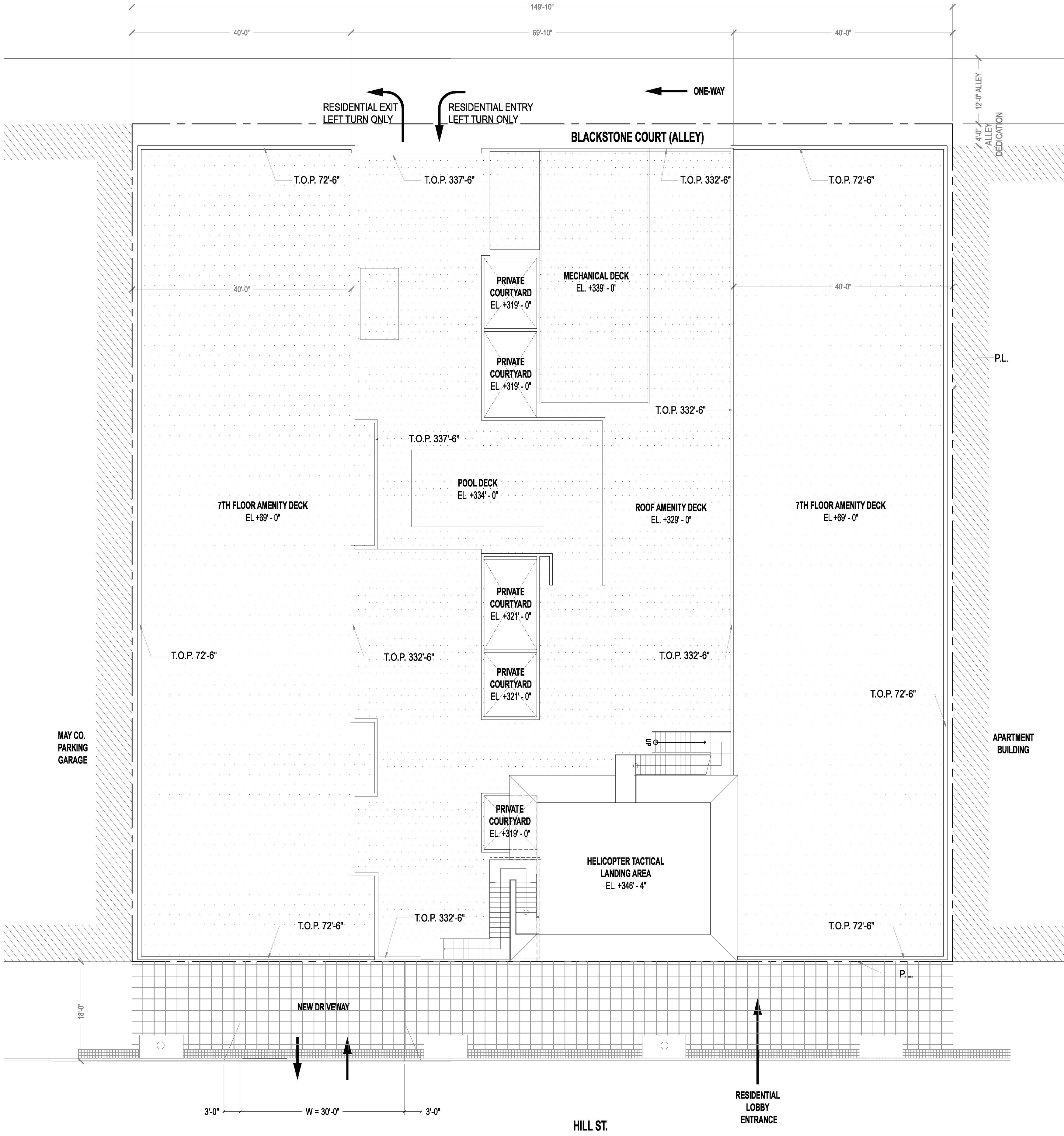
PARKING SUMMARY PER LEVEL													
		RESIDENTIAL PARKING				STALLS		FLEX PARKING				STALLS	
		S	ADA	C	S-C			S	ADA	C	S-C		
Ground Floor	B1	35	0	0	0	35	11	2	3	0	2	0	3
	4	5	0	0	0	5	3	0	0	0	0	0	0
	Mezzanine	25	0	0	0	25	4	4	0	0	0	0	0
	Level 02	32	0	0	0	32	6	6	2	0	0	0	0
	Level 03	32	0	0	0	32	6	6	2	0	0	0	0
	Level 04	32	0	0	0	32	6	6	2	0	0	0	0
	Level 05	32	0	0	0	32	6	6	2	0	0	0	0
	Level 06	30	0	0	0	30	6	6	2	0	0	0	0
TOTAL		222	5	0	0	227	2	3	39	12	0	0	68

BICYCLE PARKING REQUIRED: LONG TERM		
dwelling	1 per unit	239
retail	1 per 2,000 s.f.	2
total		241
BICYCLE PARKING REQUIRED: SHORT TERM		
dwelling	1 per 10 units	24
retail	1 per 2,000 s.f.	3
total		27

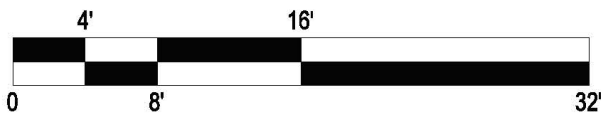
BICYCLE PARKING PROVIDED		
LONG TERM		
basement		80
ground floor		161
TOTAL		241
SHORT TERM		
ground floor		27



2 VICINITY MAP



1 PLOT PLAN
SCALE: 3/32"=1'-0"



ARCHITECT

dt-a
DAVID TAKACS ARCHITECTURE
824 S. Los Angeles St., #305
Los Angeles, CA 90014
213.984.4019

PROJECT

HILL ST. LOFTS
920 S. Hill St.
Los Angeles, CA 90014

OWNER

AGOURA OAKS LLC
5506 Colodny Dr.
Agoura Hills, CA 91301
818.991-9898

STRUCTURAL ENGINEER

CHARLES TAN & Assoc., SE
320 E. 2nd St., Suite 316
Los Angeles, CA 90012
213.628.8018

LANDSCAPE ARCHITECT

SQLA Inc
1320 E. Olympic Blvd., Suite 211
Los Angeles CA 90021
(562) 905-0800

SEAL

LICENSED ARCHITECT
DAVID TAKACS
C-33737
07-31-17
RENEWAL DATE
STATE OF CALIFORNIA

ISSUE

NO.	DATE	DESCRIPTION
1	05.23.14	SITE PLAN REVIEW
2	11.19.14	PLANNING CORRECTIONS
3	05.13.15	PLANNING CORRECTIONS
4	03.24.16	PLANNING CORRECTIONS
5	09.12.16	

REVISION

NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		

SCALE

AS NOTED

DRAWN

DATE

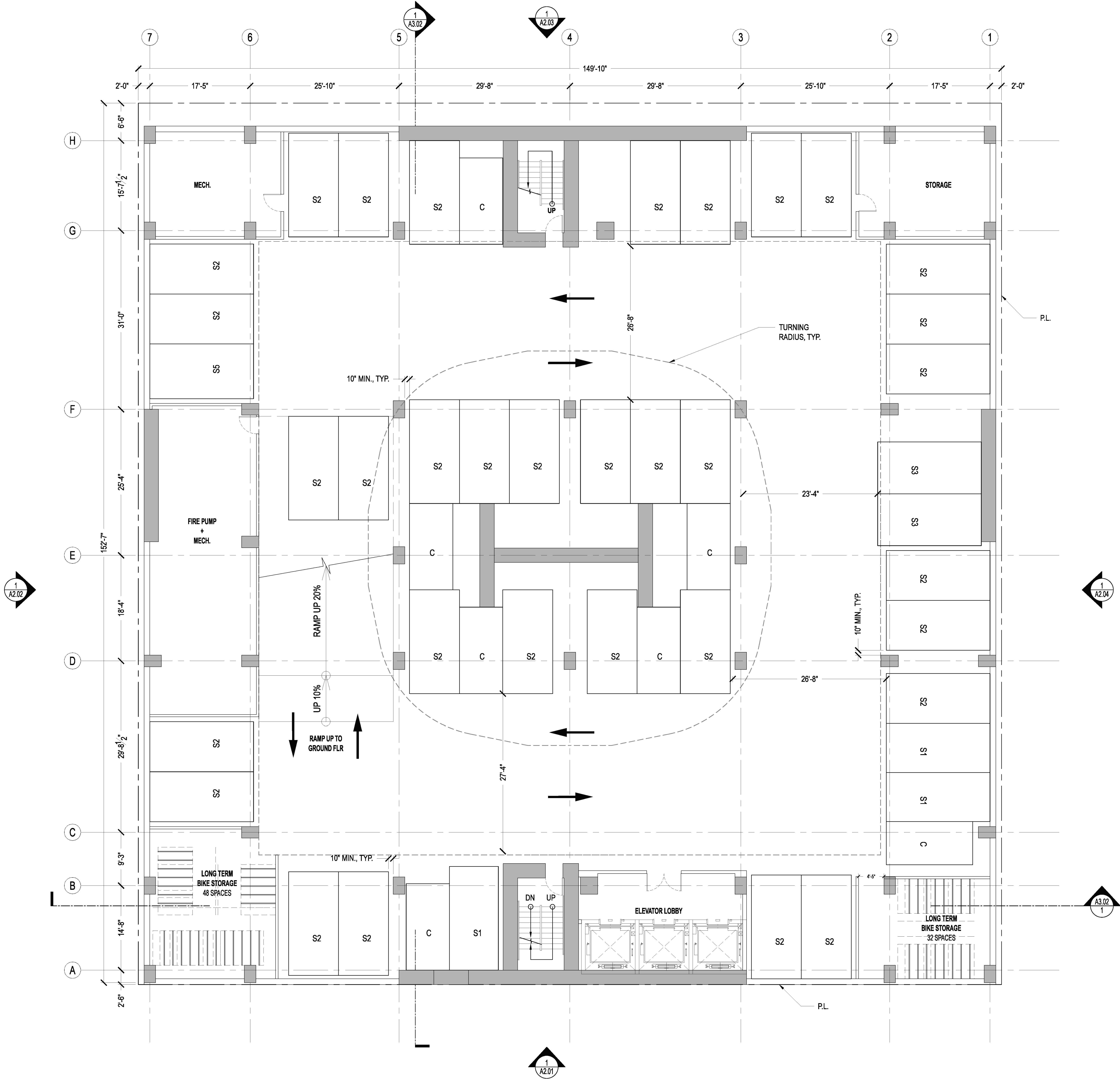
SEPTEMBER 12, 2016

SHEET

PLOT PLAN

SHEET NUMBER

A0.10



NOTES

- 1. ALL PARKING SPACES WILL BE ASSIGNED PARKING SPACES.
- 2. STANDARD PARKING STALLS 8'-8" WIDE, UNLESS NOTED OTHERWISE.
- 3. COMPACT PARKING STALLS 7'-6" WIDE, UNLESS NOTED OTHERWISE.
- 4. SEE SHEET A4.02 FOR ADDITIONAL PARKING GARAGE STANDARDS.
- 5. SEE SHEET A0.10 FOR PARKING TABULATIONS.
- 6. SEE SHEET A4.02 FOR BIKE STORAGE STANDARDS.
- 7. SEE SHEET A0.10 FOR BIKE STORAGE TABULATIONS.

ALL PARKING SPACES ARE RESIDENTIAL UNLESS OTHERWISE NOTED.

ALL PARKING SPACES ARE STANDARD UNLESS OTHERWISE NOTED.

PARKING SPACE INFO			
	TYPE	SIZE	BACK UP
S1	standard	8'-6" x 18'-0"	27'-4"
S2	standard	8'-8" x 18'-0"	26'-8"
S3	standard	9'-0" x 18'-0"	25'-4"
S4	standard	9'-4" x 18'-0"	24'-0"
S5	standard	9'-6" x 18'-0"	23'-4"
S6	standard	9'-8" x 18'-0"	22'-8"
S7	standard	9'-10" x 18'-0"	22'-0"
C	compact	7'-6" x 15'-0"	25'-4"

PARKING SUMMARY PER LEVEL						
	RESIDENTIAL PARKING					STALLS SUBTOTAL
	S	ADA	C	PAIRS S-C	PAIRS C-C	
B1	35	0	0			35
Ground Floor	4	5	0			9
Mezzanine	25	0	0			25
Level 02	32	0	0			32
Level 03	32	0	0			32
Level 04	32	0	0			32
Level 05	32	0	0			32
Level 06	30	0	0			30
TOTAL	222	5	0			227

FLOOR PLAN: B1

SCALE: 1/8"=1'-0"



ARCHITECT

dt-a
DAVID TAKACS ARCHITECTURE
824 S. Los Angeles St., #305
Los Angeles, CA 90014
213.984.4019

PROJECT

HILL ST. LOFTS
920 S. Hill St.
Los Angeles, CA 90014

OWNER

AGOURA OAKS LLC
5506 Colodny Dr.
Agoura Hills, CA 91301
818.991-9898

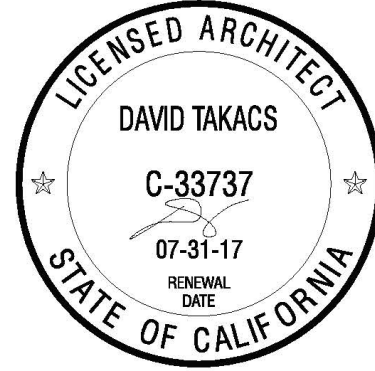
STRUCTURAL ENGINEER

CHARLES TAN & Assoc., SE
320 E. 2nd St., Suite 316
Los Angeles, CA 90012
213.628.8018

LANDSCAPE ARCHITECT

SQLA Inc
1320 E. Olympic Blvd., Suite 211
Los Angeles CA 90021
(562) 905-0800

SEAL



ISSUE

NO.	DATE	DESCRIPTION
1	05.23.14	SITE PLAN REVIEW
2	11.19.14	PLANNING CORRECTIONS
3	05.13.15	PLANNING CORRECTIONS
4	03.24.16	PLANNING CORRECTIONS
5	09.12.16	

REVISION

NO.	DATE	DESCRIPTION
△		
△		
△		
△		
△		

SCALE AS NOTED

DRAWN

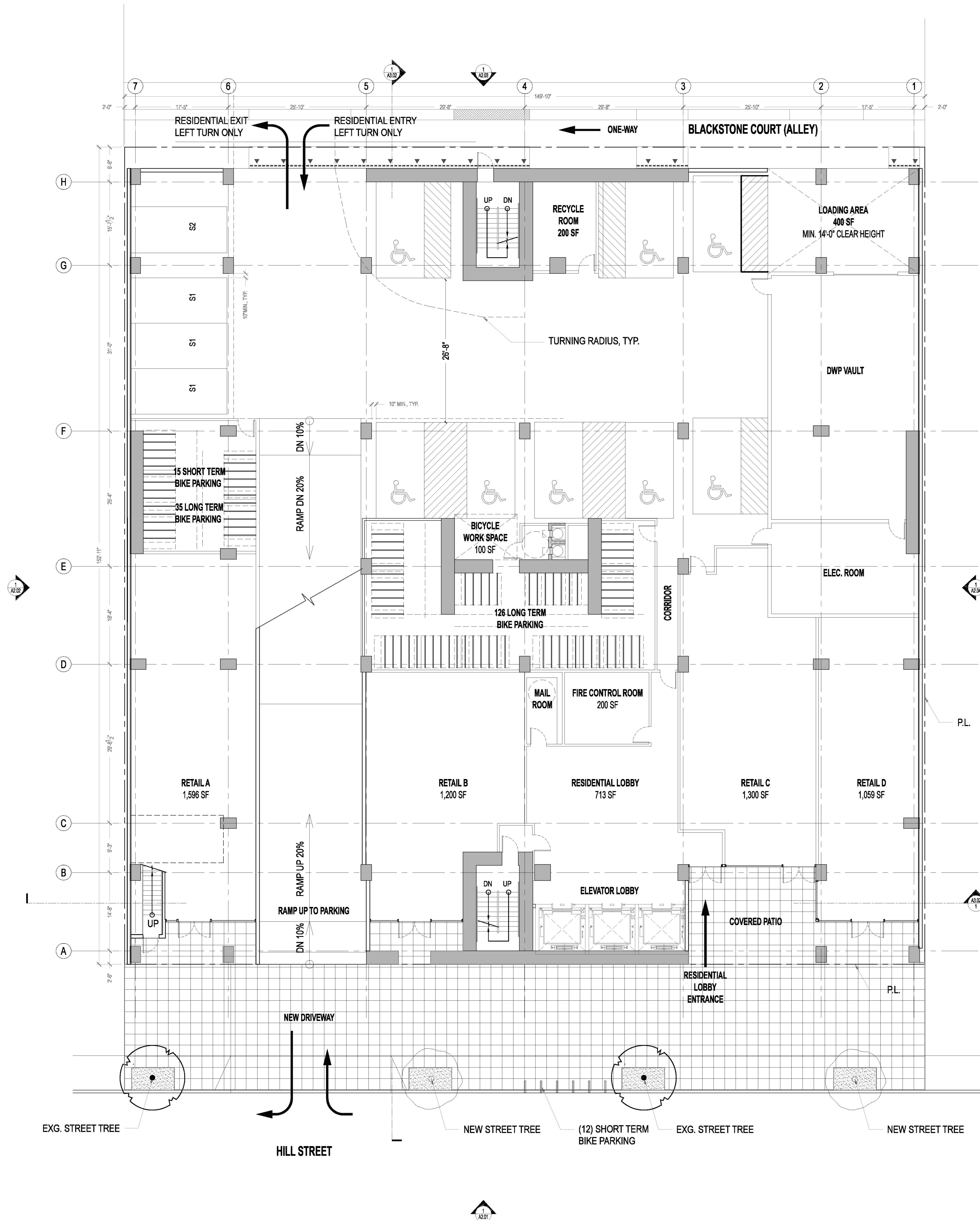
DATE SEPTEMBER 12, 2016

SHEET

FLOOR PLAN:
B1

SHEET NUMBER

A1.01



NOTES

1. ALL PARKING SPACES WILL BE ASSIGNED PARKING SPACES.
2. STANDARD PARKING STALLS 8'-8" WIDE, UNLESS NOTED OTHERWISE.
3. COMPACT PARKING STALLS 7'-6" WIDE, UNLESS NOTED OTHERWISE.
4. SEE SHEET A4.02 FOR ADDITIONAL PARKING GARAGE STANDARDS.
5. SEE SHEET A0.10 FOR PARKING TABULATIONS.
6. SEE SHEET A4.02 FOR BIKE STORAGE STANDARDS.
7. SEE SHEET A0.10 FOR BIKE STORAGE TABULATIONS.

ALL PARKING SPACES ARE RESIDENTIAL UNLESS OTHERWISE NOTED.

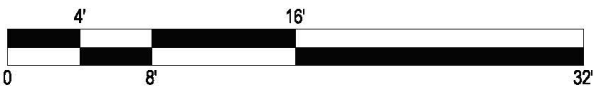
ALL PARKING SPACES ARE STANDARD UNLESS OTHERWISE NOTED.

PARKING SPACE INFO			
	TYPE	SIZE	BACK UP
S1	standard	8'-6" x 18'-0"	27'-4"
S2	standard	8'-8" x 18'-0"	26'-8"
S3	standard	9'-0" x 18'-0"	25'-4"
S4	standard	9'-4" x 18'-0"	24'-0"
S5	standard	9'-6" x 18'-0"	23'-4"
S6	standard	9'-8" x 18'-0"	22'-8"
S7	standard	9'-10" x 18'-0"	22'-0"
C	compact	7'-6" x 15'-0"	25'-4"

PARKING SUMMARY PER LEVEL						
		RESIDENTIAL PARKING				STALLS SUBTOTAL
		S	ADA	C	PAIRS S-C	
B1	35	0	0	0		35
Ground Floor	4	5	0	0		9
Mezzanine	25	0	0	0		25
Level 02	32	0	0	0		32
Level 03	32	0	0	0		32
Level 04	32	0	0	0		32
Level 05	32	0	0	0		32
Level 06	30	0	0	0		30
TOTAL	222	5	0	0		227

FLOOR PLAN: GROUND FLOOR

SCALE: 3/32"=1'-0"



ARCHITECT

dt-a

DAVID TAKACS ARCHITECTURE
824 S. Los Angeles St., #305
Los Angeles, CA 90014
213.984.4019

PROJECT

HILL ST. LOFTS

920 S. Hill St.
Los Angeles, CA 90014

OWNER

AGOURA OAKS LLC
5506 Colodny Dr.
Agoura Hills, CA 91301
818.991-9898

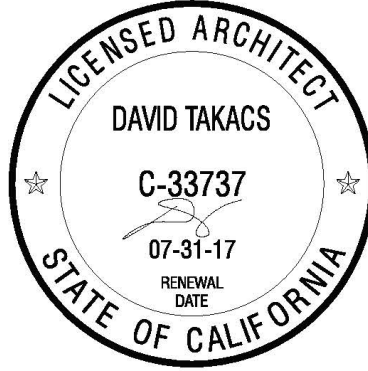
STRUCTURAL ENGINEER

CHARLES TAN & Assoc., SE
320 E. 2nd St., Suite 316
Los Angeles, CA 90012
213.628.8018

LANDSCAPE ARCHITECT

SQLA inc
1320 E. Olympic Blvd., Suite 211
Los Angeles CA 90021
(562) 905-0800

SEAL



ISSUE

NO.	DATE	DESCRIPTION
1	05.23.14	SITE PLAN REVIEW
2	11.19.14	PLANNING CORRECTIONS
3	05.13.15	PLANNING CORRECTIONS
4	03.24.16	PLANNING CORRECTIONS
5	09.12.16	

REVISION

NO.	DATE	DESCRIPTION
△		
△		
△		
△		

SCALE AS NOTED

DRAWN

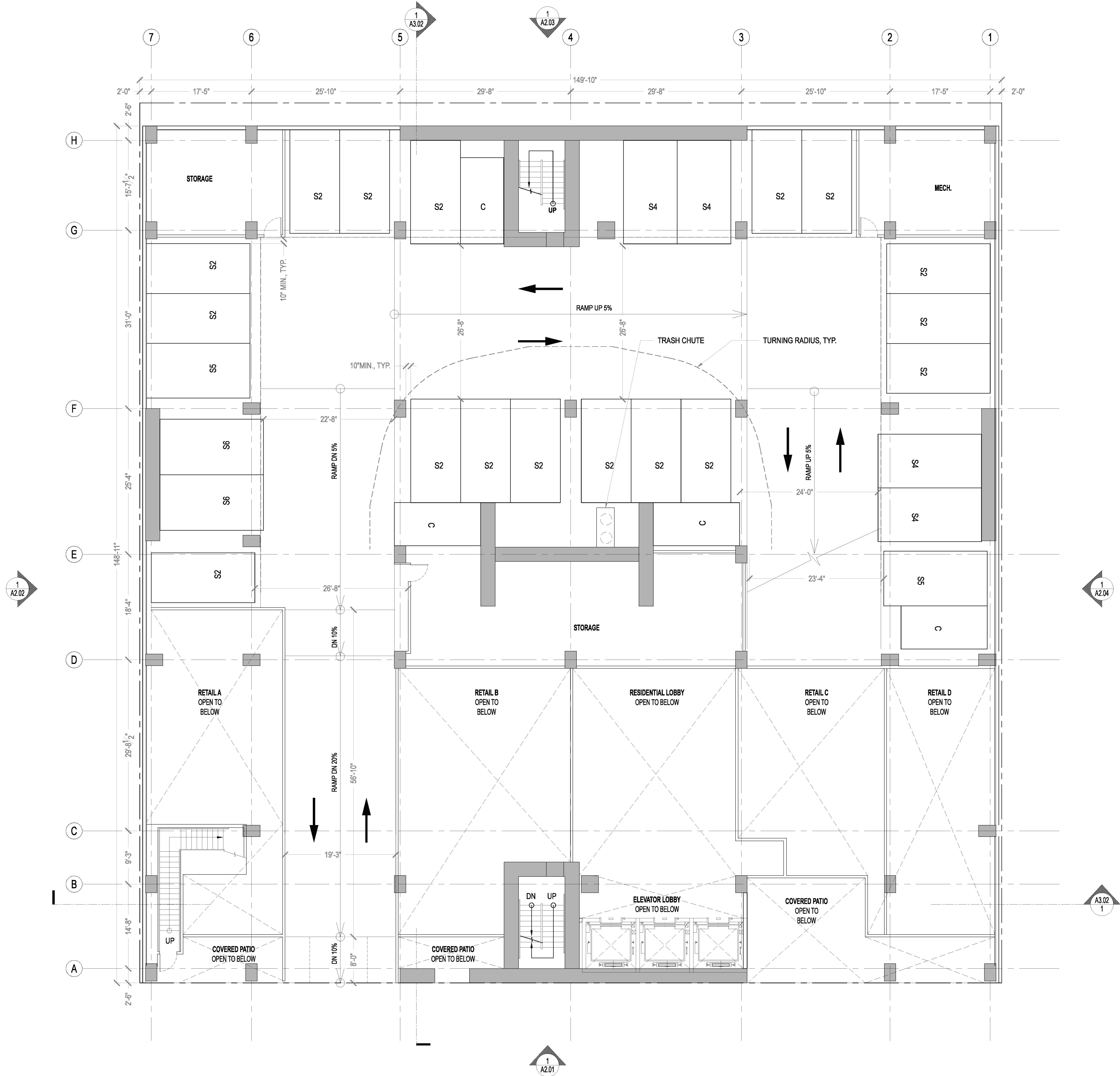
DATE SEPTEMBER 12, 2016

SHEET

FLOOR PLAN:
GROUND FLOOR

SHEET NUMBER

A1.02



NOTES

- 1. ALL PARKING SPACES WILL BE ASSIGNED PARKING SPACES.
- 2. STANDARD PARKING STALLS 8'-8" WIDE, UNLESS NOTED OTHERWISE.
- 3. COMPACT PARKING STALLS 7'-6" WIDE, UNLESS NOTED OTHERWISE.
- 4. SEE SHEET A4.02 FOR ADDITIONAL PARKING GARAGE STANDARDS.
- 5. SEE SHEET A0.10 FOR PARKING TABULATIONS.
- 6. SEE SHEET A4.02 FOR BIKE STORAGE STANDARDS.
- 7. SEE SHEET A0.10 FOR BIKE STORAGE TABULATIONS.

ALL PARKING SPACES ARE RESIDENTIAL UNLESS OTHERWISE NOTED.

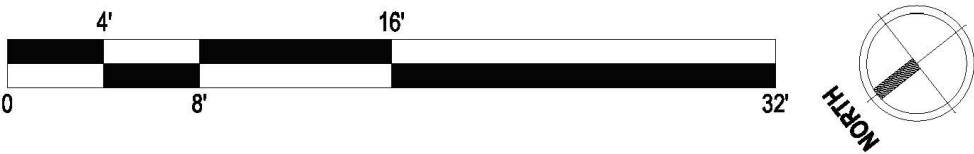
ALL PARKING SPACES ARE STANDARD UNLESS OTHERWISE NOTED.

PARKING SPACE INFO			
	TYPE	SIZE	BACK UP
S1	standard	8'-6" x 18'-0"	27'-4"
S2	standard	8'-8" x 18'-0"	26'-8"
S3	standard	9'-0" x 18'-0"	25'-4"
S4	standard	9'-4" x 18'-0"	24'-0"
S5	standard	9'-6" x 18'-0"	23'-4"
S6	standard	9'-8" x 18'-0"	22'-8"
S7	standard	9'-10" x 18'-0"	22'-0"
C	compact	7'-6" x 15'-0"	25'-4"

PARKING SUMMARY PER LEVEL						
	RESIDENTIAL PARKING					STALLS SUBTOTAL
	S	ADA	C	PAIRS S-C	PAIRS C-C	
B1	35	0	0			35
Ground Floor	4	5	0			9
Mezzanine	25	0	0			25
Level 02	32	0	0			32
Level 03	32	0	0			32
Level 04	32	0	0			32
Level 05	32	0	0			32
Level 06	30	0	0			30
TOTAL	222	5	0			227

FLOOR PLAN: MEZZANINE PARKING

SCALE: 1/8"=1'-0"



ARCHITECT

dt-a

DAVID TAKACS ARCHITECTURE
824 S. Los Angeles St., #305
Los Angeles, CA 90014
213.984.4019

PROJECT

HILL ST. LOFTS

920 S. Hill St.
Los Angeles, CA 90014

OWNER

AGOURA OAKS LLC
5506 Colodny Dr.
Agoura Hills, CA 91301
818.991-9898

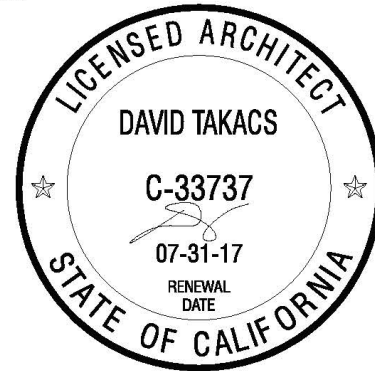
STRUCTURAL ENGINEER

CHARLES TAN & Assoc., SE
320 E. 2nd St., Suite 316
Los Angeles, CA 90012
213.628.8018

LANDSCAPE ARCHITECT

SQLA Inc
1320 E. Olympic Blvd., Suite 211
Los Angeles CA 90021
(562) 905-0800

SEAL



ISSUE

NO.	DATE	DESCRIPTION
1	05.23.14	SITE PLAN REVIEW
2	11.19.14	PLANNING CORRECTIONS
3	05.13.15	PLANNING CORRECTIONS
4	03.24.16	PLANNING CORRECTIONS
5	09.12.16	

REVISION

NO.	DATE	DESCRIPTION
△		
△		
△		
△		

SCALE AS NOTED

DRAWN

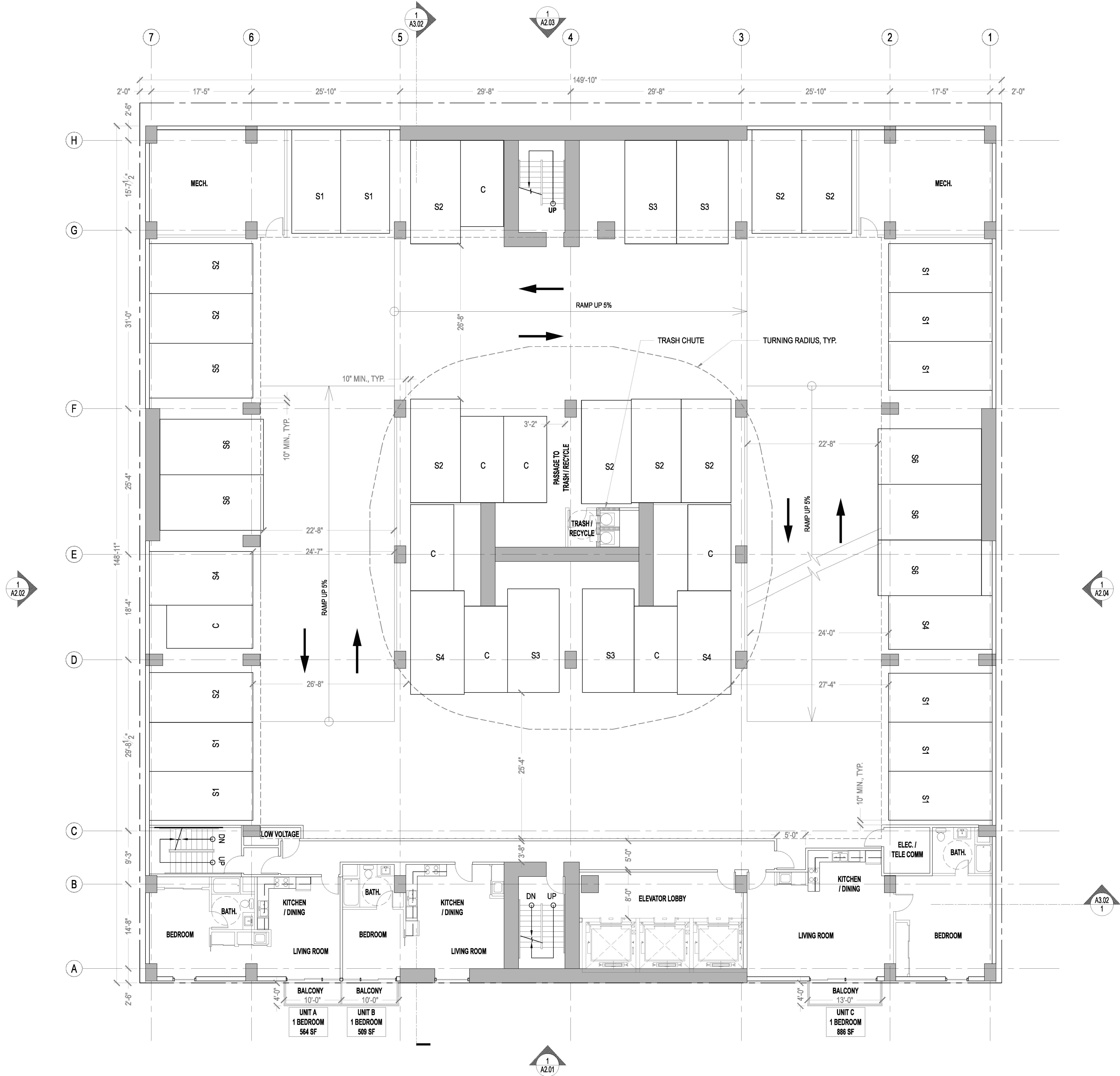
DATE SEPTEMBER 12, 2016

SHEET

FLOOR PLAN:
MEZZANINE PARKING

SHEET NUMBER

A1.03



NOTES

- 1. ALL PARKING SPACES WILL BE ASSIGNED PARKING SPACES.
- 2. STANDARD PARKING STALLS 8'-8" WIDE, UNLESS NOTED OTHERWISE.
- 3. COMPACT PARKING STALLS 7'-6" WIDE, UNLESS NOTED OTHERWISE.
- 4. SEE SHEET A4.02 FOR ADDITIONAL PARKING GARAGE STANDARDS.
- 5. SEE SHEET A0.10 FOR PARKING TABULATIONS.
- 6. SEE SHEET A4.02 FOR BIKE STORAGE STANDARDS.
- 7. SEE SHEET A0.10 FOR BIKE STORAGE TABULATIONS.

ALL PARKING SPACES ARE RESIDENTIAL UNLESS OTHERWISE NOTED.

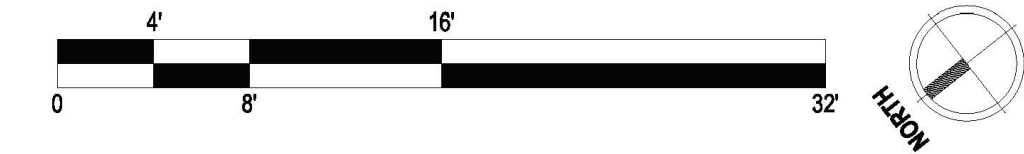
ALL PARKING SPACES ARE STANDARD UNLESS OTHERWISE NOTED.

PARKING SPACE INFO			
	TYPE	SIZE	BACK UP
S1	standard	8'-6" x 18'-0"	27'-4"
S2	standard	8'-8" x 18'-0"	26'-8"
S3	standard	9'-0" x 18'-0"	25'-4"
S4	standard	9'-4" x 18'-0"	24'-0"
S5	standard	9'-6" x 18'-0"	23'-4"
S6	standard	9'-8" x 18'-0"	22'-8"
S7	standard	9'-10" x 18'-0"	22'-0"
C	compact	7'-6" x 15'-0"	25'-4"

PARKING SUMMARY PER LEVEL						
	RESIDENTIAL PARKING					STALLS SUBTOTAL
	S	ADA	C	PAIRS S-C	PAIRS C-C	
B1	35	0	0			35
Ground Floor	4	5	0			9
Mezzanine	25	0	0			25
Level 02	32	0	0			32
Level 03	32	0	0			32
Level 04	32	0	0			32
Level 05	32	0	0			32
Level 06	30	0	0			30
TOTAL	222	5	0			227

FLOOR PLAN: LEVELS 2-5

SCALE: 1/8"=1'-0"



ARCHITECT

dt-a

DAVID TAKACS ARCHITECTURE
824 S. Los Angeles St., #305
Los Angeles, CA 90014
213.984.4019

PROJECT

HILL ST. LOFTS

920 S. Hill St.
Los Angeles, CA 90014

OWNER

AGOURA OAKS LLC
5506 Colodny Dr.
Agoura Hills, CA 91301
818.991-9898

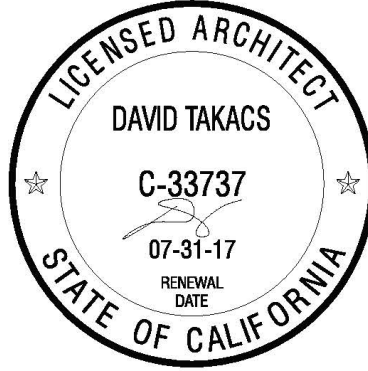
STRUCTURAL ENGINEER

CHARLES TAN & Assoc., SE
320 E. 2nd St., Suite 316
Los Angeles, CA 90012
213.628.8018

LANDSCAPE ARCHITECT

SQLA Inc
1320 E. Olympic Blvd., Suite 211
Los Angeles CA 90021
(562) 905-0800

SEAL



ISSUE

NO.	DATE	DESCRIPTION
1	05.23.14	SITE PLAN REVIEW
2	11.19.14	PLANNING CORRECTIONS
3	05.13.15	PLANNING CORRECTIONS
4	03.24.16	PLANNING CORRECTIONS
5	09.12.16	

REVISION

NO.	DATE	DESCRIPTION
△		
△		
△		
△		
△		

SCALE AS NOTED

DRAWN

DATE SEPTEMBER 12, 2016

SHEET

FLOOR PLAN:
LEVELS 2-5 PARKING

SHEET NUMBER

A1.04

ARCHITECT

dt-a

DAVID TAKACS ARCHITECTURE
824 S. Los Angeles St., #305
Los Angeles, CA 90014
213.984.4019

PROJECT

HILL ST. LOFTS

920 S. Hill St.
Los Angeles, CA 90014

OWNER

AGOURA OAKS LLC
5506 Colodny Dr.
Agoura Hills, CA 91301
818.991-9898

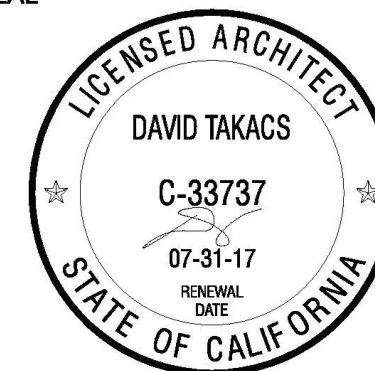
STRUCTURAL ENGINEER

CHARLES TAN & Assoc., SE
320 E. 2nd St., Suite 316
Los Angeles, CA 90012
213.628.8018

LANDSCAPE ARCHITECT

SQLA Inc
1320 E. Olympic Blvd., Suite 211
Los Angeles CA 90021
(562) 905-0800

SEAL



ISSUE

NO.	DATE	DESCRIPTION
1	05.23.14	SITE PLAN REVIEW
2	11.19.14	PLANNING CORRECTIONS
3	05.13.15	PLANNING CORRECTIONS
4	03.24.16	PLANNING CORRECTIONS
5	09.12.16	

REVISION

NO.	DATE	DESCRIPTION
△		
△		
△		
△		

SCALE AS NOTED

DRAWN

DATE SEPTEMBER 12, 2016

SHEET

**FLOOR PLAN:
LEVEL 6 PARKING**

SHEET NUMBER

A1.05

NOTES

1. ALL PARKING SPACES WILL BE ASSIGNED PARKING SPACES.
2. STANDARD PARKING STALLS 8'-8" WIDE, UNLESS NOTED OTHERWISE.
3. COMPACT PARKING STALLS 7'-6" WIDE, UNLESS NOTED OTHERWISE.
4. SEE SHEET A4.02 FOR ADDITIONAL PARKING GARAGE STANDARDS.
5. SEE SHEET A0.10 FOR PARKING TABULATIONS.
6. SEE SHEET A4.02 FOR BIKE STORAGE STANDARDS.
7. SEE SHEET A0.10 FOR BIKE STORAGE TABULATIONS.

ALL PARKING SPACES ARE RESIDENTIAL UNLESS OTHERWISE NOTED.

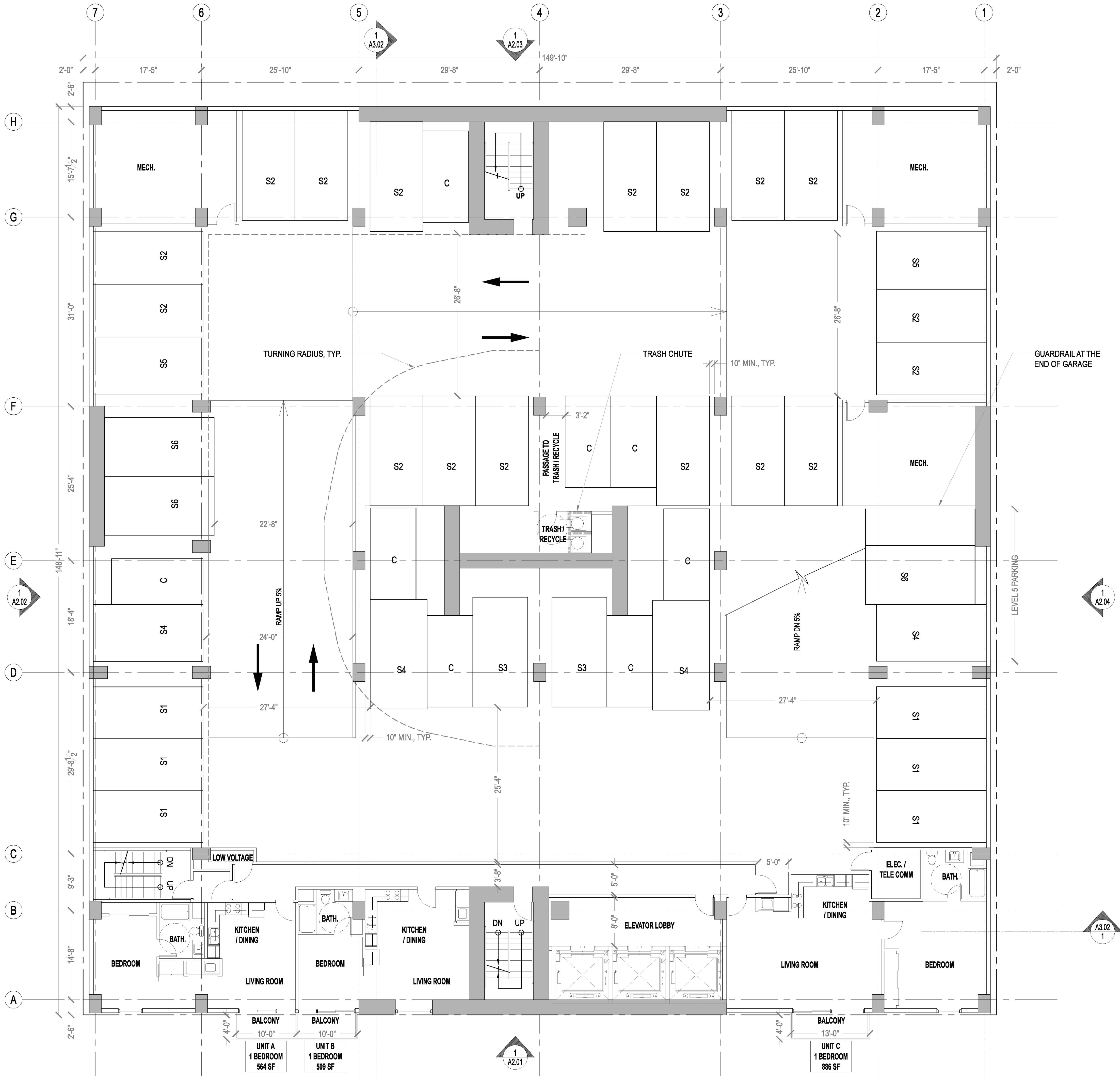
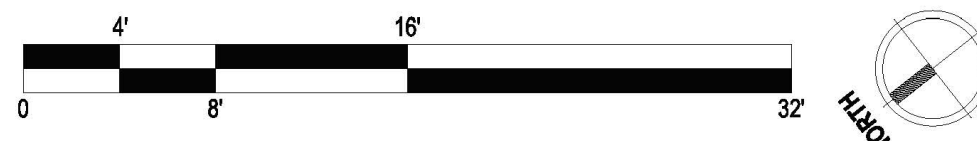
ALL PARKING SPACES ARE STANDARD UNLESS OTHERWISE NOTED.

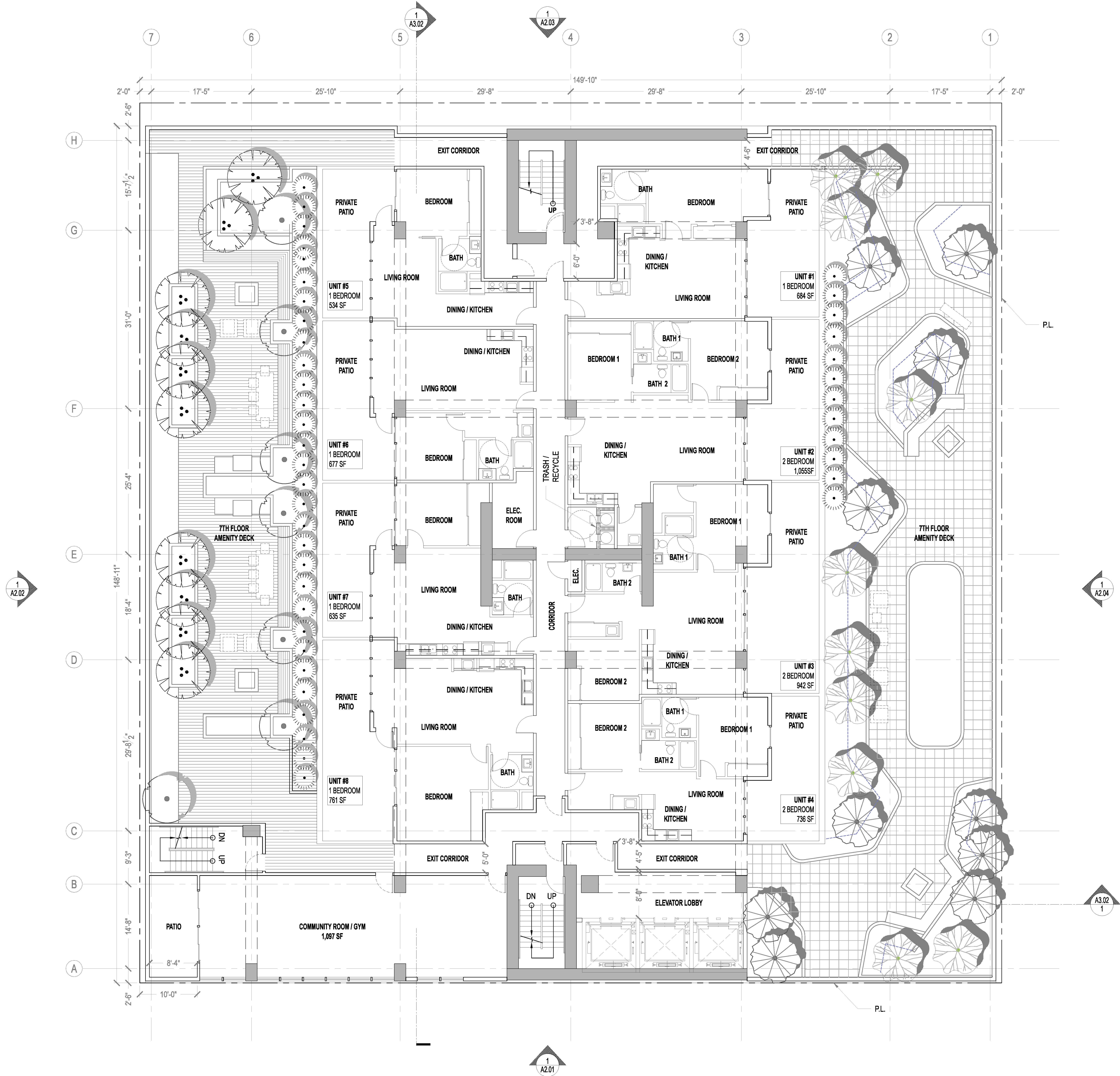
PARKING SPACE INFO			
	TYPE	SIZE	BACK UP
S1	standard	8'-6" x 18'-0"	27'-4"
S2	standard	8'-8" x 18'-0"	26'-8"
S3	standard	9'-0" x 18'-0"	25'-4"
S4	standard	9'-4" x 18'-0"	24'-0"
S5	standard	9'-6" x 18'-0"	23'-4"
S6	standard	9'-8" x 18'-0"	22'-8"
S7	standard	9'-10" x 18'-0"	22'-0"
C	compact	7'-6" x 15'-0"	25'-4"

PARKING SUMMARY PER LEVEL						
	RESIDENTIAL PARKING					STALLS SUBTOTAL
	S	ADA	C	PAIRS S-C	PAIRS C-C	
B1	35	0	0			35
Ground Floor	4	5	0			9
Mezzanine	25	0	0			25
Level 02	32	0	0			32
Level 03	32	0	0			32
Level 04	32	0	0			32
Level 05	32	0	0			32
Level 06	30	0	0			30
TOTAL	222	5	0			227

FLOOR PLAN: LEVEL 6 PARKING

SCALE: 1/8"=1'-0"





NOTES

1. SEE LANDSCAPE DRAWINGS FOR HARDSCAPE DESIGN AND PLANT SPECIES.

ARCHITECT

dt-a
DAVID TAKACS ARCHITECTURE
824 S. Los Angeles St., #305
Los Angeles, CA 90014
213.984.4019

PROJECT

HILL ST. LOFTS
920 S. Hill St.
Los Angeles, CA 90014

OWNER

AGOURA OAKS LLC
5506 Colodny Dr.
Agoura Hills, CA 91301
818.991-9898

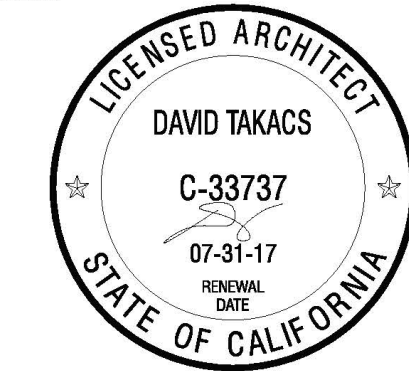
STRUCTURAL ENGINEER

CHARLES TAN & Assoc., SE
320 E. 2nd St., Suite 316
Los Angeles, CA 90012
213.628.8018

LANDSCAPE ARCHITECT

SQLA Inc
1320 E. Olympic Blvd., Suite 211
Los Angeles CA 90021
(562) 905-0800

SEAL



ISSUE

NO.	DATE	DESCRIPTION
1	05.23.14	SITE PLAN REVIEW
2	11.19.14	PLANNING CORRECTIONS
3	05.13.15	PLANNING CORRECTIONS
4	03.24.16	PLANNING CORRECTIONS
5	09.12.16	

REVISION

NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		

SCALE AS NOTED

DRAWN

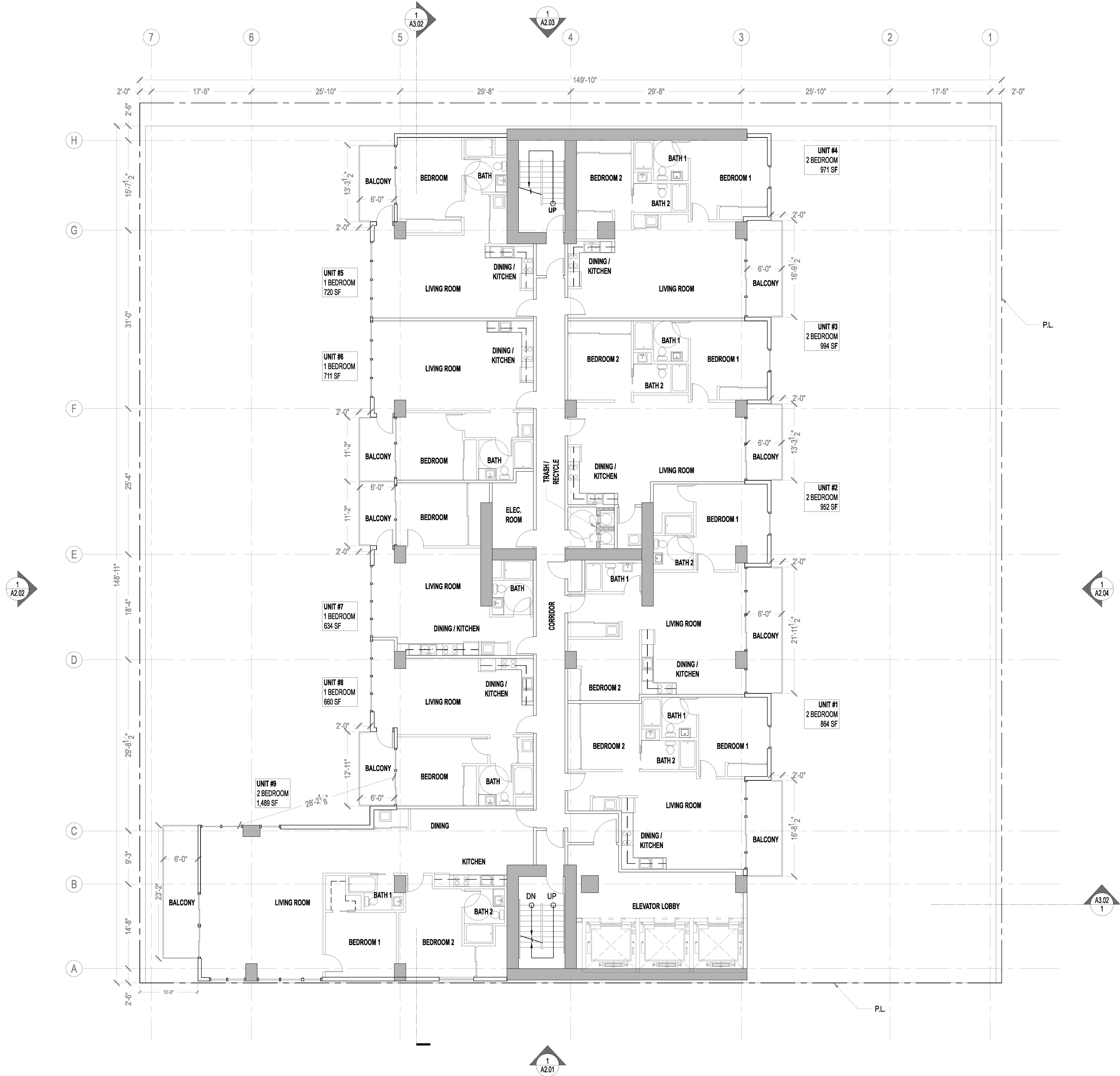
DATE SEPTEMBER 12, 2016

SHEET

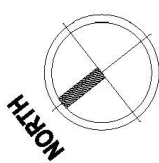
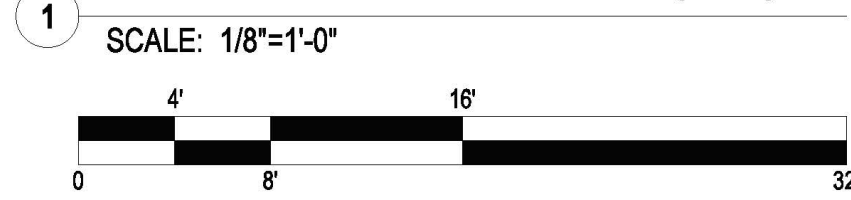
FLOOR PLAN:
LEVEL 7 AMENITY DECK

SHEET NUMBER

A1.06



FLOOR PLAN: LEVELS 8-15 (TYP)



ARCHITECT

dt-a

DAVID TAKACS ARCHITECTURE
824 S. Los Angeles St., #305
Los Angeles, CA 90014
213.984.4019

PROJECT

HILL ST. LOFTS

920 S. Hill St.
Los Angeles, CA 90014

OWNER

AGOURA OAKS LLC
5506 Colodny Dr.
Agoura Hills, CA 91301
818.991-9898

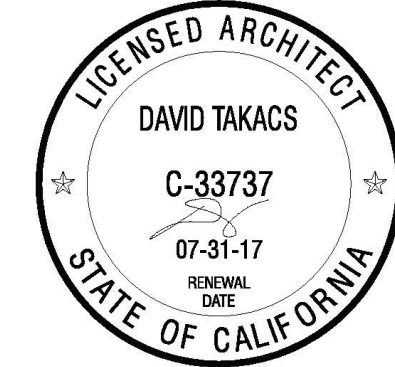
STRUCTURAL ENGINEER

CHARLES TAN & Assoc., SE
320 E. 2nd St., Suite 316
Los Angeles, CA 90012
213.628.8018

LANDSCAPE ARCHITECT

SQLA Inc
1320 E. Olympic Blvd., Suite 211
Los Angeles CA 90021
(562) 905-0800

SEAL



ISSUE

NO.	DATE	DESCRIPTION
1	05.23.14	SITE PLAN REVIEW
2	11.19.14	PLANNING CORRECTIONS
3	05.13.15	PLANNING CORRECTIONS
4	03.24.16	PLANNING CORRECTIONS
5	09.12.16	

REVISION

NO.	DATE	DESCRIPTION
△		
△		
△		
△		

SCALE AS NOTED

DRAWN

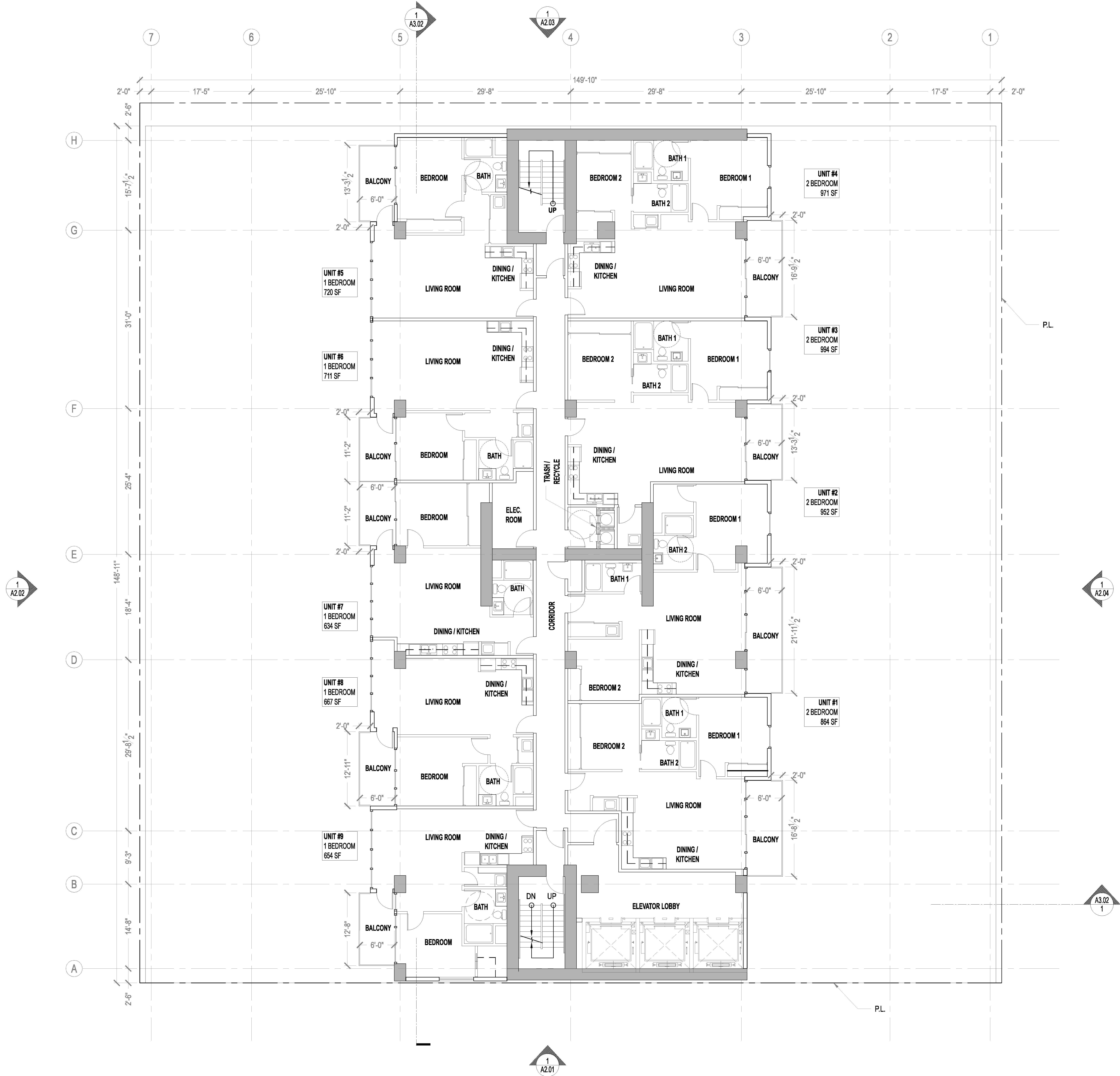
DATE SEPTEMBER 12, 2016

SHEET

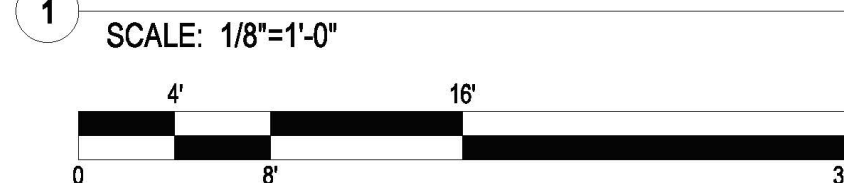
FLOOR PLAN:
LEVELS 8-15 (TYP)

SHEET NUMBER

A1.07



FLOOR PLAN: LEVELS 16-30 (TYP)



ARCHITECT

dt-a

DAVID TAKACS ARCHITECTURE
824 S. Los Angeles St., #305
Los Angeles, CA 90014
213.984.4019

PROJECT

HILL ST. LOFTS

920 S. Hill St.
Los Angeles, CA 90014

OWNER

AGOURA OAKS LLC
5506 Colodny Dr.
Agoura Hills, CA 91301
818.991-9898

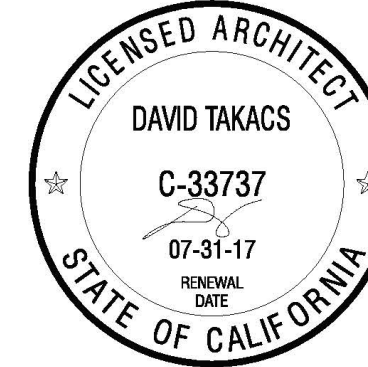
STRUCTURAL ENGINEER

CHARLES TAN & Assoc., SE
320 E. 2nd St., Suite 316
Los Angeles, CA 90012
213.628.8018

LANDSCAPE ARCHITECT

SQLA Inc
1320 E. Olympic Blvd., Suite 211
Los Angeles CA 90021
(562) 905-0800

SEAL



ISSUE

NO.	DATE	DESCRIPTION
1	05.23.14	SITE PLAN REVIEW
2	11.19.14	PLANNING CORRECTIONS
3	05.13.15	PLANNING CORRECTIONS
4	03.24.16	PLANNING CORRECTIONS
5	09.12.16	

REVISION

NO.	DATE	DESCRIPTION
△		
△		
△		
△		

SCALE AS NOTED

DRAWN

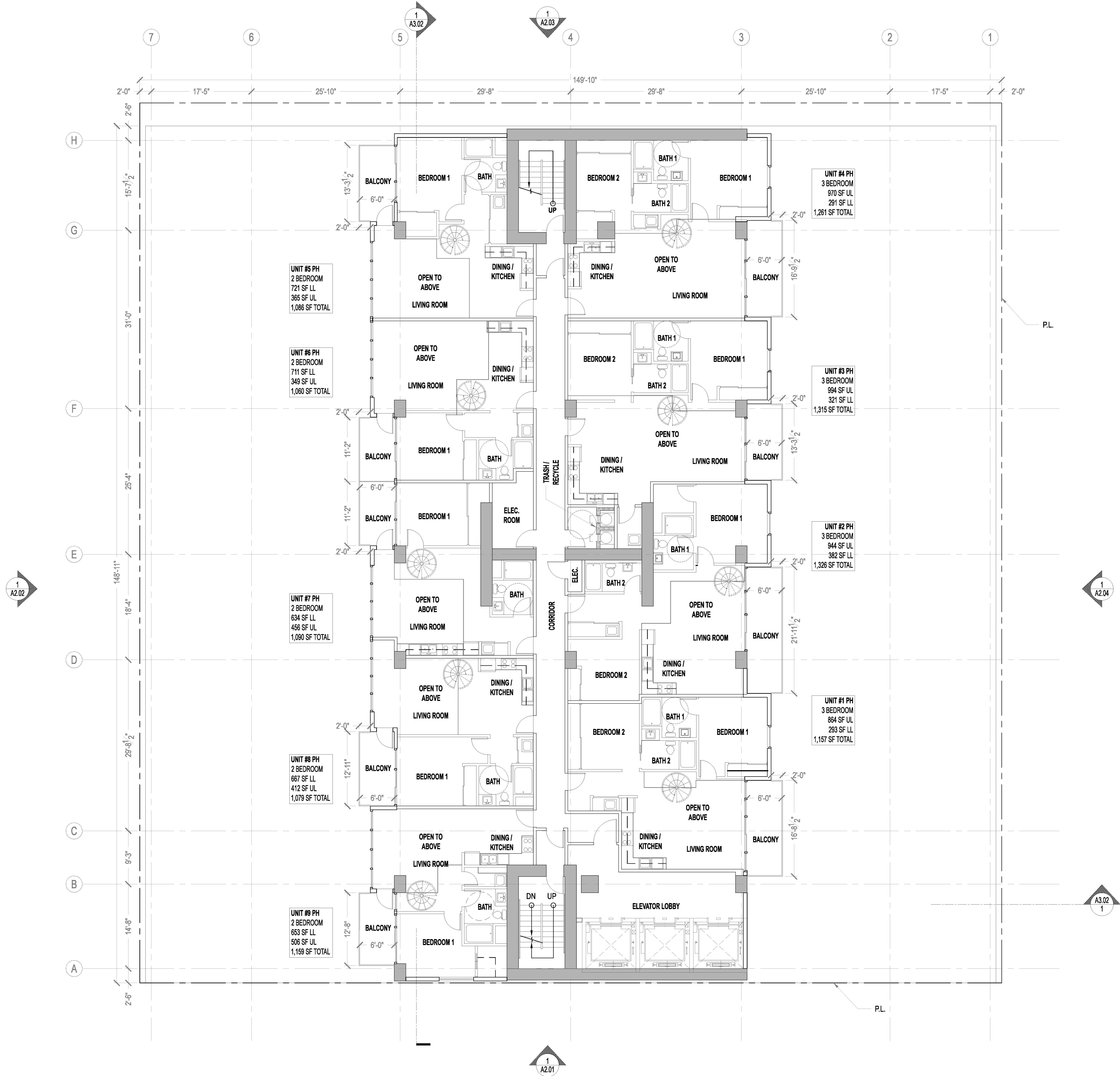
DATE SEPTEMBER 12, 2016

SHEET

FLOOR PLAN:
LEVELS 16-30 (TYP)

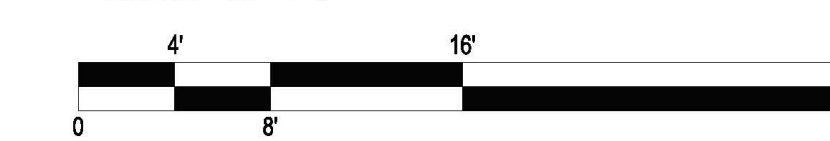
SHEET NUMBER

A1.08



FLOOR PLAN: LEVEL 31 PH LOWER

SCALE: 1/8"=1'-0"



ARCHITECT

dt-a

DAVID TAKACS ARCHITECTURE
824 S. Los Angeles St., #305
Los Angeles, CA 90014
213.984.4019

PROJECT

HILL ST. LOFTS

920 S. Hill St.
Los Angeles, CA 90014

OWNER

AGOURA OAKS LLC
5506 Colodny Dr.
Agoura Hills, CA 91301
818.991-9898

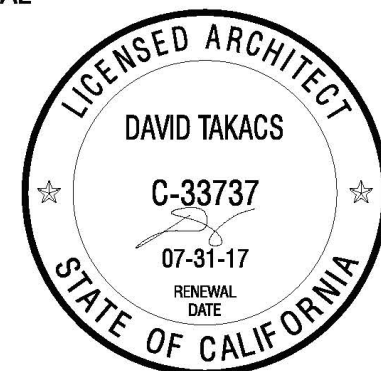
STRUCTURAL ENGINEER

CHARLES TAN & Assoc., SE
320 E. 2nd St., Suite 316
Los Angeles, CA 90012
213.628.8018

LANDSCAPE ARCHITECT

SQLA Inc
1320 E. Olympic Blvd., Suite 211
Los Angeles CA 90021
(562) 905-0800

SEAL



ISSUE

NO.	DATE	DESCRIPTION
1	05.23.14	SITE PLAN REVIEW
2	11.19.14	PLANNING CORRECTIONS
3	05.13.15	PLANNING CORRECTIONS
4	03.24.16	PLANNING CORRECTIONS
5	09.12.16	

REVISION

NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		

SCALE AS NOTED

DRAWN

DATE

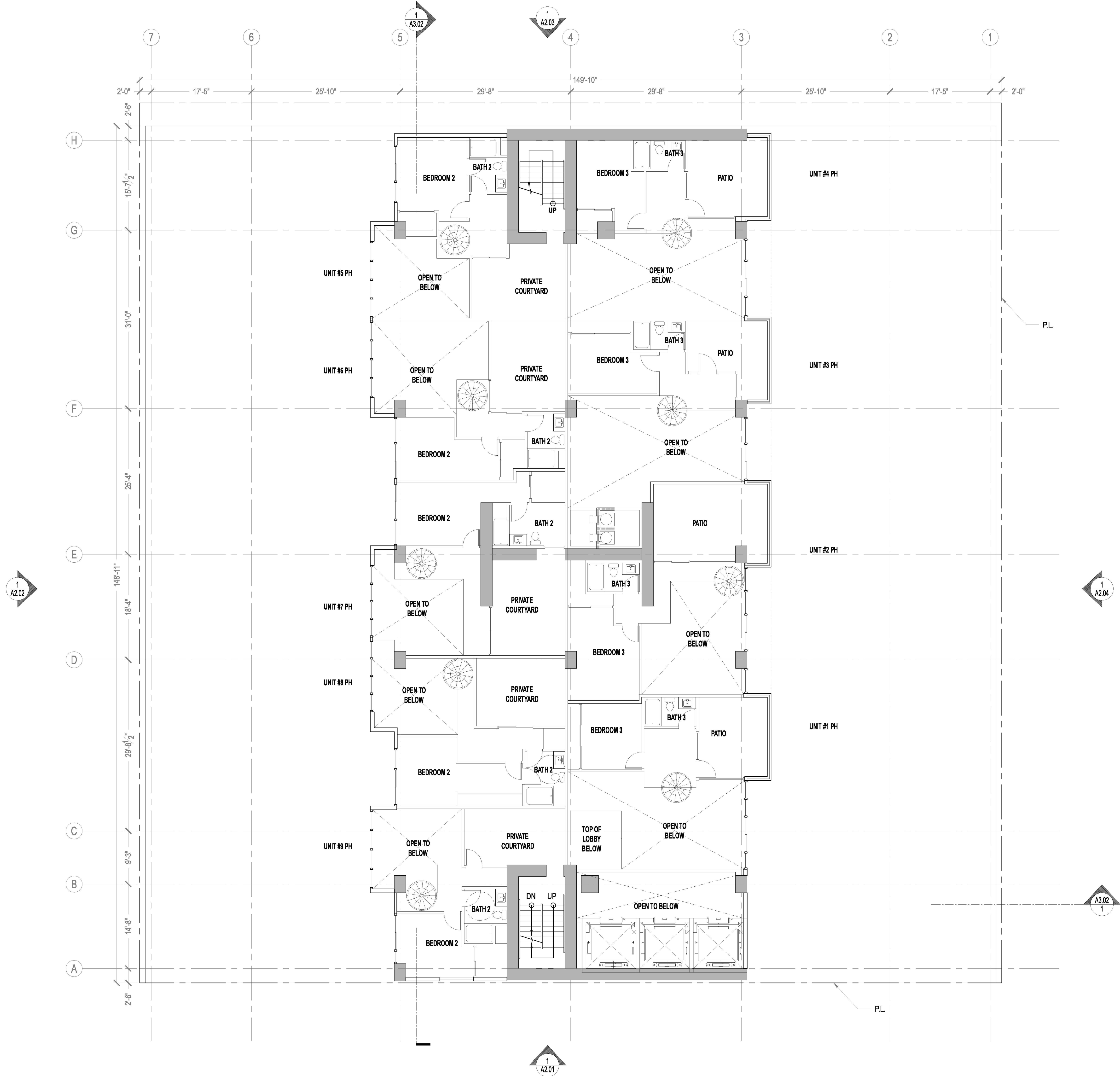
SEPTEMBER 12, 2016

SHEET

**FLOOR PLAN:
LEVELS 31 PH LOWER**

SHEET NUMBER

A1.09



FLOOR PLAN: LEVEL 32 PH UPPER

SCALE: 1/8"=1'-0"



ARCHITECT

dt-a

DAVID TAKACS ARCHITECTURE
824 S. Los Angeles St., #305
Los Angeles, CA 90014
213.984.4019

PROJECT

HILL ST. LOFTS

920 S. Hill St.
Los Angeles, CA 90014

OWNER

AGOURA OAKS LLC
5506 Colodny Dr.
Agoura Hills, CA 91301
818.991-9898

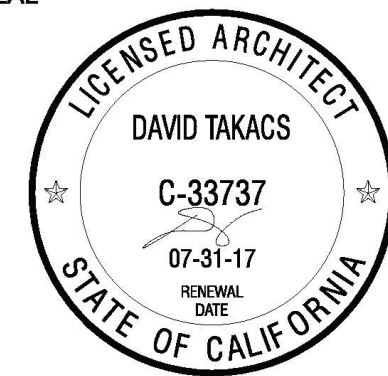
STRUCTURAL ENGINEER

CHARLES TAN & Assoc., SE
320 E. 2nd St., Suite 316
Los Angeles, CA 90012
213.628.8018

LANDSCAPE ARCHITECT

SQLA Inc
1320 E. Olympic Blvd., Suite 211
Los Angeles CA 90021
(562) 905-0800

SEAL



ISSUE

NO.	DATE	DESCRIPTION
1	05.23.14	SITE PLAN REVIEW
2	11.19.14	PLANNING CORRECTIONS
3	05.13.15	PLANNING CORRECTIONS
4	03.24.16	PLANNING CORRECTIONS
5	09.12.16	

REVISION

NO.	DATE	DESCRIPTION
△		
△		
△		
△		
△		

SCALE AS NOTED

DRAWN

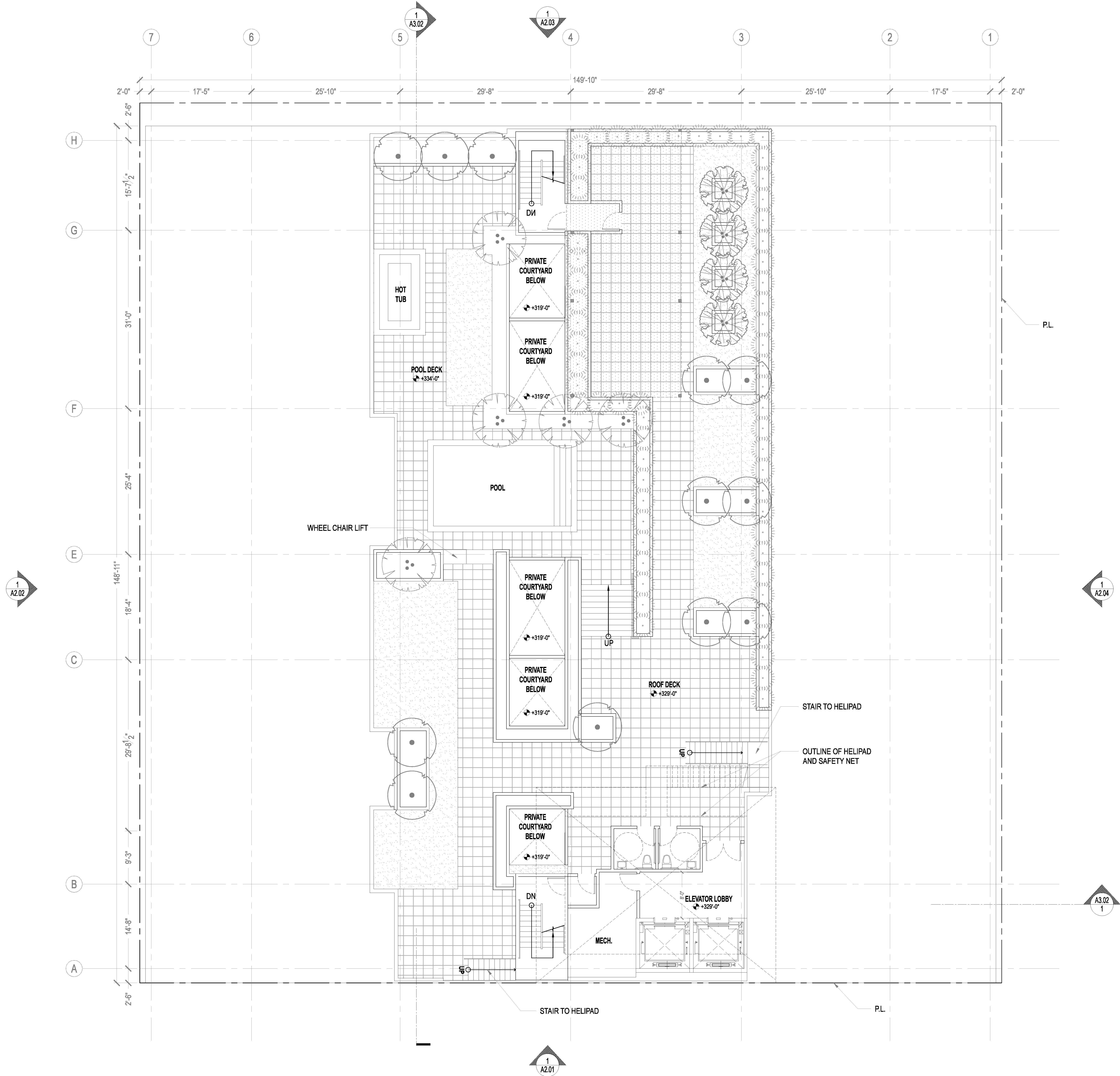
DATE SEPTEMBER 12, 2016

SHEET

**FLOOR PLAN:
LEVELS 32 PH UPPER**

SHEET NUMBER

A1.10



NOTES

1. SEE LANDSCAPE DRAWINGS FOR HARDSCAPE DESIGN ND PLANT SPECIES.

ARCHITECT

dt-a
DAVID TAKACS ARCHITECTURE
824 S. Los Angeles St., #305
Los Angeles, CA 90014
213.984.4019

PROJECT

HILL ST. LOFTS
920 S. Hill St.
Los Angeles, CA 90014

OWNER

AGOURA OAKS LLC
5506 Colodny Dr.
Agoura Hills, CA 91301
818.991-9898

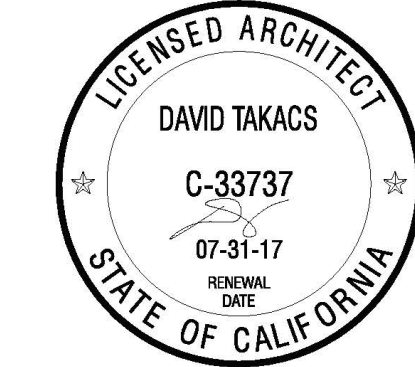
STRUCTURAL ENGINEER

CHARLES TAN & Assoc., SE
320 E. 2nd St., Suite 316
Los Angeles, CA 90012
213.628.8018

LANDSCAPE ARCHITECT

SQA inc
1320 E. Olympic Blvd., Suite 211
Los Angeles CA 90021
(562) 905-0800

SEAL



ISSUE

NO.	DATE	DESCRIPTION
1	05.23.14	SITE PLAN REVIEW
2	11.19.14	PLANNING CORRECTIONS
3	05.13.15	PLANNING CORRECTIONS
4	03.24.16	PLANNING CORRECTIONS
5	09.12.16	

REVISION

NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		

SCALE AS NOTED
DRAWN
DATE SEPTEMBER 12, 2016

SHEET

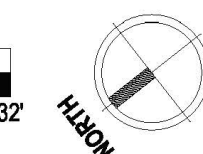
FLOOR PLAN: ROOFTOP AMENITY

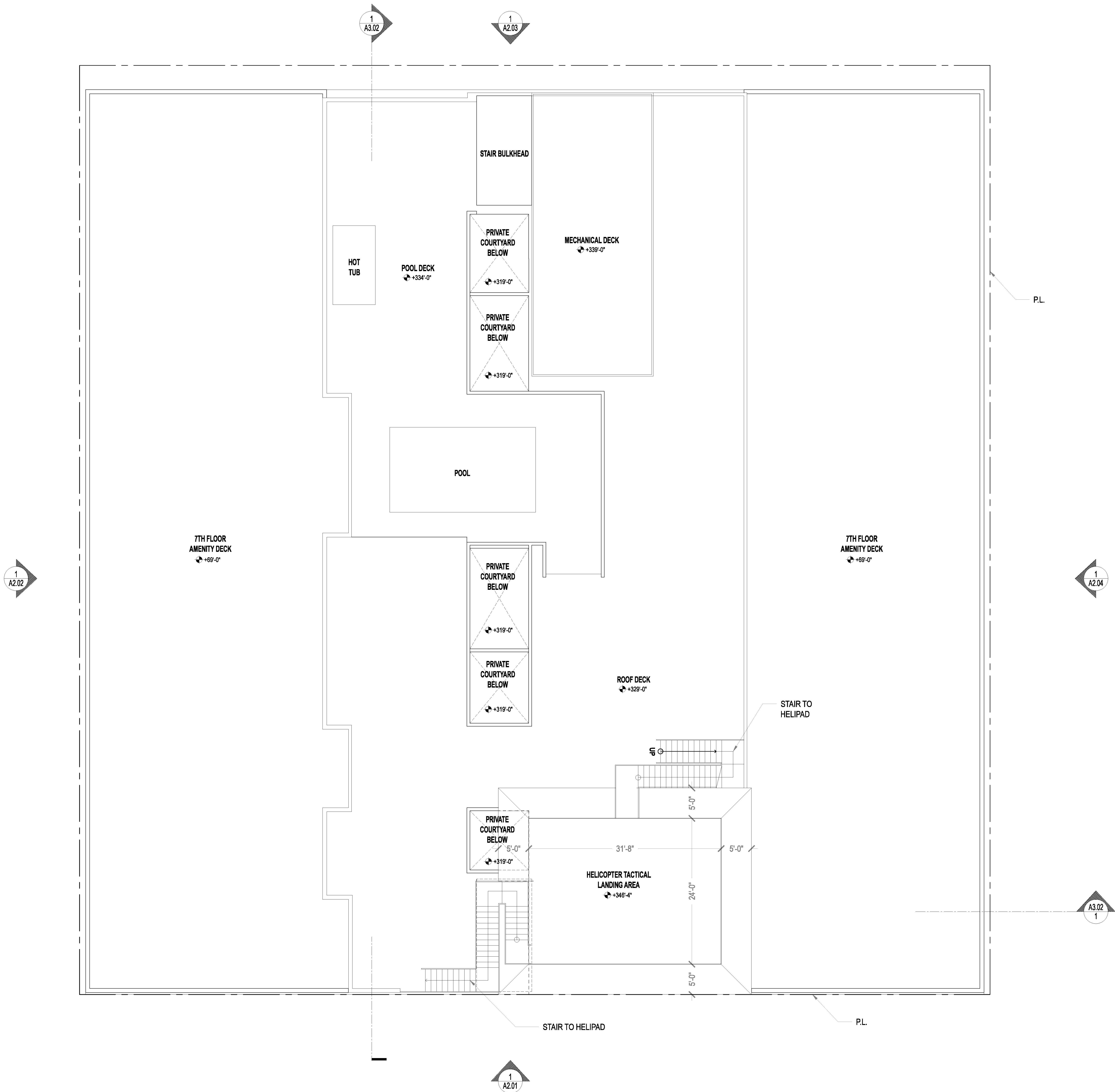
SHEET NUMBER

A1.11

FLOOR PLAN: ROOFTOP AMENITY

SCALE: 1/8"=1'-0"





FLOOR PLAN: ROOF PLAN

SCALE: 1/8"=1'-0"



ARCHITECT

dt-a

DAVID TAKACS ARCHITECTURE
824 S. Los Angeles St., #305
Los Angeles, CA 90014
213.984.4019

PROJECT

HILL ST. LOFTS

920 S. Hill St.
Los Angeles, CA 90014

OWNER

AGOURA OAKS LLC
5506 Colodny Dr.
Agoura Hills, CA 91301
818.991-9898

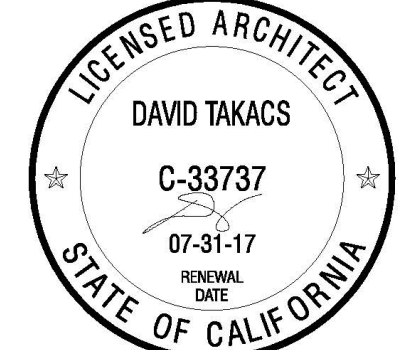
STRUCTURAL ENGINEER

CHARLES TAN & Assoc., SE
320 E. 2nd St., Suite 316
Los Angeles, CA 90012
213.628.8018

LANDSCAPE ARCHITECT

SQLA inc
1320 E. Olympic Blvd., Suite 211
Los Angeles CA 90021
(562) 905-0800

SEAL



ISSUE

NO.	DATE	DESCRIPTION
1	05.23.14	SITE PLAN REVIEW
2	11.19.14	PLANNING CORRECTIONS
3	05.13.15	PLANNING CORRECTIONS
4	03.24.16	PLANNING CORRECTIONS
5	09.12.16	

REVISION

NO.	DATE	DESCRIPTION
△		
△		
△		
△		
△		

SCALE AS NOTED

DRAWN

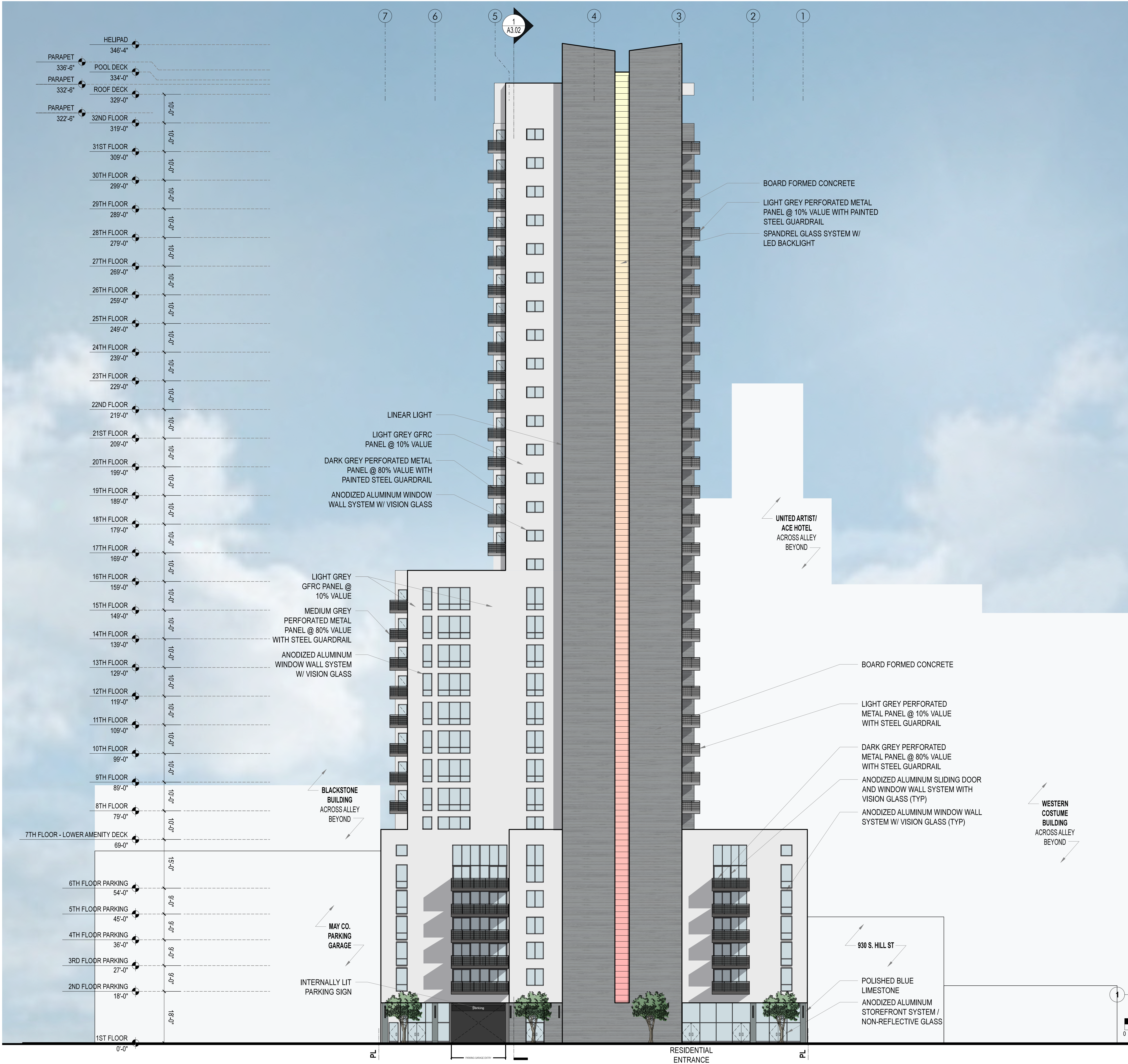
DATE SEPTEMBER 12, 2016

SHEET

FLOOR PLAN:
ROOF PLAN

SHEET NUMBER

A1.12



NOTES

- 1. LIGHT GREY GFRC CLADDING (10% VALUE) FINISH TO BE SMOOTH.
- 2. BOARD FORMED CONCRETE AS NOTED.
- 3. MEDIUM GREY GFRC TO BE SLIGHTLY STRIATED (50% VALUE). COLOR TO MATCH BOARD FORMED CONCRETE.
- 4. BALCONY GUARDRAIL PANELS TO BE PERFORATED METAL WITH ENAMEL COLOR PER DRAWINGS. LIGHT GREY 10% AND DARK GREY 50%.
- 5. UNDERSIDE OF BALCONY TO BE PAINTED TO MATCH ADJACENT LIGHT GREY GFRC PANEL (10% VALUE).
- 6. ALUMINUM STOREFRONT SYSTEM, WINDOW WALL, AND OPERABLE WINDOWS TO BE MEDIUM BRONZE ANODIZED.
- 7. RETAIL GLAZING TO BE CLEAR, NON-REFLECTIVE GLASS W/ MIN. 90% LIGHT TRANSMISSION.
- 8. STEEL FRAME AT TYPICAL BALCONY GUARDRAIL & STEEL RETAIL PEDESTRIAN SIGN TO BE PAINTED TO MATCH MEDIUM BRONZE ANODIZED ALUMINUM SYSTEMS.
- 9. BLUE LIMESTONE AT GROUND FLOOR COLUMNS. SMOOTH FINISH

ARCHITECT

dt-a

DAVID TAKACS ARCHITECTURE824 S. Los Angeles St., #305Los Angeles, CA 90014213.984.4019

PROJECTHILL ST. LOFTS920 S. Hill St.Los Angeles, CA 90014

OWNERAGOURA OAKS LLC5506 Colodny Dr.Agoura Hills, CA 91301818.991-9898

STRUCTURAL ENGINEERCHARLES TAN & Assoc., SE320 E. 2nd St., Suite 316Los Angeles, CA 90012213.628.8018

LANDSCAPE ARCHITECTSQLA inc1320 E. Olympic Blvd., Suite 211Los Angeles CA 90021(562) 905-0800

SEAL

LICENSED ARCHITECTDAVID TAKACSC-3373707-31-17RENEWAL DATESTATE OF CALIFORNIA

ISSUE

NO.	DATE	DESCRIPTION
1	05.23.14	SITE PLAN REVIEW
2	11.19.14	PLANNING CORRECTIONS
3	05.13.15	PLANNING CORRECTIONS
4	03.24.16	PLANNING CORRECTIONS
5	09.12.16	

REVISION

NO.	DATE	DESCRIPTION
△		
△		
△		
△		

SCALEAS NOTEDDRAWNDATEDSEPTEMBER 12, 2016

SHEETWEST ELEVATION

SHEET NUMBERA2.01



NOTES

1. LIGHT GREY GFRC CLADDING (10% VALUE) FINISH TO BE SMOOTH.
2. BOARD FORMED CONCRETE AS NOTED.
3. MEDIUM GREY GFRC TO BE SLIGHTLY STRIATED (50% VALUE). COLOR TO MATCH BOARD FORMED CONCRETE.
4. BALCONY GUARDRAIL PANELS TO BE PERFORATED METAL WITH ENAMEL COLOR PER DRAWINGS. LIGHT GREY 10% AND DARK GREY 50%
5. UNDERSIDE OF BALCONY TO BE PAINTED TO MATCH ADJACENT LIGHT GREY GFRC PANEL (10% VALUE).
6. ALUMINUM STOREFRONT SYSTEM, WINDOW WALL, AND OPERABLE WINDOWS TO BE MEDIUM BRONZE ANODIZED.
7. RETAIL GLAZING TO BE CLEAR, NON-REFLECTIVE GLASS W/ MIN. 90% LIGHT TRANSMISSION.
8. STEEL FRAME AT TYPICAL BALCONY GUARDRAIL & STEEL RETAIL PEDESTRIAN SIGN TO BE PAINTED TO MATCH MEDIUM BRONZE ANODIZED ALUMINUM SYSTEMS.
9. BLUE LIMESTONE AT GROUND FLOOR COLUMNS. SMOOTH FINISH

ARCHITECT

dt-a
DAVID TAKACS ARCHITECTURE
824 S. Los Angeles St., #305
Los Angeles, CA 90014
213.984.4019

PROJECT

HILL ST. LOFTS
920 S. Hill St.
Los Angeles, CA 90014

OWNER

AGOURA OAKS LLC
5506 Colodny Dr.
Agoura Hills, CA 91301
818.991-9898

STRUCTURAL ENGINEER

CHARLES TAN & Assoc., SE
320 E. 2nd St., Suite 316
Los Angeles, CA 90012
213.628.8018

LANDSCAPE ARCHITECT

SQLA inc
1320 E. Olympic Blvd., Suite 211
Los Angeles CA 90021
(562) 905-0800

SEAL

LICENSED ARCHITECT
DAVID TAKACS
C-33737
07-31-17
RENEWAL DATE
STATE OF CALIFORNIA

ISSUE

NO.	DATE	DESCRIPTION
1	05.23.14	SITE PLAN REVIEW
2	11.19.14	PLANNING CORRECTIONS
3	05.13.15	PLANNING CORRECTIONS
4	03.24.16	PLANNING CORRECTIONS
5	09.12.16	

REVISION

NO.	DATE	DESCRIPTION
△		
△		
△		
△		
△		

SCALE AS NOTED

DRAWN

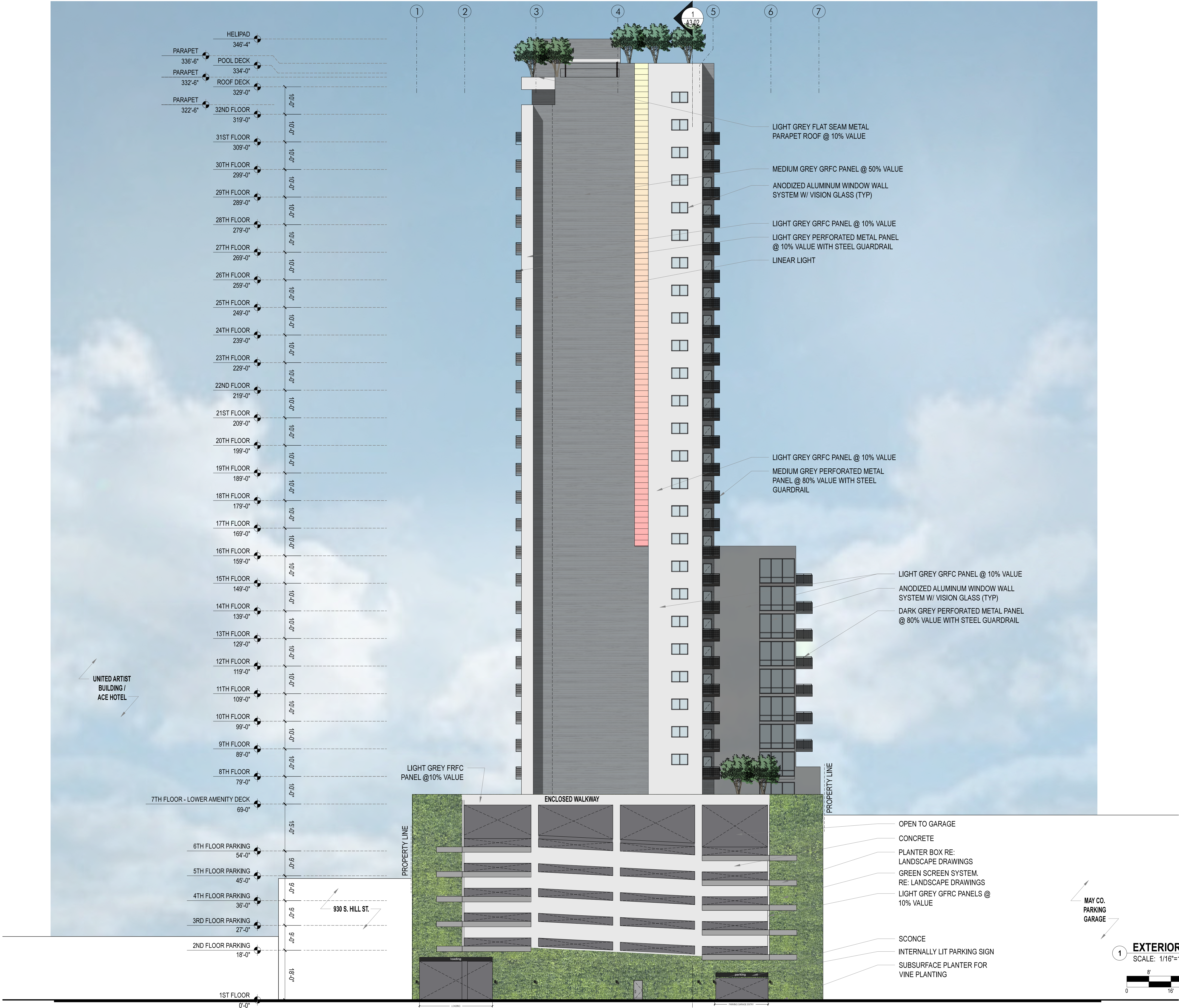
DATE SEPTEMBER 12, 2016

SHEET

NORTH ELEVATION

SHEET NUMBER

A2.02



NOTES

1. LIGHT GREY GFRC CLADDING (10% VALUE) FINISH TO BE SMOOTH.
2. BOARD FORMED CONCRETE AS NOTED.
3. MEDIUM GREY GFRC TO BE SLIGHTLY STRIATED (50% VALUE). COLOR TO MATCH BOARD FORMED CONCRETE.
4. BALCONY GUARDRAIL PANELS TO BE PERFORATED METAL WITH ENAMEL COLOR PER DRAWINGS. LIGHT GREY 10% AND DARK GREY 50%
5. UNDERSIDE OF BALCONY TO BE PAINTED TO MATCH ADJACENT LIGHT GREY GFRC PANEL (10% VALUE).
6. ALUMINUM STOREFRONT SYSTEM, WINDOW WALL, AND OPERABLE WINDOWS TO BE MEDIUM BRONZE ANODIZED.
7. RETAIL GLAZING TO BE CLEAR, NON-REFLECTIVE GLASS W/ MIN. 90% LIGHT TRANSMISSION.
8. STEEL FRAME AT TYPICAL BALCONY GUARDRAIL & STEEL RETAIL PEDESTRIAN SIGN TO BE PAINTED TO MATCH MEDIUM BRONZE ANODIZED ALUMINUM SYSTEMS.
9. BLUE LIMESTONE AT GROUND FLOOR COLUMNS. SMOOTH FINISH

ARCHITECT

dt-a

DAVID TAKACS ARCHITECTURE
824 S. Los Angeles St., #305
Los Angeles, CA 90014
213.984.4019

PROJECT

HILL ST. LOFTS
920 S. Hill St.
Los Angeles, CA 90014

OWNER

AGOURA OAKS LLC
5506 Colodny Dr.
Agoura Hills, CA 91301
818.991-9898

STRUCTURAL ENGINEER

CHARLES TAN & Assoc., SE
320 E. 2nd St., Suite 316
Los Angeles, CA 90012
213.628.8018

LANDSCAPE ARCHITECT

SQLA inc
1320 E. Olympic Blvd., Suite 211
Los Angeles CA 90021
(562) 905-0800

SEAL

LICENSED ARCHITECT

DAVID TAKACS

C-33737

07-31-17

RENEWAL DATE

STATE OF CALIFORNIA

ISSUE

NO.	DATE	DESCRIPTION
1	05.23.14	SITE PLAN REVIEW
2	11.19.14	PLANNING CORRECTIONS
3	05.13.15	PLANNING CORRECTIONS
4	03.24.16	PLANNING CORRECTIONS
5	09.12.16	

REVISION

NO.	DATE	DESCRIPTION
△		
△		
△		
△		
△		

SCALE AS NOTED

DRAWN

DATE SEPTEMBER 12, 2016

SHEET

EAST ELEVATION

SHEET NUMBER

A2.03



NOTES

1. LIGHT GREY GFRC CLADDING (10% VALUE) FINISH TO BE SMOOTH.
2. BOARD FORMED CONCRETE AS NOTED.
3. MEDIUM GREY GFRC TO BE SLIGHTLY STRIATED (50% VALUE). COLOR TO MATCH BOARD FORMED CONCRETE.
4. BALCONY GUARDRAIL PANELS TO BE PERFORATED METAL WITH ENAMEL COLOR PER DRAWINGS. LIGHT GREY 10% AND DARK GREY 50%
5. UNDERSIDE OF BALCONY TO BE PAINTED TO MATCH ADJACENT LIGHT GREY GFRC PANEL (10% VALUE).
6. ALUMINUM STOREFRONT SYSTEM, WINDOW WALL, AND OPERABLE WINDOWS TO BE MEDIUM BRONZE ANODIZED.
7. RETAIL GLAZING TO BE CLEAR, NON-REFLECTIVE GLASS W/ MIN. 90% LIGHT TRANSMISSION.
8. STEEL FRAME AT TYPICAL BALCONY GUARDRAIL & STEEL RETAIL PEDESTRIAN SIGN TO BE PAINTED TO MATCH MEDIUM BRONZE ANODIZED ALUMINUM SYSTEMS.
9. BLUE LIMESTONE AT GROUND FLOOR COLUMNS. SMOOTH FINISH

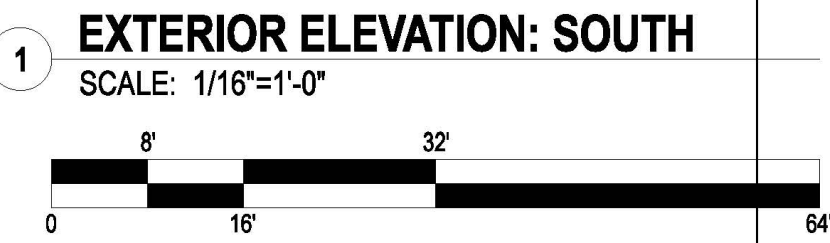
LIGHT GREY FLAT SEAM METAL
PARAPET @ 10% VALUE
MEDIUM GREY GFRC PANEL
@ 50% VALUE
ANODIZED ALUMINUM WINDOW
WALL SYSTEM W/ VISION GLASS

LIGHT GREY PERFORATED METAL PANEL
@ 10% VALUE WITH STEEL GUARDRAIL
MEDIUM GREY GFRC PANEL @ 50% VALUE

ANODIZED ALUMINUM WINDOW WALL
SYSTEM W/ VISION GLASS
LIGHT GREY GFRC PANEL @ 10% VALUE
ANODIZED ALUMINUM SLIDING DOOR
AND WINDOW SYSTEM W/ VISION GLASS
BOARD FORMED CONCRETE

UPWARD AND DOWNWARD FACING
WALL WASH LIGHT FIXTURE (TYP)
MEDIUM GREY GFRC PANEL @50% VALUE
LIGHT GREY GFRC PANEL @ 10% VALUE
SPANDREL TO MATCH WINDOW FRAME
MEDIUM GREY GFRC PANEL @50% VALUE
ANODIZED ALUMINUM WINDOW WALL
SYSTEM W/ VISION GLASS (TYP)
LIGHT GREY PERFORATED METAL PANEL
@ 10% VALUE WITH STEEL GUARDRAIL
ANODIZED ALUMINUM SLIDING DOOR
AND WINDOW WALL SYSTEM W/ VISION
GLASS (TYP)

LIGHT GREY
GFRC PANEL @
10% VALUE
DARK GREY
PERFORATED
METAL PANEL @
80% VALUE WITH
STEEL GUARDRAIL
PEDESTRIAN SIGN



ARCHITECT

dt-a
DAVID TAKACS ARCHITECTURE
824 S. Los Angeles St., #305
Los Angeles, CA 90014
213.984.4019

PROJECT

HILL ST. LOFTS
920 S. Hill St.
Los Angeles, CA 90014

OWNER

AGOURA OAKS LLC
5506 Colodny Dr.
Agoura Hills, CA 91301
818.991-9898

STRUCTURAL ENGINEER

CHARLES TAN & Assoc., SE
320 E. 2nd St., Suite 316
Los Angeles, CA 90012
213.628.8018

LANDSCAPE ARCHITECT

SQLA inc
1320 E. Olympic Blvd., Suite 211
Los Angeles CA 90021
(562) 905-0800

SEAL

DAVID TAKACS
C-33737
07-31-17
RENEWAL DATE
STATE OF CALIFORNIA

ISSUE

NO.	DATE	DESCRIPTION
1	05.23.14	SITE PLAN REVIEW
2	11.19.14	PLANNING CORRECTIONS
3	05.13.15	PLANNING CORRECTIONS
4	03.24.16	PLANNING CORRECTIONS
5	09.12.16	

REVISION

NO.	DATE	DESCRIPTION
△		
△		
△		
△		
△		

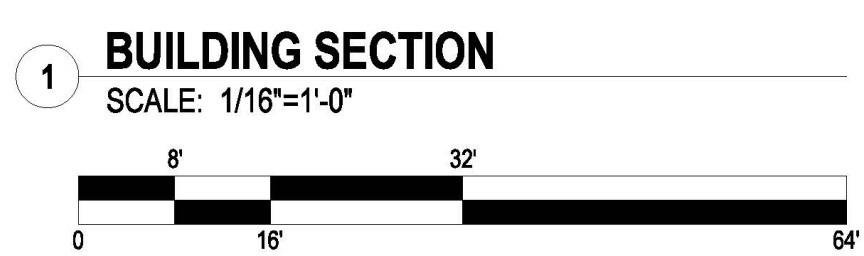
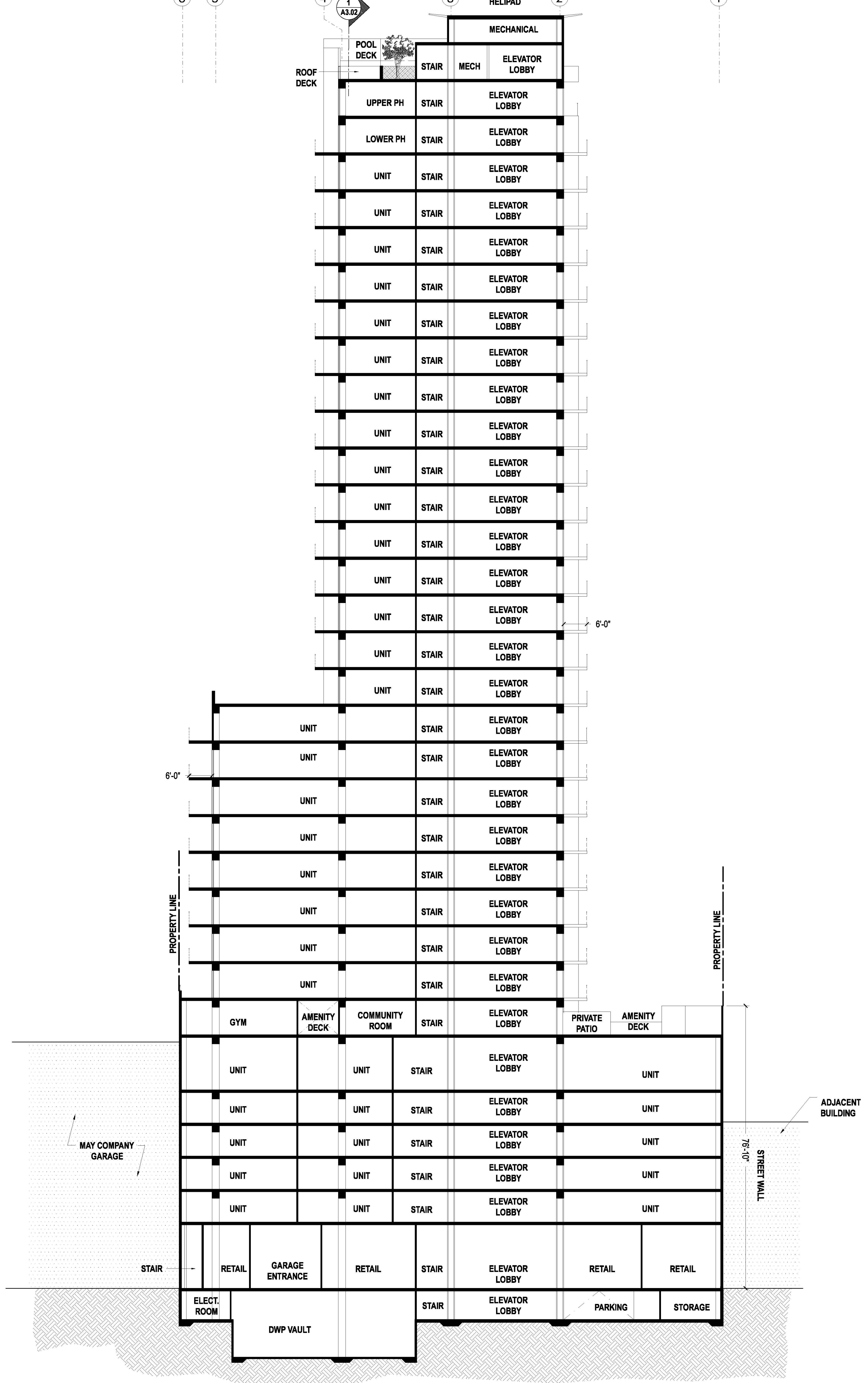
SCALE AS NOTED
DRAWN
DATE SEPTEMBER 12, 2016

SHEET

**SOUTH
ELEVATION**

SHEET NUMBER

A2.04



ARCHITECT

dt-a

DAVID TAKACS ARCHITECTURE
824 S. Los Angeles St., #305
Los Angeles, CA 90014
213.984.4019

PROJECT

HILL ST. LOFTS
920 S. Hill St.
Los Angeles, CA 90014

OWNER

AGOURA OAKS LLC
5506 Colodny Dr.
Agoura Hills, CA 91301
818.991-9898

STRUCTURAL ENGINEER

CHARLES TAN & Assoc., SE
320 E. 2nd St., Suite 316
Los Angeles, CA 90012
213.628.8018

LANDSCAPE ARCHITECT

SQLA inc
1320 E. Olympic Blvd., Suite 211
Los Angeles CA 90021
(562) 905-0800

SEAL

LICENSED ARCHITECT

DAVID TAKACS

C-33737

07-31-17

RENEWAL DATE

STATE OF CALIFORNIA

ISSUE

NO.	DATE	DESCRIPTION
1	05.23.14	SITE PLAN REVIEW
2	11.19.14	PLANNING CORRECTIONS
3	05.13.15	PLANNING CORRECTIONS
4	03.24.16	PLANNING CORRECTIONS
5	09.12.16	

REVISION

NO.	DATE	DESCRIPTION
△		
△		
△		
△		
△		

SCALE AS NOTED

DRAWN

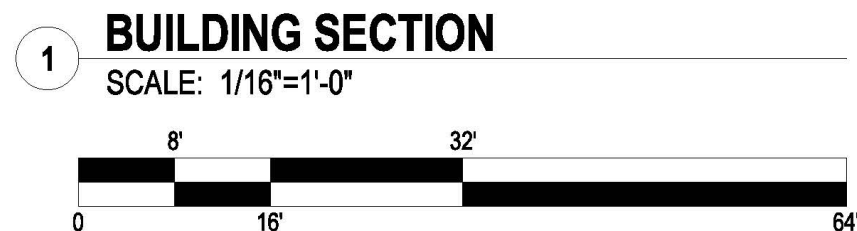
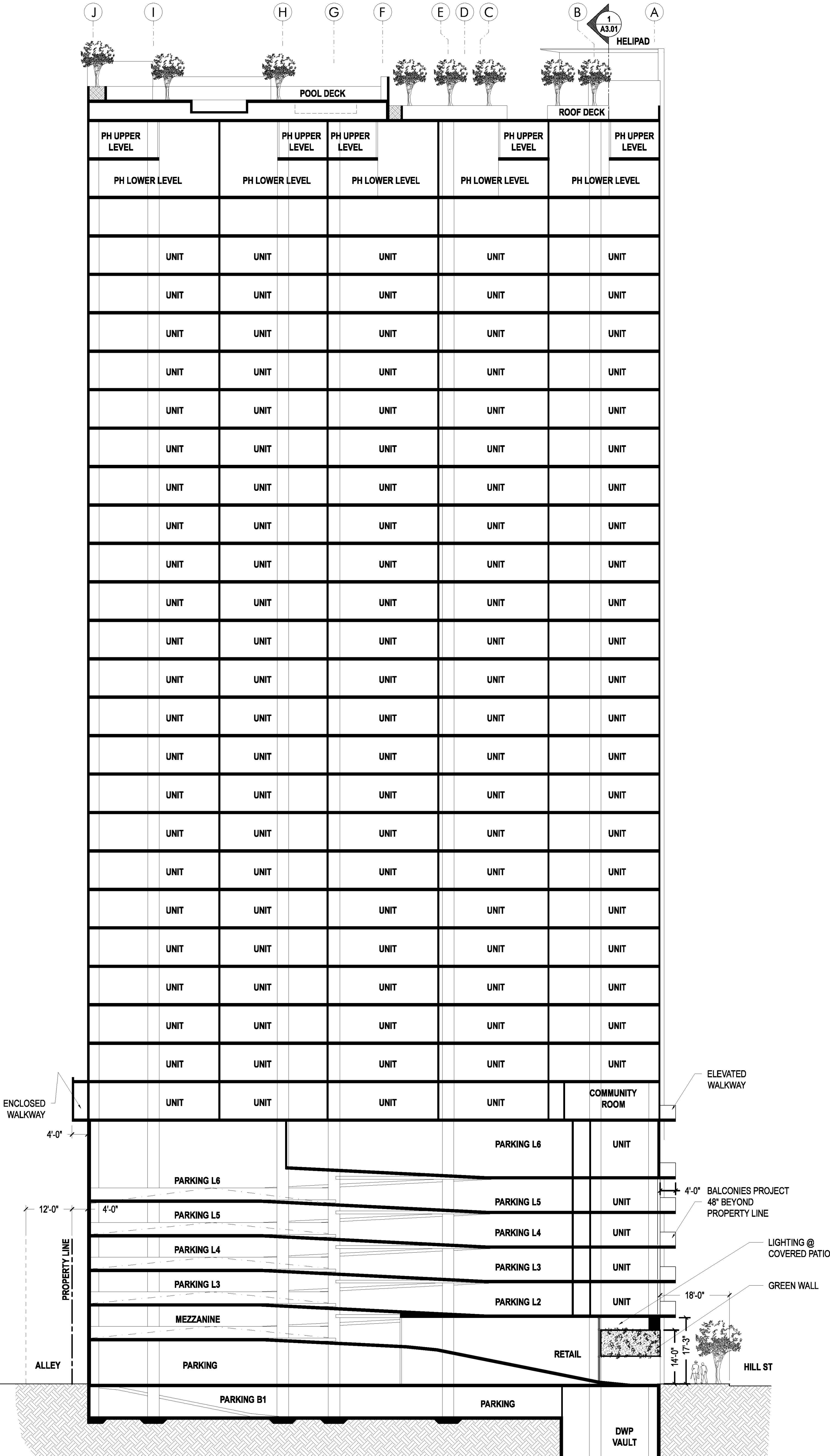
DATE SEPTEMBER 12, 2016

SHEET

BUILDING SECTION

SHEET NUMBER

A3.01



ARCHITECT

dt-a
DAVID TAKACS ARCHITECTURE
824 S. Los Angeles St., #305
Los Angeles, CA 90014
213.984.4019

PROJECT

HILL ST. LOFTS
920 S. Hill St.
Los Angeles, CA 90014

OWNER

AGOURA OAKS LLC
5506 Colodny Dr.
Agoura Hills, CA 91301
818.991-9898

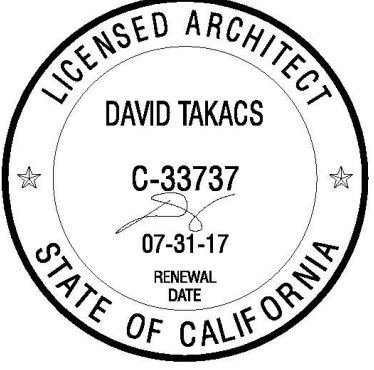
STRUCTURAL ENGINEER

CHARLES TAN & Assoc., SE
320 E. 2nd St., Suite 316
Los Angeles, CA 90012
213.628.8018

LANDSCAPE ARCHITECT

SQLA Inc
1320 E. Olympic Blvd., Suite 211
Los Angeles CA 90021
(562) 905-0800

SEAL



ISSUE

NO.	DATE	DESCRIPTION
1	05.23.14	SITE PLAN REVIEW
2	11.19.14	PLANNING CORRECTIONS
3	05.13.15	PLANNING CORRECTIONS
4	03.24.16	PLANNING CORRECTIONS
5	09.12.16	

REVISION

NO.	DATE	DESCRIPTION
△		
△		
△		
△		
△		

SCALE AS NOTED

DRAWN

DATE SEPTEMBER 12, 2016

SHEET

BUILDING SECTION

SHEET NUMBER

A3.02

LINEAR WALL WASH LIGHT FIXTURE
LIGHT GREY GFRC PANEL
ANODIZED ALUMINUM SLIDING
DOOR WITH VISION GLASS
ANODIZED ALUMINUM WINDOW SYSTEM
PERFORATED METAL PANELS
OVER PAINTED STEEL FRAME

PLANTED GREEN WALL
INTERNALLY LIT PEDESTRIAN SIGN
PAINTED ACCENT WALL
DOWNWARD FACING LINEAR WALL WASH
LIGHT FIXTURE
ANODIZED ALUMINUM
STOREFRONT SYSTEM
BOARD FORMED CONCRETE



BOARD FORMED CONCRETE
PERFORATED METAL PANEL BALCONIES
LIMESTONE PANELS AT COLUMNS
BICYCLE PARKING

1 STREET LEVEL VIEW: SOUTH ON HILL

BOARD FORMED CONCRETE
ANODIZED ALUMINUM WINDOW SYSTEM
LIMESTONE PANELS AT COLUMNS
BICYCLE PARKING



ANODIZED ALUMINUM WINDOW SYSTEM
ANODIZED ALUMINUM SLIDING DOOR WITH
VISION GLASS
PERFORATED METAL PANELS OVER STEEL
RAILING
LIGHT GREY GFRC PANEL

INTERNALLY LIT PEDESTRIAN SIGN
PLANTED GREEN WALL
DOWNWARD FACING LINEAR WALL WASH
LIGHT FIXTURE
PAINTED ACCENT WALL
BOARD FORMED CONCRETE
LIMESTONE PANELS AT COLUMNS

RETAIL FRONTAGE SET BACK ALLOWS FOR
PUBLIC SPACE ALONG SIDEWALK

2 STREET LEVEL VIEW: NORTH ON HILL

ARCHITECT

dt-a
DAVID TAKACS ARCHITECTURE
824 S. Los Angeles St., #305
Los Angeles, CA 90014
213.984.4019

PROJECT

HILL ST. LOFTS
920 S. Hill St.
Los Angeles, CA 90014

OWNER

AGOURA OAKS LLC
5506 Colodny Dr.
Agoura Hills, CA 91301
818.991-9898

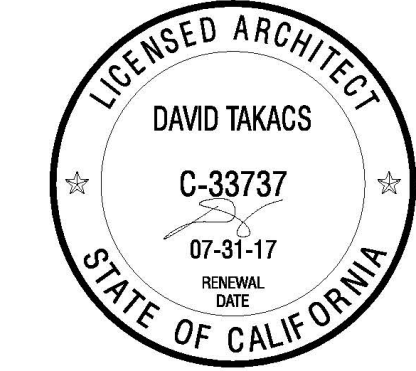
STRUCTURAL ENGINEER

CHARLES TAN & Assoc., SE
320 E. 2nd St., Suite 316
Los Angeles, CA 90012
213.628.8018

LANDSCAPE ARCHITECT

SQLA Inc
1320 E. Olympic Blvd., Suite 211
Los Angeles CA 90021
(562) 905-0800

SEAL



ISSUE

NO.	DATE	DESCRIPTION
1	05.23.14	SITE PLAN REVIEW
2	11.19.14	PLANNING CORRECTIONS
3	05.13.15	PLANNING CORRECTIONS
4	03.24.16	PLANNING CORRECTIONS
5	09.12.16	

REVISION

NO.	DATE	DESCRIPTION
△		
△		
△		
△		

SCALE AS NOTED
DRAWN
DATE SEPTEMBER 12, 2016

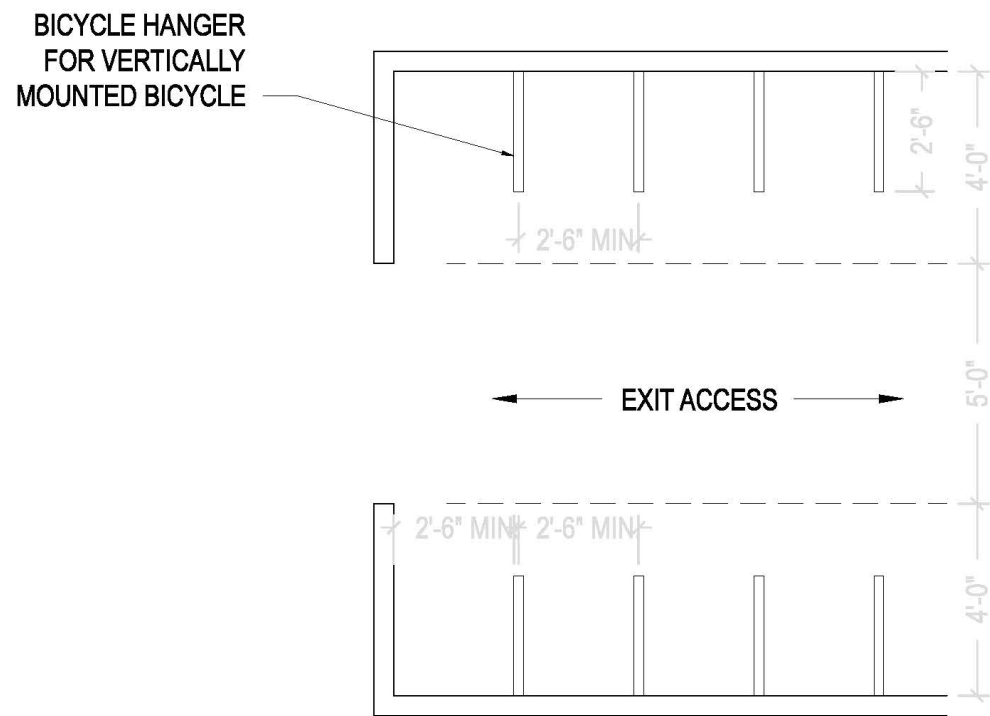
SHEET

DETAILS

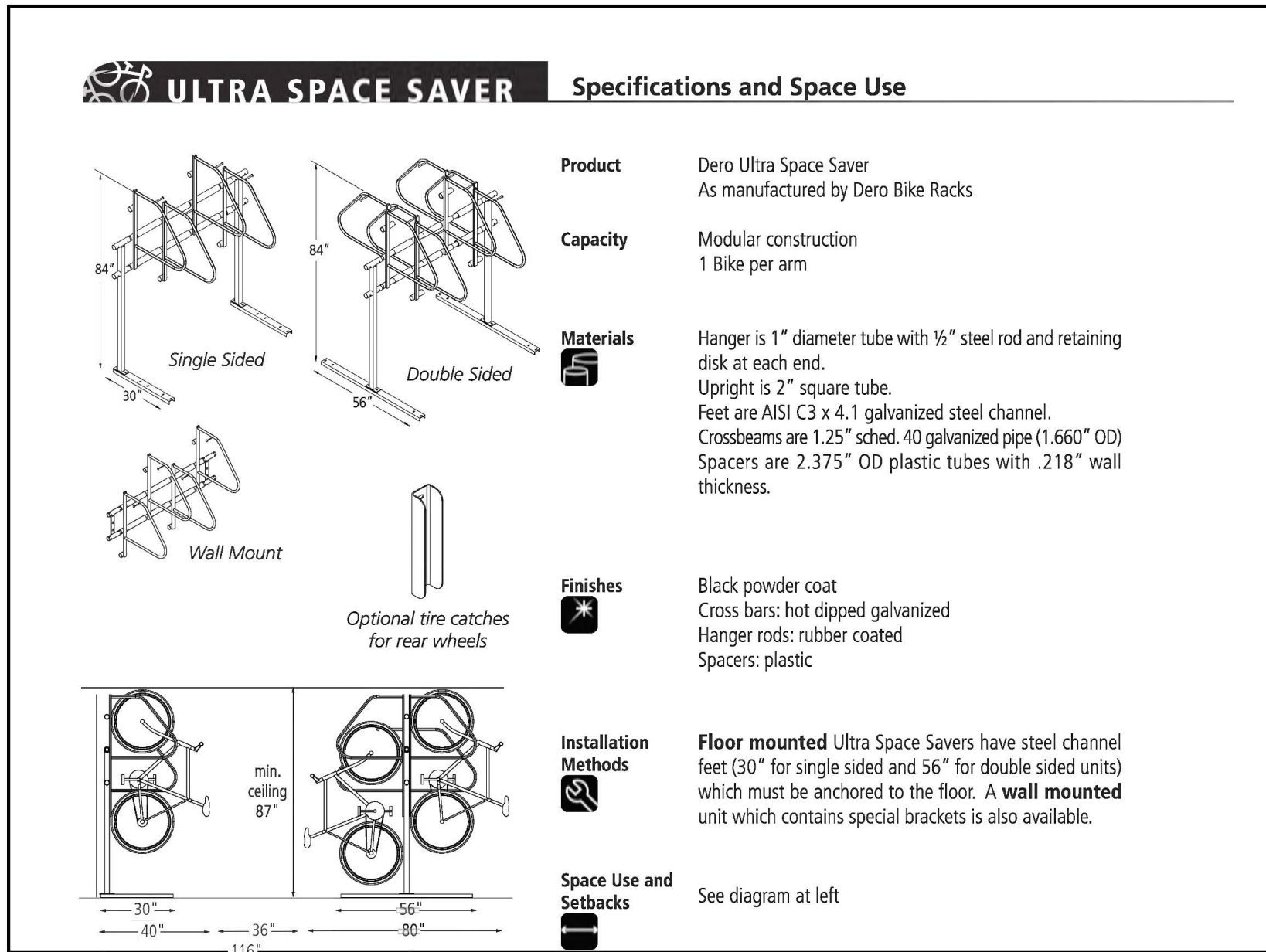
SHEET NUMBER

A4.01

- NOTES:**
- IF MORE THAN 20 LONG-TERM BICYCLE PARKING SPACES ARE PROVIDED, A 100 SF WORKSPACE SHALL BE PROVIDED.
 - 6'-0" MIN. VERTICAL CLEARANCE PROVIDED ADJACENT TO THE LONG-TERM BICYCLE PARKING.

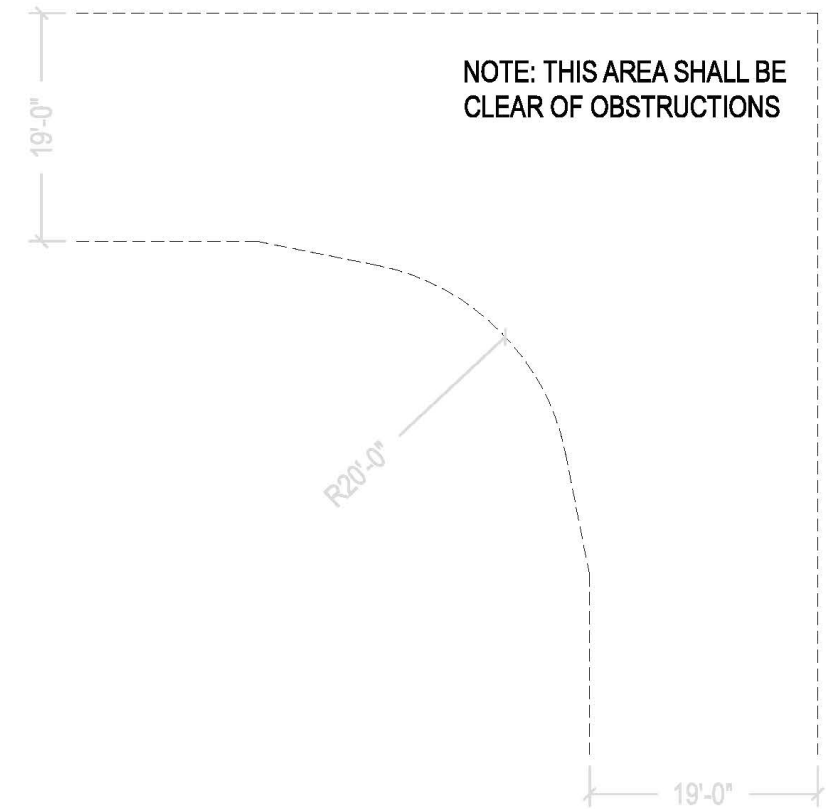


3 LONG TERM BICYCLE PARKING LAYOUT
SCALE: 1/4"=1'-0"

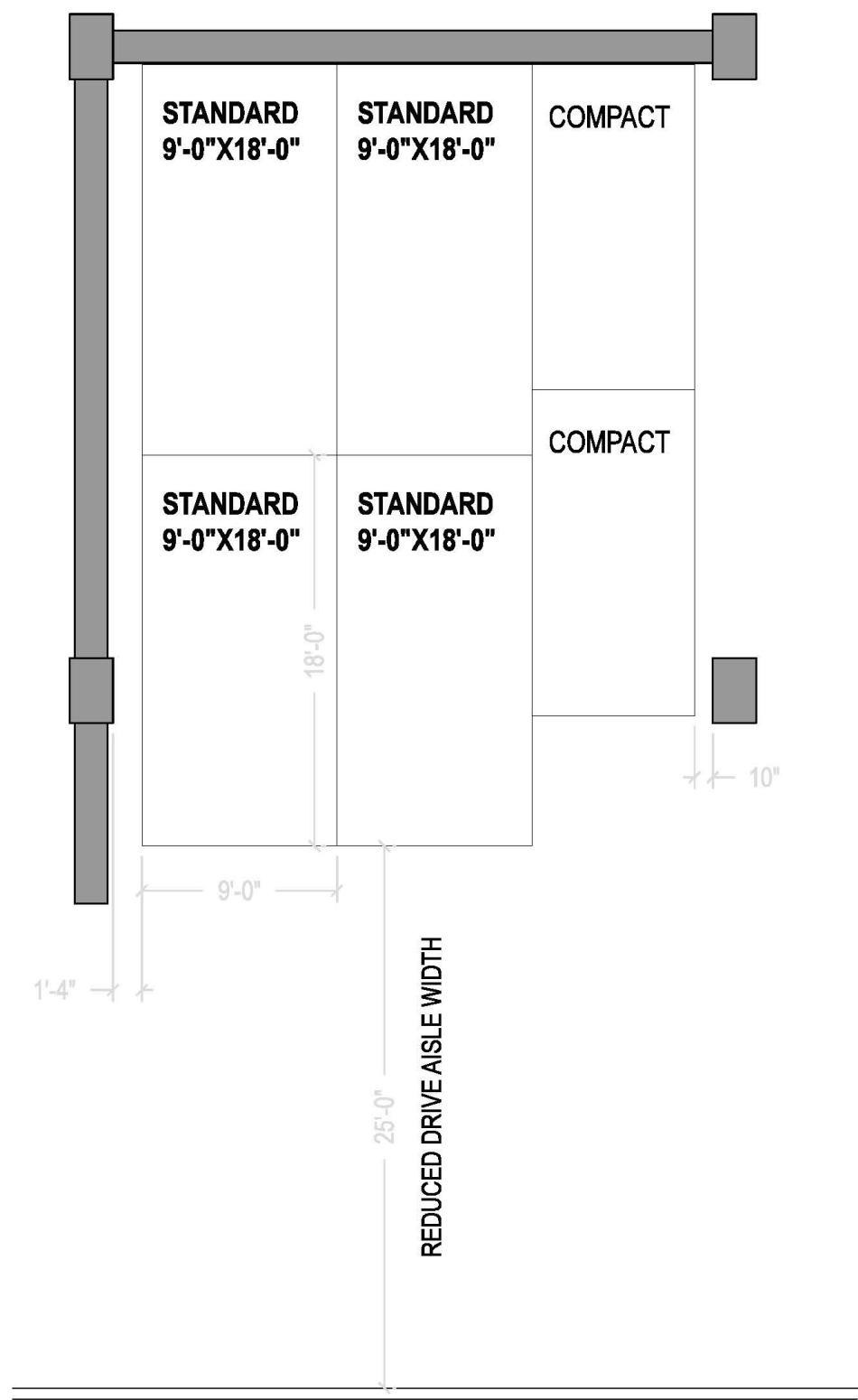
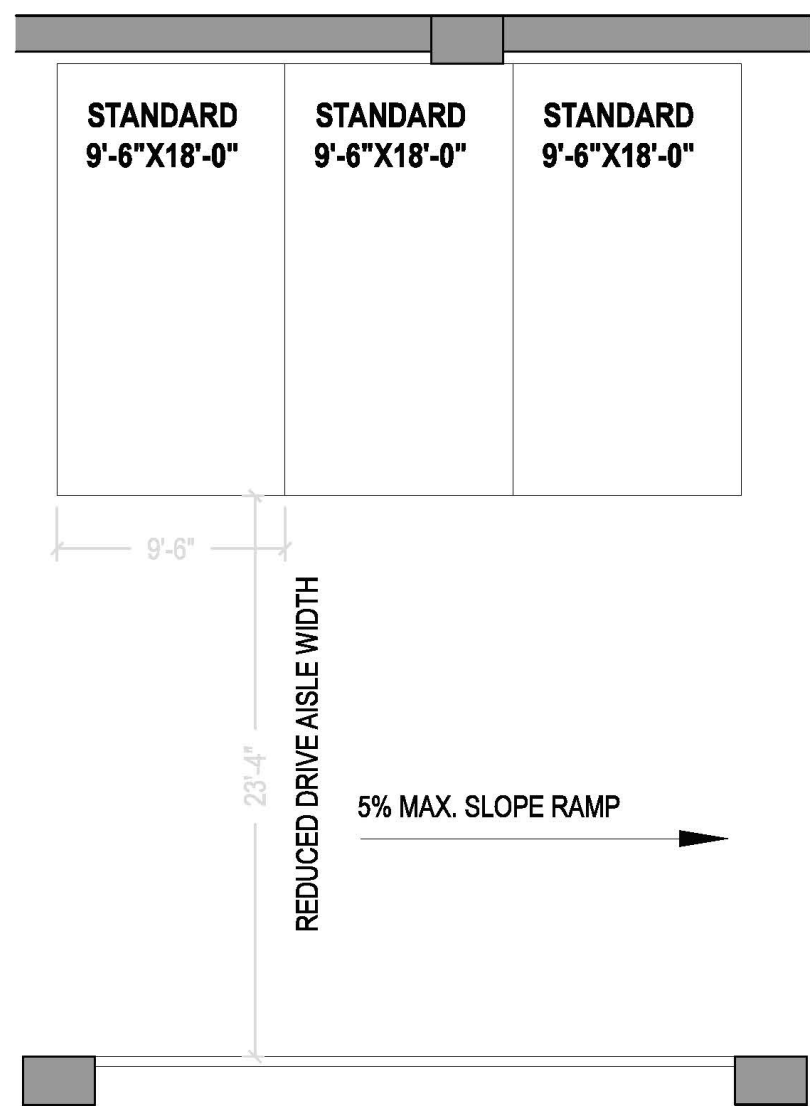


4 BIKE RACK SPEC
SCALE: NONE

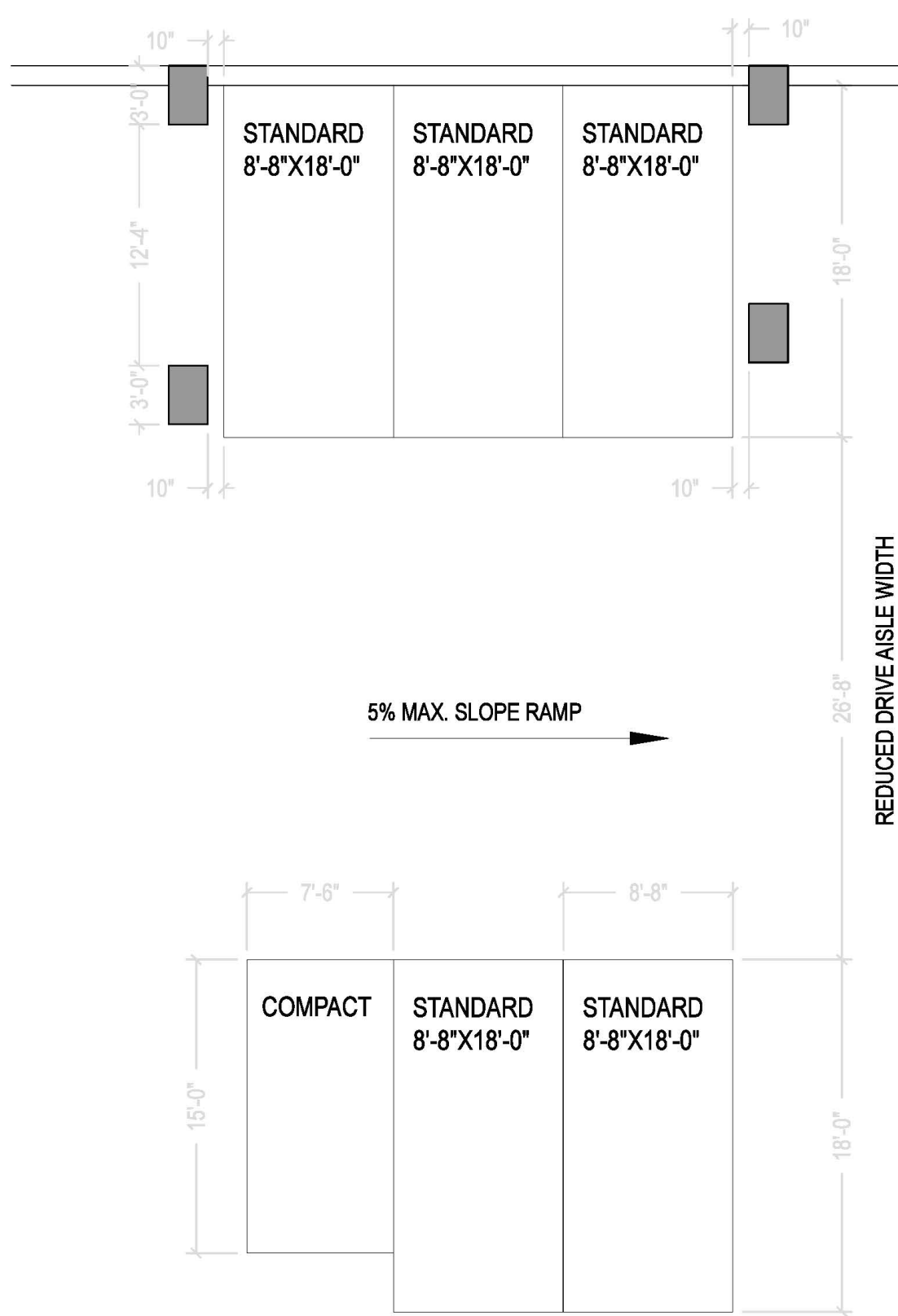
- NOTES:**
- STALL WIDTHS WILL BE INCREASED A MIN. 10" FOR OBSTRUCTIONS
 - 5% MAX. SLOPE IN ANY DIRECTION IN A PARKING STALL



1 90 DEGREE TURN - CIRCUL. DRIVEWAYS
SCALE: 1/16"=1'-0"



2 TYP. CAR PARKING DETAILS
SCALE: 1/8"=1'-0"



BICYCLE PARKING REQUIRED: LONG TERM			
dwelling	1 per unit	239	
retail	1 per 2,000 s.f.	2	
	total	241	
BICYCLE PARKING REQUIRED: SHORT TERM			
dwelling	1 per 10 units	24	
retail	1 per 2,000 s.f.	3	
	total	27	

BICYCLE PARKING PROVIDED			
LONG TERM			
	basement	80	
	ground floor	161	
	TOTAL	241	
SHORT TERM			
	ground floor	27	

920 HILL PARKING REQUIRED			
RESIDENTIAL			
* Residential parking for Central City per LAMC 12.21, A, 4 (p)			
1- bedroom	unit x 1 stall	127	
2+ bedrooms	unit x 1.25 stall	140	
subtotal residential		267 stalls	
-15% bike reduction		-40	
total residential		227	
RETAIL			
* Retail parking for Downtown Business District per LAMC 12.21, A, 4 (l)(3)			
total retail		0	
TOTALS			
total parking required		227 stalls	
accessible dwelling 2%		5	
van accessible 1 per 8 access.		1 of total accessible	

920 HILL RESIDENTIAL PARKING PROVIDED			
standard		222	
compact		0	
accessible		5	
total residential		227 stalls	
Includes 0 spaces over code required that are part of a tandem pair. Tandem pairs includes 0 spaces: 0 standard and 0 compact			

NON-CODE REQUIRED "FLEX PARKING" (AVAILABLE FOR PRIVATE LEASE)			
standard		14	
accessible		3	
compact		51	
total flex parking		68	

TOTAL PARKING PROVIDED			
residential provided		227	
Non- code required flex parking		68	
total parking provided		295	

PARKING SUMMARY PER LEVEL						
		RESIDENTIAL PARKING				STALLS SUBTOTAL
		S	ADA	C	PAIRS S-C	
B1	35	0		0		35
Ground Floor	4	5		0		9
Mezzanine	25	0		0		25
Level 02	32	0		0		32
Level 03	32	0		0		32
Level 04	32	0		0		32
Level 05	32	0		0		32
Level 06	30	0		0		30
TOTAL	222	5		0		227

ARCHITECT

dt-a

DAVID TAKACS ARCHITECTURE
824 S. Los Angeles St., #305
Los Angeles, CA 90014
213.984.4019

PROJECT

HILL ST. LOFTS
920 S. Hill St.
Los Angeles, CA 90014

OWNER

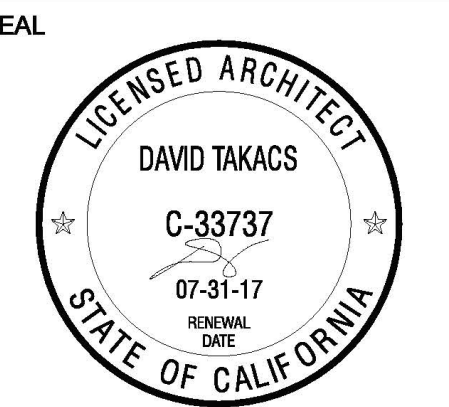
AGOURA OAKS LLC
5506 Colodny Dr.
Agoura Hills, CA 91301
818.991-9898

STRUCTURAL ENGINEER

CHARLES TAN & Assoc., SE
320 E. 2nd St., Suite 316
Los Angeles, CA 90012
213.628.8018

LANDSCAPE ARCHITECT

SQLA inc
1320 E. Olympic Blvd., Suite 211
Los Angeles CA 90021
(562) 905-0800



ISSUE		
NO.	DATE	DESCRIPTION
1	05.23.14	SITE PLAN REVIEW
2	11.19.14	PLANNING CORRECTIONS
3	05.13.15	PLANNING CORRECTIONS
4	03.24.16	PLANNING CORRECTIONS
5	08.12.16	

REVISION		
NO.	DATE	DESCRIPTION
△		
△		
△		
△		
△		

SCALE AS NOTED

DRAWN BY

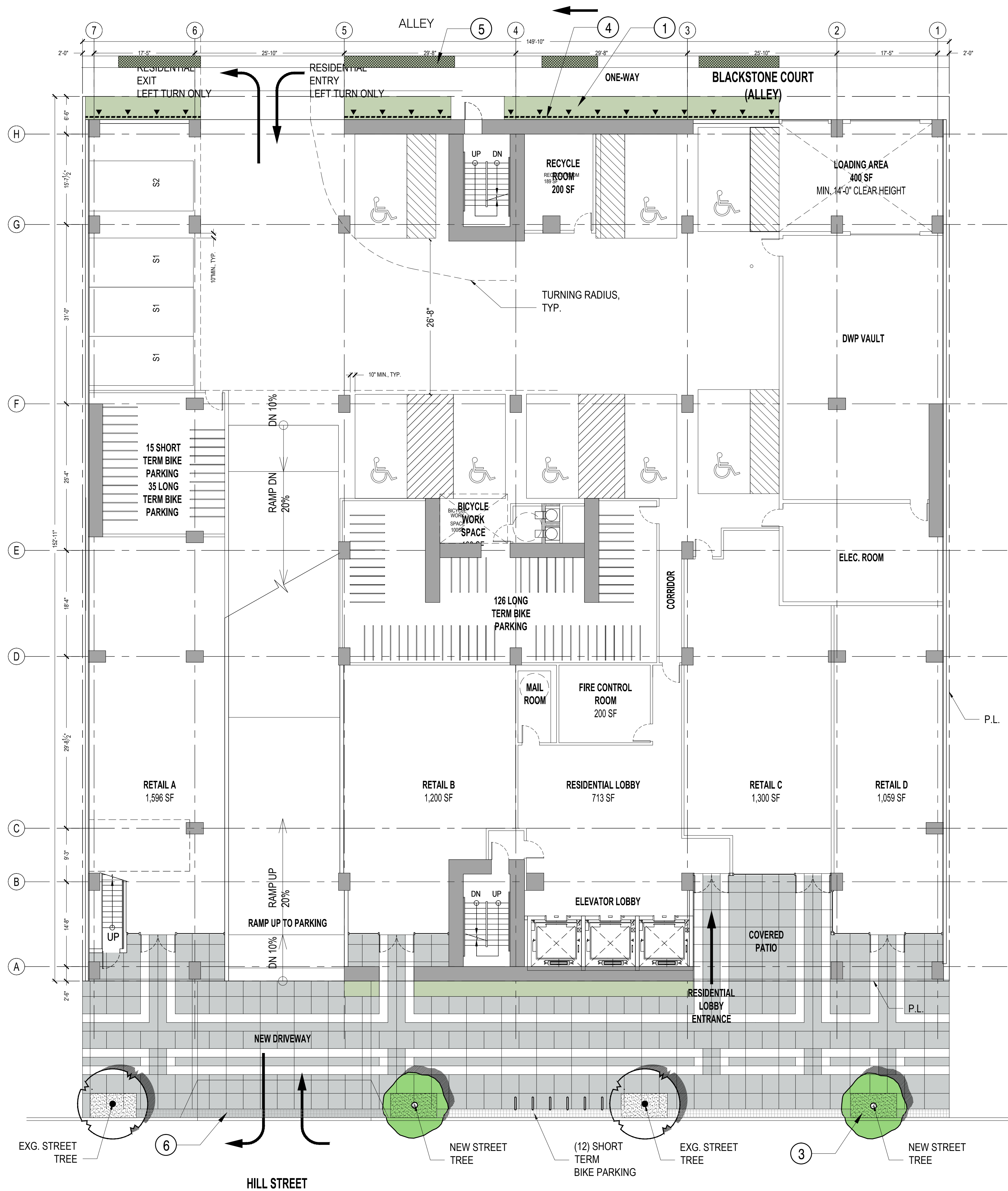
DATE SEPTEMBER 12, 2016

SHEET

DETAILS:
BIKE & CAR PARKING

SHEET NUMBER

A4.02



1 LANDSCAPE PLAN - GROUND LEVEL
SCALE: 1" = 10'-0"

KEYNOTES

- ON GRADE PLANTING AREA
- SOUTH PARK ENDICOTT BRICK MEDIUM CRA / LA EDGE BAND ALONG OLYMPIC BLVD.
- 4' x 8' NEW TREE WELL W/ DECOMPOSED GRANITE
- GREEN SCREEN W/ VINE PLANTING



5. TURF BLOCK W/ TURF PLANTING FOR GREEN ALLEY
TURF BLOCK FROM ACKER STONE

- PLANTING LEGEND
- TREES
- EXISTING HILL ST. STREET TREE TO REMAIN
 - NEW STREET TREE PER CITY OF LA URBAN FORESTRY.
- VINE
- SOLANUM JASMINOIDES
 - POTATO VINE
 - OR
 - PANDOREA JASMINOIDES
 - BOWER VINE



POTATO VINE



BOWER VINE

ARCHITECT

dt-a
DAVID TAKACS ARCHITECTURE
824 S. Los Angeles St., #305
Los Angeles, CA 90014
213.984.4019

PROJECT

HILL ST. LOFTS
920 S. Hill St.
Los Angeles, CA 90014

OWNER

AGOURA OAKS LLC
5506 Colodny Dr.
Agoura Hills, CA 91301
818.991-9898

STRUCTURAL ENGINEER

CHARLES TAN & Assoc., SE
320 E. 2nd St., Suite 316
Los Angeles, CA 90012
213.628.8018

LANDSCAPE ARCHITECT

SQLA INC
Landscape Architects
380 N. PALM ST. SUITE B T. 562-905-0880 (Main)
BREA, CA 92621 F. 562-905-0880
ls@sqlainc.com T. 213-383-1788 (Studio)
www.sqlainc.com

SEAL

ISSUE		
NO.	DATE	DESCRIPTION
1	05.23.14	SITE PLAN REVIEW
2	11.19.14	PLANNING CORRECTIONS
3	05.13.15	PLANNING CORRECTIONS
4	03.24.16	PLANNING CORRECTIONS
5	09.12.16	

REVISION		
NO.	DATE	DESCRIPTION
△		
△		
△		
△		

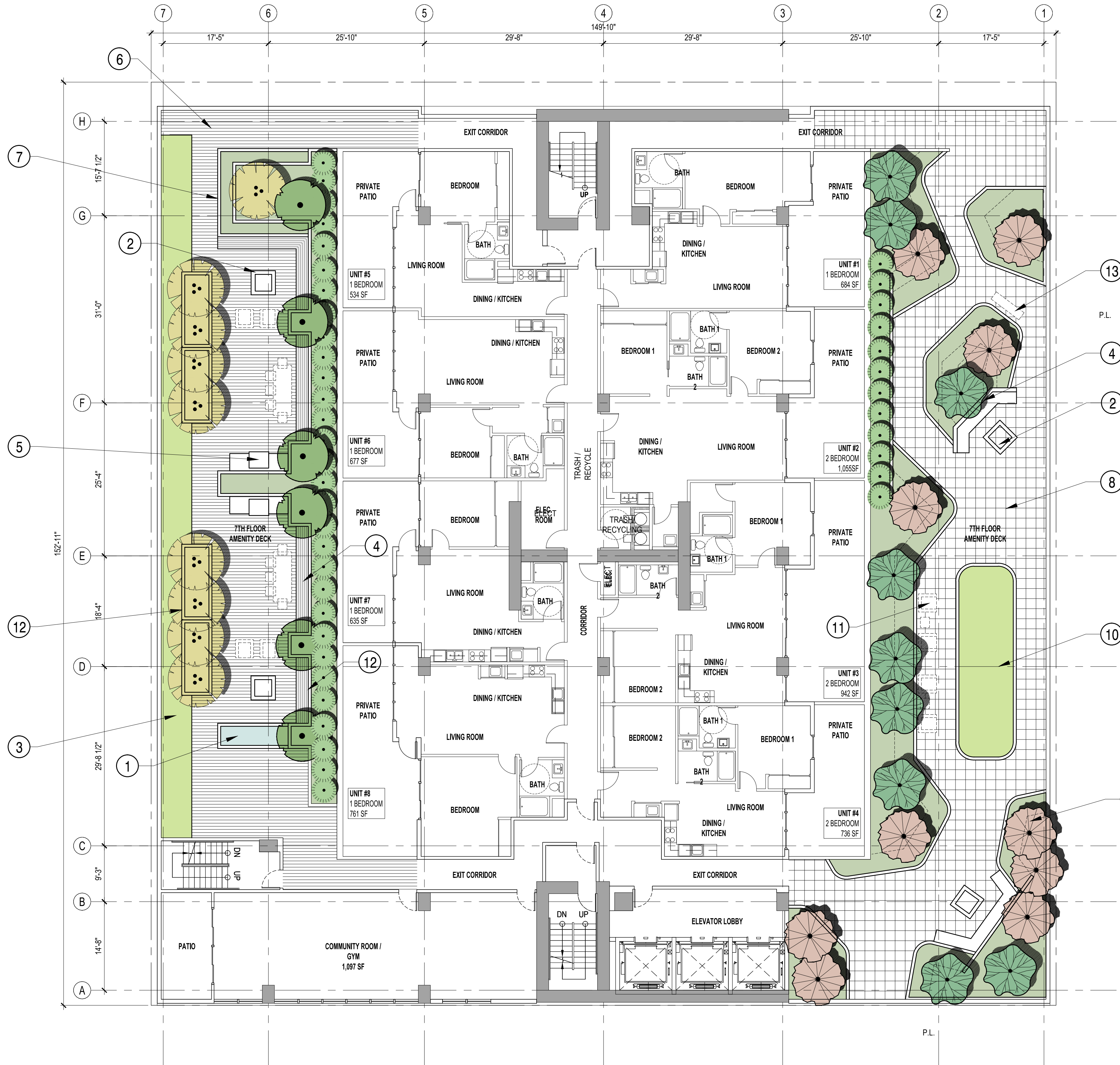
SCALE AS NOTED
DRAWN
DATE 11-27-2017

SHEET

LANDSCAPE PLAN
GROUND LEVEL

SHEET NUMBER #21363

LP-1



1 LANDSCAPE PLAN - 7TH FLOOR
SCALE: 1" = 10'-0"



- KEYNOTES
1. WATER VEIL WATER FEATURE
 2. FIREPIT
 3. BUFFALO GRASS W/ GLASSPAVE
 4. BUILT-IN BENCH
 5. BBQ
 6. WOOD MODULAR DECK
 7. LOW PLANTER
 8. 20" SQ. PAVERS
 9. LANDSCAPE MOUND
 10. CENTRAL LAWN
 11. ADIRONDACK CHAIR LOUNGE AREA
 12. 36" H. PLANTER
 13. BENCH

- PLANTING LEGEND
- TREES
- OLEA EUROPAEA 'SWAN HILL' OLIVE TREE
 - GLEDITSIA TRIACANTHOS HONEY LOCUST
 - TIPUANA TIPU TIPU TREE
 - ERIOBOTRIA DEFLEXA BRONZE LOQUAT
 - BAMBUSA 'ALPHONSE KARR' ALPHONSE KARR BAMBOO



ARCHITECT

dt-a
DAVID TAKACS ARCHITECTURE
824 S. Los Angeles St., #305
Los Angeles, CA 90014
213.984.4019

PROJECT

HILL ST. LOFTS
920 S. Hill St.
Los Angeles, CA 90014

OWNER

AGOURA OAKS LLC
5506 Colodny Dr.
Agoura Hills, CA 91301
818.991-9898

STRUCTURAL ENGINEER

CHARLES TAN & Assoc., SE
320 E. 2nd St., Suite 316
Los Angeles, CA 90012
213.628.8018

LANDSCAPE ARCHITECT

SQLA INC
Landscape Architects
380 N. PALM ST. SUITE B T. 562-905-0880 (Main)
BREA, CA 92621
F. 562-905-0880
info@sqlainc.com T. 213-383-1788 (Studio)

SEAL

ISSUE

NO.	DATE	DESCRIPTION
1	05.23.14	SITE PLAN REVIEW
2	11.19.14	PLANNING CORRECTIONS
3	05.13.15	PLANNING CORRECTIONS
4	03.24.16	PLANNING CORRECTIONS
5	09.12.16	

REVISION

NO.	DATE	DESCRIPTION
△		
△		
△		
△		
△		

SCALE AS NOTED

DRAWN

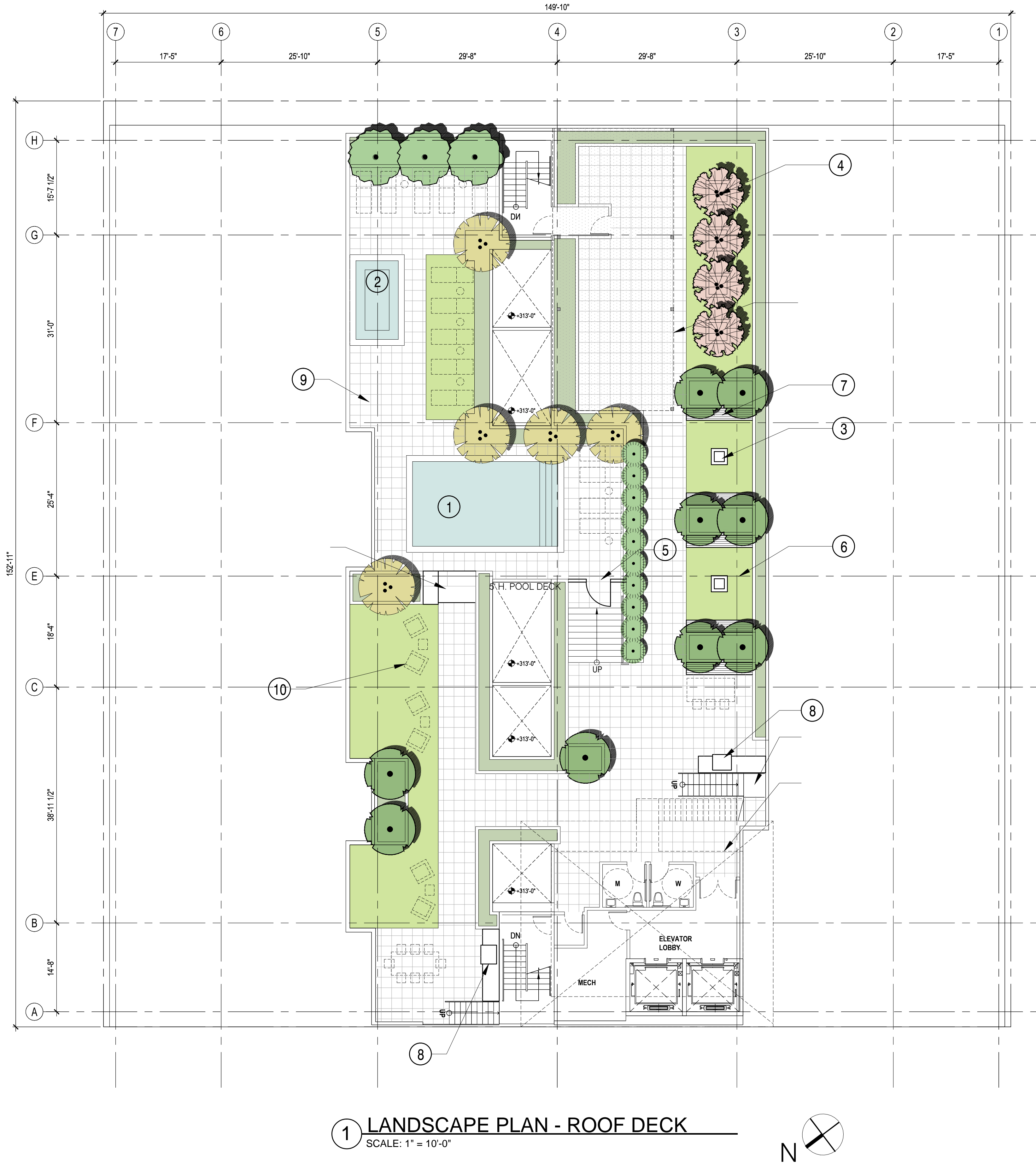
DATE 11-27-2017

SHEET

LANDSCAPE PLAN
7TH FLOOR

SHEET NUMBER #21363

LP-2



1 LANDSCAPE PLAN - ROOF DECK
SCALE: 1" = 10'-0"

KEYNOTES

1. POOL
2. SPA
3. FIREPIT
4. MOVABLE TREE PLANTER
5. POOL ENCLOSURE FENCE W/ GATE
6. BUFFALO GRASS W/ GRASSPAVE
7. BUILT-IN BENCH
8. BBQ
9. 20" SQ. PAVERS
10. LOUNGE SEATING

PLANTING LEGEND

TREES

- PODOCARPUS GRACILIOR
FERN PINE
- OLEA EUROPAEA 'SWAN HILL'
OLIVE TREE
- CERCIS OCCIDENTALIS
WESTERN REDBUD
- GLEDITSIA TRIACANTHOS
HONEY LOCUST
- BAMBUSA 'ALPHONSE KARR'
ALPHONSE KARR BAMBOO



FERN PINE



OLIVE TREE



WESTERN REDBUD



HONEY LOCUST

ARCHITECT

dt-a
DAVID TAKACS ARCHITECTURE
824 S. Los Angeles St., #305
Los Angeles, CA 90014
213.984.4019

PROJECT

HILL ST. LOFTS
920 S. Hill St.
Los Angeles, CA 90014

OWNER

AGOURA OAKS LLC
5506 Colodny Dr.
Agoura Hills, CA 91301
818.991-9898

STRUCTURAL ENGINEER

CHARLES TAN & Assoc., SE
320 E. 2nd St., Suite 316
Los Angeles, CA 90012
213.628.8018

LANDSCAPE ARCHITECT

SQLA INC
Landscape Architects
380 N. PALM ST. SUITE B T. 562-905-0880 (Main)
BREA, CA 92621
ls@sqlainc.com F. 562-905-0880
www.sqlainc.com T. 213-383-1788 (Studio)

SEAL

ISSUE

NO.	DATE	DESCRIPTION
1	05.23.14	SITE PLAN REVIEW
2	11.19.14	PLANNING CORRECTIONS
3	05.13.15	PLANNING CORRECTIONS
4	03.24.16	PLANNING CORRECTIONS
5	09.12.16	

REVISION

NO.	DATE	DESCRIPTION
△		
△		
△		
△		
△		

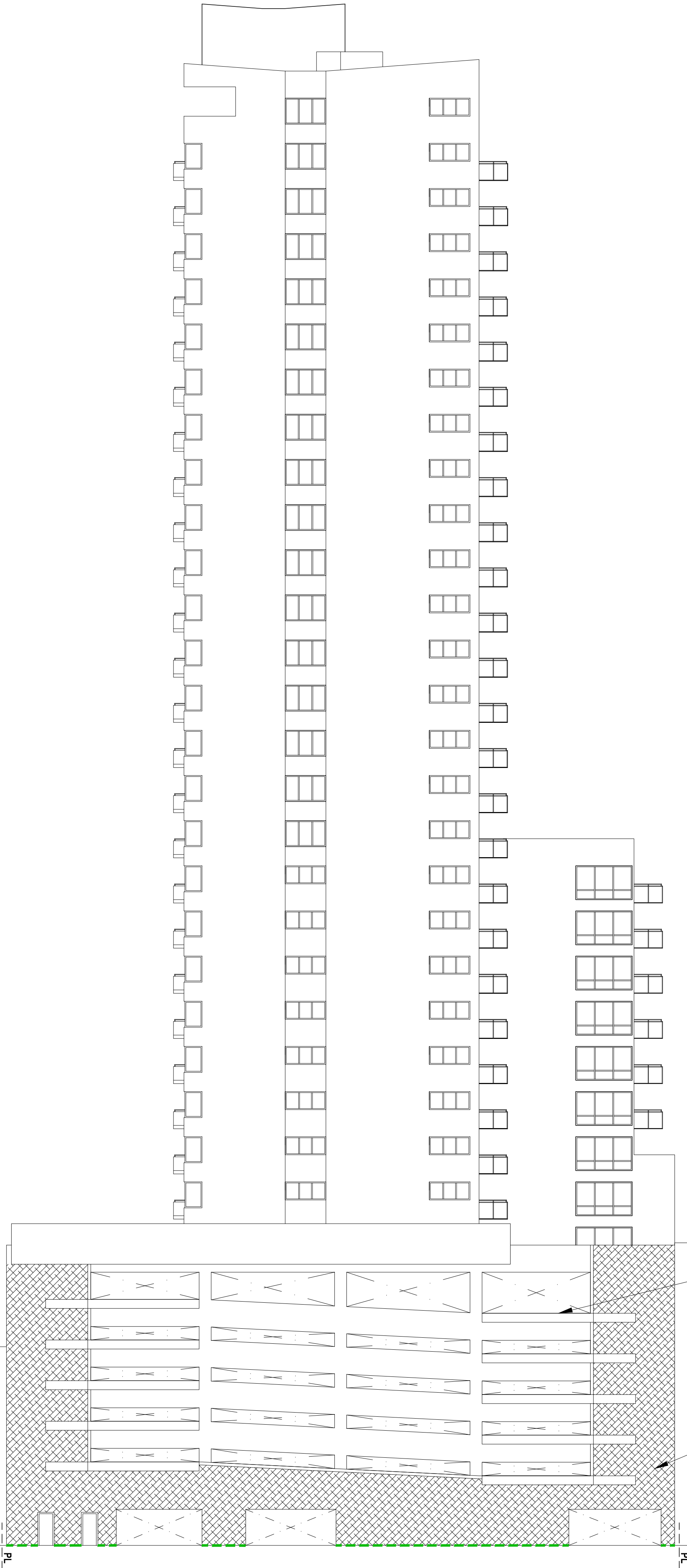
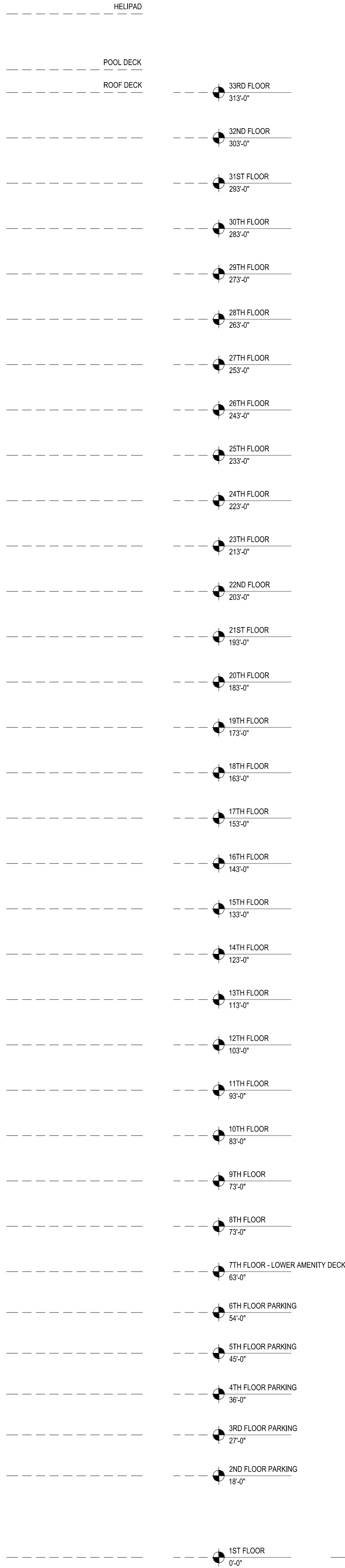
SCALE AS NOTED
DRAWN
DATE 11-27-2017

SHEET

LANDSCAPE PLAN
ROOF DECK

SHEET NUMBER #21363

LP-3



PLANTER BOX PLANTING
ROSEMARINUS OFFICINALIS
TRAILING ROSEMARY

MAY CO.
PARKING
GARAGE

GREEN SCREEN PLANTING
- SOLANUM JASMINOIDES
POTATO VINE
- PANDOREA JASMINOIDES
BOWER VINE



TRAILING ROSEMARY



POTATO VINE



BOWER VINE

1 ELEVATION - ALLEY SIDE
SCALE: 1/8" = 1'-0"

ARCHITECT

dt-a
DAVID TAKACS ARCHITECTURE
824 S. Los Angeles St., #305
Los Angeles, CA 90014
213.984.4019

PROECT

HILL ST. LOFTS
920 S. Hill St.
Los Angeles, CA 99014

OWNER

AGOURA OAKS LLC
5506 Colodny Dr.
Agoura Hills, CA 91301
818.991-9898

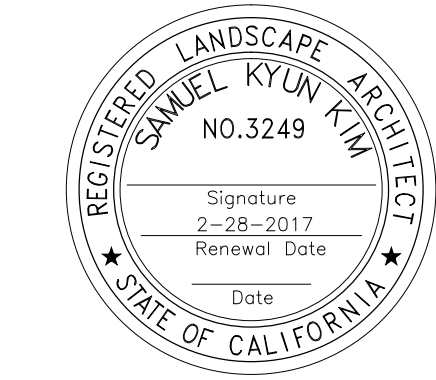
STRUCTURAL ENGINEER

CHARLES TAN & Assoc., SE
320 E. 2nd St., Suite 316
Los Angeles, CA 90012
213.628.8018

LANDSCAPE ARCHITECT

SQLA inc
1320 E. Olympic Blvd., Suite 211
Los Angeles CA 90021
(562) 905-0800

SEAL



ISSUE

NO.	DATE	DESCRIPTION

REVISION

NO.	DATE	DESCRIPTION

SCALE AS NOTED
DRAWN
DATE

SHEET
ELEVATION
ALLEY SIDE

SHEET NUMBER

LC-4



Exhibit B



0.53 NET AC.

ORDINANCE NO. 164307

CPC 1986-0606 CPC Eff: 01/30/89

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries shown upon portions of the zone map attached thereto and made a part of Article 2, Chapter 1, of the Los Angeles Municipal Code, so that such portions of the zoning map shall set forth the zones and height districts as they are set forth on the map entitled "Central City", the accompanying diagrams and the Table for Section 1 attached hereto and incorporated herein by this reference.

2375	M2-4	HD 2-D	Frac. Lots 8-11 and 15, Lots 12-14, 16, and 17, Tract No. 18199; all as shown on Cadastral Map 126B209.
2380	M1-4	[Q]C5-2-D	Lots 1-4, 18, and Frac. Lots 5-7, Tract No. 18199; all as shown on Cadastal Map 126B209.
2385	C5-4	C2-4-D	Refer to Central City Map.
2390	C5-4	C2-4-D	Refer to Central City Map.
2395	C5-4	C2-4-D	Refer to Central City Map.
2400	C5-4	[Q]R5-4-D	Refer to Central City Map.
2405	C5-4	[Q]R5-4-D	Refer to Central City Map.
2410	C5-4	[Q]R5-4-D	Refer to Central City Map.
2415	C5-4	[Q]R5-4-D	Refer to Central City Map.
2420	C5-4	[Q]R5-4-D	Refer to Central City Map.
2425	C5-4	[Q]R5-4-D	Refer to Central City Map.
2430	C5-4	[Q]R5-4-D	Refer to Central City Map.
2440	C5-4	[Q]R5-4-D	Frac. Lot 16-26, Subdivision of Block 65

SUB AREA NO.	NEW ZONE AND/OR HEIGHT DISTRICT	CONDITIONS AND LIMITATIONS
--------------------	---------------------------------------	----------------------------

D LIMITATIONS:

2015	[Q]R5-4-D-0	The total floor area contained in all
2020	[Q]R5-4-D-0	buildings on a lot shall not exceed six (6)
2025	[Q]R5-4-D-0	times the buildable area of lot, except for the
2400	[Q]R5-4-D-0	following: (a) Projects approved under
2405	[Q]R5-4-D-0	Section 418 (Transfer of Floor Area) of the
2410	[Q]R5-4-D-0	Redevelopment Plan for the Central Business
2415	[Q]R5-4-D-0	District Redevelopment Project; (b) Projects
2420	[Q]R5-4-D-0	approved under Section 415 (Rehabilitation
2425	[Q]R5-4-D-0	and/or Remodeling of Existing Buildings) or
2430	[Q]R5-4-D-0	Section 416 (Replacement of Existing Buildings)
2440	[Q]R5-4-D-0	of said Redevelopment Plan; (c) Projects for
2563	[Q]R5-4-D-0	which a density variation 50,000 square feet or
2570	[Q]R5-4-D-0	less is granted under Section 437 of said
2580	[Q]R5-4-D-0	Redevelopment Plan; (d) Projects for which a
2590	[Q]R5-4-D-0	density variation of more than 50,000 square
2600	[Q]R5-4-D-0	feet was granted under Section 437 of said
2610	[Q]R5-4-D-0	Redevelopment Plan prior to the effective date
2620	[Q]R5-4-D-0	of this ordinance; (e) Projects approved
2630	[Q]R5-4-D-0	pursuant to any procedure to regulate transfers
2640	[Q]R5-4-D-0	of floor area as may be adopted by the City
2645	[Q]R5-4-D-0	Council. The term "floor area" shall mean
2920	[Q]R5-4-D-0	floor area as defined in Municipal Code Section
2925	[Q]R5-4-D-0	12.21.1-A.5 and 12.21.1-B.4.
2930	[Q]R5-4-D-0	
2935	[Q]R5-4-D-0	
2940	[Q]R5-4-D-0	
2945	[Q]R5-4-D-0	
3010	[Q]R5-4-D-0	
3015	[Q]R5-4-D-0	
3020	[Q]R5-4-D-0	
3025	[Q]R5-4-D-0	
3030	[Q]R5-4-D-0	
3035	[Q]R5-4-D-0	
3040	[Q]R5-4-D-0	

SUB AREA NO.	NEW ZONE AND/OR HEIGHT DISTRICT	CONDITIONS AND LIMITATIONS
2015	[Q]R5-4-D-O	Q CONDITIONS:
2020	[Q]R5-4-D-O	
2025	[Q]R5-4-D-O	Notwithstanding Municipal Code Section
2400	[Q]R5-4-D-O	12.22-A.18, the property shall be limited to
2405	[Q]R5-4-D-O	the following uses:
2410	[Q]R5-4-D-O	1. Residential uses permitted in the R5 Zone.
2415	[Q]R5-4-D-O	2. Hotels, motels, and apartment hotels.
2420	[Q]R5-4-D-O	3. Parking buildings, provided such parking is
2425	[Q]R5-4-D-O	accessory to the main use of the lot or
2430	[Q]R5-4-D-O	accessory to the main use of another lot not
2440	[Q]R5-4-D-O	more than 1500 feet distant therefrom.
2563	[Q]R5-4-D-O	4. Any other uses permitted in the C4 Zone
2570	[Q]R5-4-D-O	within buildings which were in existence on
2580	[Q]R5-4-D-O	the lot upon the effective date of this
2590	[Q]R5-4-D-O	ordinance.
2600	[Q]R5-4-D-O	5. Any other use permitted in the C4 Zone
2610	[Q]R5-4-D-O	provided the floor area ratio of such use does
2620	[Q]R5-4-D-O	not exceed 2:1.
2630	[Q]R5-4-D-O	6. Any other use permitted in the C4 Zone,
2640	[Q]R5-4-D-O	including commercial uses with a floor area
2645	[Q]R5-4-D-O	ratio from 2:1 to 6:1, provided the development
2920	[Q]R5-4-D-O	plan is approved pursuant to the following
2925	[Q]R5-4-D-O	procedure:
2930	[Q]R5-4-D-O	
2935	[Q]R5-4-D-O	
2940	[Q]R5-4-D-O	
2945	[Q]R5-4-D-O	
3010	[Q]R5-4-D-O	
3015	[Q]R5-4-D-O	
3020	[Q]R5-4-D-O	
3025	[Q]R5-4-D-O	
3030	[Q]R5-4-D-O	
3035	[Q]R5-4-D-O	
3040	[Q]R5-4-D-O	

SUB AREA NO.	NEW ZONE AND/OR HEIGHT DISTRICT	CONDITIONS AND LIMITATIONS
2015	[Q]R5-4-D-O	Q CONDITIONS: (cont.)
2020	[Q]R5-4-D-O	
2025	[Q]R5-4-D-O	A. The City Planning Commission shall have the
2400	[Q]R5-4-D-O	authority to approve such development plan if
2405	[Q]R5-4-D-O	it finds: (i) that the proposed development
2410	[Q]R5-4-D-O	will be desirable to the public convenience or
2415	[Q]R5-4-D-O	welfare, and (ii) that the proposed development
2420	[Q]R5-4-D-O	will be in harmony with the objectives and
2425	[Q]R5-4-D-O	intent of the Central City Community Plan, and
2430	[Q]R5-4-D-O	(iii) that the City Planning Commission and the
2440	[Q]R5-4-D-O	Community Redevelopment Agency Board have
2563	[Q]R5-4-D-O	determined that the proposed development
2570	[Q]R5-4-D-O	conforms to the Redevelopment Plan for the
2580	[Q]R5-4-D-O	Central Business District, and (iv) that the
2590	[Q]R5-4-D-O	proposed development will not have an adverse
2600	[Q]R5-4-D-O	impact on existing or planned housing
2610	[Q]R5-4-D-O	development in the vicinity, and (v) that the
2620	[Q]R5-4-D-O	proposed development will not reduce the
2630	[Q]R5-4-D-O	potential for future housing development on any
2640	[Q]R5-4-D-O	other property planned for housing use in the
2645	[Q]R5-4-D-O	Central City Community Plan.
2920	[Q]R5-4-D-O	
2925	[Q]R5-4-D-O	
2930	[Q]R5-4-D-O	
2935	[Q]R5-4-D-O	
2940	[Q]R5-4-D-O	
2945	[Q]R5-4-D-O	
3010	[Q]R5-4-D-O	
3015	[Q]R5-4-D-O	
3020	[Q]R5-4-D-O	
3025	[Q]R5-4-D-O	
3030	[Q]R5-4-D-O	
3035	[Q]R5-4-D-O	
3040	[Q]R5-4-D-O	

SUB AREA NO.	NEW ZONE AND/OR HEIGHT DISTRICT	CONDITIONS AND LIMITATIONS
--------------------	---------------------------------------	----------------------------

Q CONDITIONS: (cont.)

2015	[Q]R5-4-D-0	B. The Commission may imposed such conditions
2020	[Q]R5-4-D-0	
2025	[Q]R5-4-D-0	as it deems necessary to secure an appropriate
2400	[Q]R5-4-D-0	development in harmony with the objectives and
2405	[Q]R5-4-D-0	intent of the Central City Community Plan and
2410	[Q]R5-4-D-0	
2415	[Q]R5-4-D-0	the Redevelopment Plan for the Central Business
2420	[Q]R5-4-D-0	
2425	[Q]R5-4-D-0	District.
2430	[Q]R5-4-D-0	
2440	[Q]R5-4-D-0	C. An application to permit such development,
2563	[Q]R5-4-D-0	together with a complete set of development
2570	[Q]R5-4-D-0	plans, shall be filed with the Community
2580	[Q]R5-4-D-0	Redevelopment Agency and the City Planning
2590	[Q]R5-4-D-0	Commission. The application with the Planning
2600	[Q]R5-4-D-0	Commission shall be deemed complete when
2610	[Q]R5-4-D-0	accompanied by a determination by the Community
2620	[Q]R5-4-D-0	Redevelopment Agency Board.
2630	[Q]R5-4-D-0	
2640	[Q]R5-4-D-0	
2645	[Q]R5-4-D-0	
2920	[Q]R5-4-D-0	
2925	[Q]R5-4-D-0	
2930	[Q]R5-4-D-0	
2935	[Q]R5-4-D-0	
2940	[Q]R5-4-D-0	
2945	[Q]R5-4-D-0	
3010	[Q]R5-4-D-0	
3015	[Q]R5-4-D-0	
3020	[Q]R5-4-D-0	
3025	[Q]R5-4-D-0	
3030	[Q]R5-4-D-0	
3035	[Q]R5-4-D-0	
3040	[Q]R5-4-D-0	


SUB AREA NO.	NEW ZONE AND/OR HEIGHT DISTRICT	CONDITIONS AND LIMITATIONS
2015	[Q]R5-4-D-O	Q CONDITIONS: (con't)
2020	[Q]R5-4-D-O	
2025	[Q]R5-4-D-O	D. Upon the filing of a complete application
2400	[Q]R5-4-D-O	with the Planning Commission, the matter shall
2405	[Q]R5-4-D-O	be set for public hearing. Notice of the time,
2410	[Q]R5-4-D-O	place, and purpose of such hearing shall be
2415	[Q]R5-4-D-O	given as set forth in Municipal Code Section
2420	[Q]R5-4-D-O	12.24-B.3(b). The determination of the
2425	[Q]R5-4-D-O	Commission, or the City Council on appeal,
2430	[Q]R5-4-D-O	shall be made pursuant to the procedures set
2440	[Q]R5-4-D-O	forth in Municipal Code Section 12.24-B.3(d)
2563	[Q]R5-4-D-O	and (e).
2570	[Q]R5-4-D-O	
2580	[Q]R5-4-D-O	
2590	[Q]R5-4-D-O	
2600	[Q]R5-4-D-O	
2610	[Q]R5-4-D-O	
2620	[Q]R5-4-D-O	
2630	[Q]R5-4-D-O	
2640	[Q]R5-4-D-O	
2645	[Q]R5-4-D-O	
2920	[Q]R5-4-D-O	
2925	[Q]R5-4-D-O	
2930	[Q]R5-4-D-O	
2935	[Q]R5-4-D-O	
2940	[Q]R5-4-D-O	
2945	[Q]R5-4-D-O	
3010	[Q]R5-4-D-O	
3015	[Q]R5-4-D-O	
3020	[Q]R5-4-D-O	
3025	[Q]R5-4-D-O	
3030	[Q]R5-4-D-Q	
3035	[Q]R5-4-D-O	
3040	[Q]R5-4-D-O	

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

920 S Hill St
DOT Case No. CEN 13-41320

Date: February 11, 2015

To: Karen Hoo, City Planner
Department of City Planning

From: 
Tomas Carranza, Senior Transportation Engineer
Department of Transportation

Subject: **UPDATED TRAFFIC ASSESSMENT FOR THE PROPOSED MIXED-USE DEVELOPMENT AT 920 SOUTH HILL STREET (ENV-2014-2591-EAF/CPC-2014-2590-TDR-ZV-SPPA-SPR/VT-72343-CN)**

On December 11, 2013, The Department of Transportation (DOT) issued a traffic assessment report on the proposed mixed-use development at 920 South Hill Street. However, since the report was released, the project description has been modified and an updated traffic analysis, dated February 6, 2015, was prepared by Overland Traffic Consultants, Inc. However, this revision does not change the findings or recommendations of DOT's December 11, 2013 letter.

The current project proposal would increase the number of residential units as follows:

Land Use	Original Project	Revised Project
Retail	5,400 square feet (sf)	5,400 sf
Residential Apartments	213 units	239 units

The original project was estimated to generate 1,328 net new daily trips with 96 net new trips in the a.m. peak hour and 124 net new trips in the p.m. peak hour. The revised project proposal is expected to generate more trips overall - 1,476 net new daily trips with 107 net new trips in the a.m. peak hour and 137 net new trips in the p.m. peak hour. The previous traffic analysis determined that none of the ten analyzed intersections would be significantly impacted by project related traffic. DOT concurs with the findings of the updated analysis that the revised project would also not result in any significant traffic impacts.

Therefore, all of the project requirements that are identified in DOT's December 11, 2013 letter (attached for reference) shall remain in effect. If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

Attachment

K:\Letters\2015\CEN14-41320_920 S Hill St_mu_revised_ltr.doc

c: Tanner Blackman, Council District No. 14
Mehrdad Moshksar, Central District, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Gregg Vandergriff, Central District, BOE
Liz Culhane, Overland Traffic Consultants, Inc.

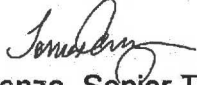
Exhibit D

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

920 S Hill St
DOT Case No. CEN 13-41320

Date: December 18, 2013

To: Karen Hoo, City Planner
Department of City Planning

From: 
Tomas Carranza, Senior Transportation Engineer
Department of Transportation

Subject: **TRAFFIC ASSESSMENT FOR THE PROPOSED MIXED-USE
DEVELOPMENT PROJECT LOCATED AT 920 SOUTH HILL STREET**

The Department of Transportation (DOT) has reviewed the traffic analysis prepared by Overland Traffic Consultants, Inc. dated August, 2013, for the proposed mixed-use development project located on the east side of Hill Street between 9th Street and Olympic Boulevard. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to established threshold standards to assess the project-related traffic impacts. Based on DOT's traffic impact criteria¹, the proposed development is not expected to result in any significant traffic impacts at the ten intersections that were identified for detailed analysis. The results of the traffic impact analysis, which adequately evaluated the project's traffic impacts on the surrounding community, are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct up to 213 residential apartment units and approximately 5,400 square feet of ground floor retail on a site currently utilized for surface parking. The conceptual site plan for the project is illustrated in **Attachment 2**. The project would provide an on-site parking facility that would include subterranean levels with vehicular access accommodated via a two-way driveway on Hill Street. The study indicated that the project would provide code-required parking but did not disclose the total number of parking spaces to be provided. The project is expected to be completed by 2017.

B. Trip Generation

The project is estimated to generate a net increase of 1,329 daily trips, 96 trips in the a.m. peak hour, and 124 trips in the p.m. peak hour. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE)

¹ Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

Trip Generation, 9th Edition, 2012. These trip generation rates are typically derived from surveys of similar land use developments but in areas with little to no transit service. Therefore, DOT's traffic study guidelines allow projects to reduce their total trip generation to account for potential transit usage to and from the site, and for the internal-trip making opportunities that are afforded by mixed-use projects. A copy of the trip generation table can be found in **Attachment 3**.

PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

B. Highway Dedication And Street Widening Requirements

The Downtown Street Standards Committee (DSSC), which included representatives from City Planning, Bureau of Engineering, DOT, and Council Districts 9 and 14, was formed to evaluate the Downtown street system block-by-block and to develop revised street standards that balance traffic flow with other important street functions including transit routes, pedestrian environments, building design and site access, etc. These new standards were adopted by the City Council in 2009; therefore, the applicant should be required to implement the following:

- **Hill Street** has been classified as a Modified Secondary Highway which requires a 28-foot half-width roadway within a 46-foot half-width right-of-way.

The applicant should check with the Bureau of Engineering's Land Development Group to determine the specific highway dedications, street improvements and/or sidewalk requirements for this project.

C. Parking Requirements

The traffic study did not indicate the number of parking spaces that would be provided. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation

The proposed site plan is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024). In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All new driveways should be Case 2

driveways and any security gates should be a minimum 20 feet from the property line. All truck loading and unloading should take place on site with no vehicles backing into the project via any of the project driveways.

E. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Khalid Chowdhry of my staff at (213) 972-8473.

Attachments

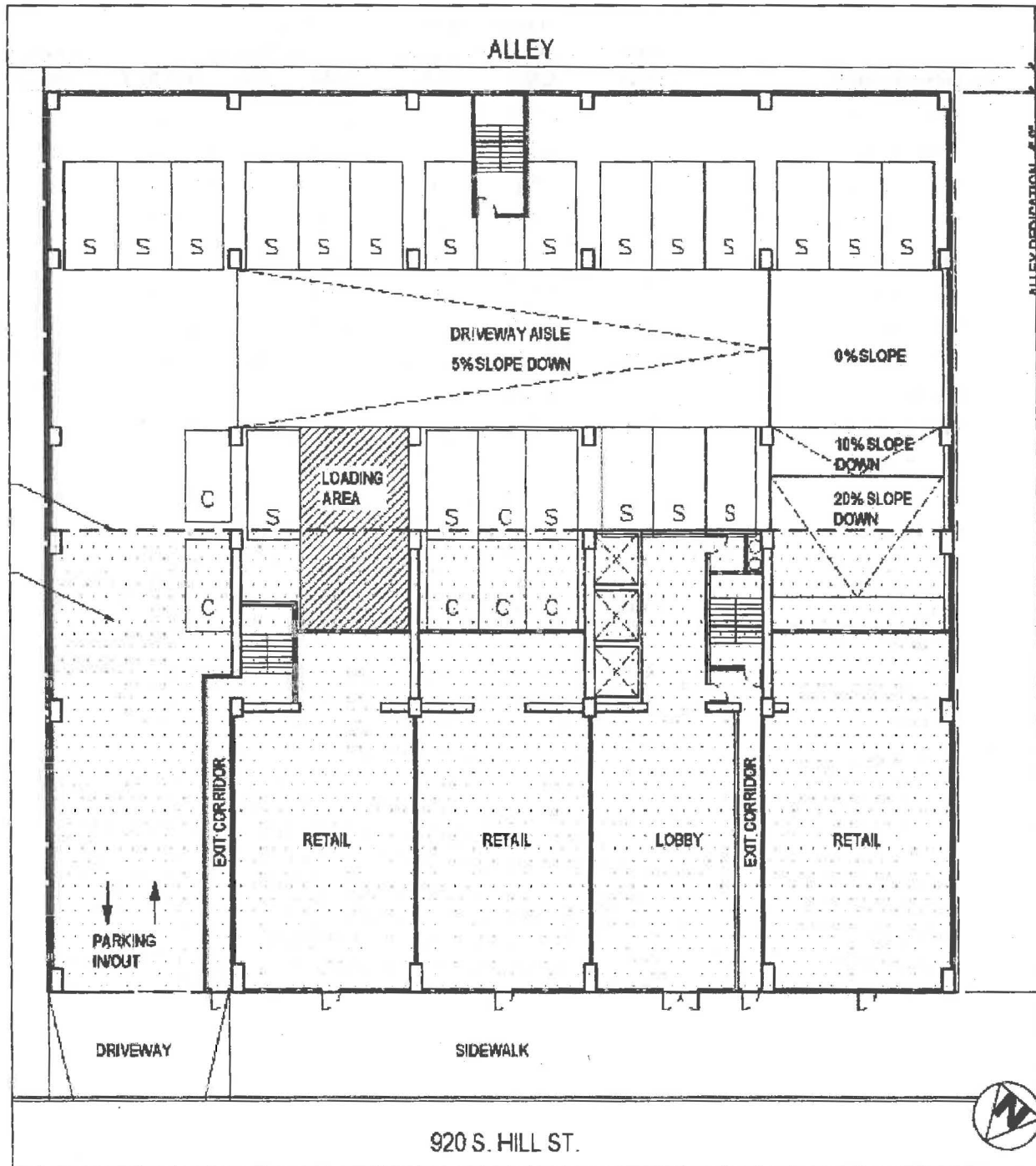
L:\Letters\2013\CEN13-41320-920 S Hill St ltr.doc

c: Tanner Blackman, Council District No. 14
Gregg Vandergriff, BOE
Mehrdad Moshksar, Central District, DOT
Taimour Tanavoli, Case Management, DOT
Liz Culhane, Overland Traffic Consultants, Inc.

Attachment 1**Future (2017) Traffic Conditions
With Project**

No. Intersection	Peak Hour	Future (2017) Without Project		Future (2017) With Project			Significant Impact
		CMA	LOS	CMA	LOS	IMPACT	
1 9th Street & Olive Street	AM	0.563	A	0.563	A	+ 0.000	NO
	PM	0.601	B	0.605	B	+ 0.004	NO
2 Olive Street & Olympic Boulevard	AM	0.655	B	0.655	B	+ 0.000	NO
	PM	0.669	B	0.669	B	+ 0.000	NO
3 8th Street & Hill Street	AM	0.428	A	0.444	A	+ 0.016	NO
	PM	0.613	B	0.625	B	+ 0.012	NO
4 9th Street & Hill Street	AM	0.543	A	0.563	A	+ 0.020	NO
	PM	0.651	B	0.665	B	+ 0.014	NO
5 Hill Street & Olympic Boulevard	AM	0.554	A	0.557	A	+ 0.003	NO
	PM	0.725	C	0.752	A	+ 0.027	NO
6 8th Street & Broadway	AM	0.569	A	0.570	A	+ 0.001	NO
	PM	0.772	C	0.777	C	+ 0.005	NO
7 9th Street & Broadway	AM	0.447	A	0.453	A	+ 0.006	NO
	PM	0.585	A	0.598	A	+ 0.013	NO
8 Broadway & Olympic Boulevard	AM	0.592	A	0.601	B	+ 0.009	NO
	PM	0.769	C	0.793	C	+ 0.024	NO
9 9th Street & Main/Spring Street	AM	0.598	A	0.603	B	+ 0.005	NO
	PM	0.662	B	0.667	B	+ 0.005	NO
10 Main Street & Olympic Boulevard	AM	0.547	A	0.551	A	+ 0.004	NO
	PM	0.812	D	0.819	D	+ 0.007	NO

Attachment 2 Project Site Plan



Attachment 3**Project Trip Generation Estimates**

<u>Description</u>	<u>Size</u>	<u>Daily Traffic</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
			<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
<u>Proposed Project</u>								
Retail	5,400 sf	231	5	4	2	20	10	9
Internal/Transit/Walk Trips	40%	(92)	(1)	(2)	(1)	(8)	(4)	(4)
Pass-By	10%	(14)	(0)	(0)	(0)	(0)	(1)	(1)
Subtotal Commercial		125	4	2	1	11	5	5
Apartment	213 units	1,416	109	22	87	132	86	46
Transit/Walk Trips	15%	(212)	(15)	(3)	(13)	(20)	(13)	(7)
Subtotal Residentail		1,204	93	19	74	112	73	39
TOTAL		1,328	96	22	76	124	79	44

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

2017-02-22
 City Clerk's Office
 2017-01-31-17
 2017-01-31-17
 2017-01-31-17

LEAD CITY AGENCY City of Los Angeles	COUNCIL DISTRICT CD 14 - JOSE HUIZAR
--	--

PROJECT TITLE ENV-2014-2591-MND	CASE NO. CPC-2014-2590-TDR-ZV-SPPA-SPR
---	--

PROJECT LOCATION
916, 920, 926, 928 and 930 South Hill Street

PROJECT DESCRIPTION
The project includes the demolition of a surface parking lot and the construction, use and maintenance of a 32-story, 346-foot four-inch mixed-use high-rise development on a 22,935-square-foot-site, consisting of 239 residential condominium units and four commercial condominium units with 5,610 square feet of commercial space. The project proposes a total floor area of 260,589 square feet and a Floor Area Ratio (FAR) of 11.4:1. The commercial space is located on the ground floor along Hill Street and the residential condominium units are located above on floors two through 32. The project provides a total of 295 parking spaces that will be located in a subterranean parking level, one at-grade parking level behind the commercial space and on floors two through six behind residential units. Vehicle access to parking areas is provided from via two driveways, one located on Hill Street and one located along Blackstone Court (named alley). Pedestrian access to the residential lobby and commercial/retail space is provided along Hill Street. The project requests the following approvals: a Transfer of Floor Area Rights (TFAR) of 122,978 SF from the Convention Center to the project site to allow a 11.4:1 FAR in lieu of 6:1 FAR, a Site Plan Review for a project with more than 50 dwelling units, a Vesting Tentative Tract Map to divide the site into three airspace lots with 239 residential condominium units and four commercial condominium units totaling 5,610 SF and a haul route for the export of 10,000 cubic yards of dirt.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
Property Owner: Agoura Oaks LLC Representative: Kate Bartolo
5506 Colodny Drive
Agoura Hills, CA 91301


FINDING:
The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance
(CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM Jennifer Caira	TITLE City Planner	TELEPHONE NUMBER (213) 978-1165
---	----------------------------------	---

ADDRESS 200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012	SIGNATURE (Official) 	DATE FEBRUARY 22, 2017
---	---	--------------------------------------

IV-20. Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas)

- The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).
- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
- Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
- If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
- Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
- The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

IV-90. Tree Removal (Public Right-of-Way)

-
- Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

VII-10. Green House Gas Emissions

- The project will result in impacts resulting in increased green house gas emissions. However, the impact can be reduced to a less than significant level though compliance with the following measure(s):
- Low- and non-VOC containing paints, sealants, adhesives, solvents, asphalt primer, and architectural coatings (where used), or pre-fabricated architectural panels shall be used in the construction of the Project to reduce VOC emissions to the maximum extent practicable.

XII 0. Temporary Groundborne Vibration

-
- All new construction work shall be performed so as not to adversely affect the historic designations surrounding the Project Site. Specifically, this mitigation measure is provided to ensure vibration from construction of the proposed project does not adversely impact nearby buildings, which include the May Company Garage Building, at 912 S. Hill Street. Prior to commencement of construction, a qualified structural engineer shall survey the existing foundations and structures of the nearby buildings listed above, and provide a plan to protect them from potential damage. Pot holing or other destructive testing of below grade conditions on the project site and immediately adjacent historical resources may be necessary to establish baseline conditions and prepare the

shoring design. If feasible, the project and shoring designs shall avoid pile driving within twenty-five feet of immediately adjacent historical resources. The shoring design shall specify threshold limits for vibration causing activities. • The performance standards of the structure monitoring plan shall include the following: o The qualified structural engineer shall monitor vibration during the pile driving or other vibration-causing construction activities to ensure that the established impact threshold and shoring design is not exceeded. If feasible, alternative means of setting piles such as predrilled holes or hydraulic pile driving shall be employed to avoid exceeding the impact threshold established. At the conclusion of vibration causing activities, the qualified structural engineer shall issue a follow-on letter describing damage, if any, to immediately adjacent historical resources and recommendations for any repair, as may be necessary, in conformance with the Secretary's Standards. Repairs shall be undertaken and completed in conformance with all applicable codes including the California Historical Building Code (Part 8 of Title 24) prior to issuance of any temporary or permanent c

XII-20. Increased Noise Levels (Demolition, Grading, and Construction Activities)

-
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- The construction contractor shall use on-site electrical sources or solar generators to power equipment rather than diesel generators where feasible.
- The project contractor shall erect a minimum 8-foot high temporary noise barrier around the perimeter of the site (excluding the northern and southern property line where adequate space is not available) for the purpose of attenuating construction noise impacts. The temporary noise barrier shall be a solid surface material with a minimum of 4 pounds per square foot capable of achieving a sound attenuation of 10 dBA.

XII-40. Increased Noise Levels (Parking Structure Ramps)

- Environmental impacts may result from project implementation due to noise from cars using the parking ramp. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- Concrete, not metal, shall be used for construction of parking ramps.
- The interior ramps shall be textured to prevent tire squeal at turning areas.
- Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

XII-60. Increased Noise Levels (Mixed-Use Development)

- Environmental impacts to proposed on-site residential uses from noises generated by proposed on-site commercial uses may result from project implementation. However, the potential impact will be mitigated to a less than significant level by the following measure:
- Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Class (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

XII-230. Increased Noise Levels

- Environmental impacts to the adjacent residential properties may result due to noise generated on the site. However, this potential impact will be mitigated to a less than significant level by the following measure:
- Central HVAC systems for the project shall be placed on the podium and/or tower roof. The project shall not place individual units on balconies.

XIV-20. Public Services (Police – Demolition/Construction Sites)

-
- Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

XVI-80. Transportation/Traffic

- The project will result in impacts to transportation and/or traffic systems. However, the impact can be reduced to a less than significant level through compliance with the following measure(s):

- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- Temporary pedestrian facilities should be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY
and CHECKLIST
(CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles	COUNCIL DISTRICT: CD 14 - JOSE HUIZAR	DATE:
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2014-2591-MND	RELATED CASES: CPC-2014-2590-TDR-ZV-SPPA-SPR	
PREVIOUS ACTIONS CASE NO.:	<input type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions	
PROJECT DESCRIPTION: NEW 32 STORY MIXED-USE BUILDING TO CONSIST OF 239 RESIDENTIAL UNITS AND FOUR COMMERCIAL CONDOS.		
ENV PROJECT DESCRIPTION: The project includes the demolition of a surface parking lot and the construction, use and maintenance of a 32-story, 346-foot four-inch mixed-use high-rise development on a 22,935-square-foot-site, consisting of 239 residential condominium units and four commercial condominium units with 5,610 square feet of commercial space. The project proposes a total floor area of 260,589 square feet and a Floor Area Ratio (FAR) of 11.4:1. The commercial space is located on the ground floor along Hill Street and the residential condominium units are located above on floors two through 32. The project provides a total of 295 parking spaces that will be located in a subterranean parking level, one at-grade parking level behind the commercial space and on floors two through six behind residential units. Vehicle access to parking areas is provided from via two driveways, one located on Hill Street and one located along Blackstone Court (named alley). Pedestrian access to the residential lobby and commercial/retail space is provided along Hill Street. The project requests the following approvals: a Transfer of Floor Area Rights (TFAR) of 122,978 SF from the Convention Center to the project site to allow a 11.4:1 FAR in lieu of 6:1 FAR, a Site Plan Review for a project with more than 50 dwelling units, a Vesting Tentative Tract Map to divide the site into three airspace lots with 239 residential condominium units and four commercial condominium units totaling 5,610 SF and a haul route for the export of 10,000 cubic yards of dirt.		
ENVIRONMENTAL SETTINGS: The project site is comprised of three lots (Lots: FR 19, FR 20, FR 21) totaling 22,935 square feet of lot area. The project site is rectangular in shape, relatively flat and is currently improved with a paved surface parking lot. The address numbers at the project site include: 916, 920, 926, 928 and 930 South Hill Street. The project site is located within the boundaries of the Central City Community Plan Area, the Downtown Design Guide South Park District and the City Center Redevelopment Project Area. The project site is zoned [Q]R5-4D and designated as High Density Residential. The project site is also located within Fire District No. 1, a Methane Zone and within 0.45 km of the Puente Hills Blind Thrust Fault Zone.		
The project site is bounded by Hill Street to the west, Blackstone Court (named alley) to the east, a three-story historic structure designated as a Historic Cultural Monument LA-1001 known as the May Company Garage which includes ground floor commercial and parking levels above to the north and a four-story live-work building with a ground floor restaurant to the south. Surrounding properties to the north, south, and west are in the [Q]R5-4D zone and designated High Density Residential, while the properties to the east are in the [Q]C2-4D-CDO zone and designated Regional Center Commercial. The project site is surrounded by a historic district and historic properties. The project is adjacent to Broadway Theatre and Commercial District located along South Broadway. Adjacent historic structures are listed in either the National Register, California Register or designated locally as a City of Los Angeles Historic Cultural Monument. To the north is the May Company Garage at 912 S. Hill Street. Further north across 9th Street is the Eastern Columbia Building at 849 S. Broadway. To the east is Blackstone's Department Store at 901 S. Broadway, the United Artist Theater Building (now the Ace Hotel) at 927 S. Broadway and the Western Costume Building at 939 S. Broadway.		
The project site is located mid-block on Hill Street between W. 9th Street and W. Olympic Street. Hill Street is designated as a Modified Avenue II with four travel lanes, two lanes in a northbound direction and two lanes in a southbound direction. Blackstone Court is a named alley that runs north-south. Ninth Street is a Modified Avenue III with three travel lanes in a one-way eastbound direction. Olympic Boulevard is a Modified Avenue I with four travel lanes, two lanes in an eastbound direction and two lanes in a westbound direction.		

PROJECT LOCATION: 916, 920, 926, 928 and 930 South Hill Street		
COMMUNITY PLAN AREA: CENTRAL CITY STATUS: <input checked="checked" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	AREA PLANNING COMMISSION: CENTRAL	CERTIFIED NEIGHBORHOOD COUNCIL: DOWNTOWN LOS ANGELES
EXISTING ZONING: [Q]R5-4D	MAX. DENSITY/INTENSITY ALLOWED BY ZONING: 6:1 FAR by-right and up to 13:1 with TFAR	LA River Adjacent:
GENERAL PLAN LAND USE: HIGH DENSITY RESIDENTIAL	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: 6:1 FAR by-right and up to 13:1 with TFAR	
	PROPOSED PROJECT DENSITY: 11:4:1 FAR, 239 DU	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☐ I find the proposed project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

City Planner

Title

(213) 978-1165

Phone

Evaluation Of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input type="checkbox"/> AESTHETICS <input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES <input type="checkbox"/> AIR QUALITY <input checked="" type="checkbox"/> BIOLOGICAL RESOURCES <input type="checkbox"/> CULTURAL RESOURCES <input type="checkbox"/> GEOLOGY AND SOILS	<input checked="" type="checkbox"/> GREEN HOUSE GAS EMISSIONS <input type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input type="checkbox"/> HYDROLOGY AND WATER QUALITY <input type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input checked="" type="checkbox"/> NOISE	<input type="checkbox"/> POPULATION AND HOUSING <input checked="" type="checkbox"/> PUBLIC SERVICES <input type="checkbox"/> RECREATION <input checked="" type="checkbox"/> TRANSPORTATION/TRAFFIC <input type="checkbox"/> TRIBAL CULTURAL RESOURCES <input type="checkbox"/> UTILITIES AND SERVICE SYSTEMS	<input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
---	--	---	---

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:

Property Owner: Agoura Oaks LLC
Representative: Kate Bartolo

PHONE NUMBER:

(818) 991-9898

APPLICANT ADDRESS:

5506 Colodny Drive
Agoura Hills, CA 91301

AGENCY REQUIRING CHECKLIST:

Department of City Planning

DATE SUBMITTED:

07/17/2014

PROPOSAL NAME (if Applicable):

Hill Street Lofts

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
--------------------------------	--	------------------------------	-----------

I. AESTHETICS

a.	Have a substantial adverse effect on a scenic vista?				✓
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?				✓
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				✓

II. AGRICULTURE AND FOREST RESOURCES

a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?				✓
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d.	Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

III. AIR QUALITY

a.	Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			✓	
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			✓	
d.	Expose sensitive receptors to substantial pollutant concentrations?			✓	
e.	Create objectionable odors affecting a substantial number of people?			✓	

IV. BIOLOGICAL RESOURCES

a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		✓		
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			✓	
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			✓	
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		✓		
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			✓	

V. CULTURAL RESOURCES

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
--------------------------------	--	------------------------------	-----------

a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?			✓	
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			✓	
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓	
d.	Disturb any human remains, including those interred outside of formal cemeteries?			✓	

VI. GEOLOGY AND SOILS

a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			✓	
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?			✓	
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?				✓
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?				✓
e.	Result in substantial soil erosion or the loss of topsoil?			✓	
f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓	
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			✓	
h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓

VII. GREEN HOUSE GAS EMISSIONS

a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		✓		
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
--------------------------------	--	------------------------------	-----------

h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓
IX. HYDROLOGY AND WATER QUALITY					
a.	Violate any water quality standards or waste discharge requirements?			✓	
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				✓
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
f.	Otherwise substantially degrade water quality?				✓
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j.	Inundation by seiche, tsunami, or mudflow?				✓
X. LAND USE AND PLANNING					
a.	Physically divide an established community?				✓
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓
XI. MINERAL RESOURCES					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓
XII. NOISE					
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		✓		
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
--------------------------------	--	------------------------------	-----------

e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

XIII. POPULATION AND HOUSING

a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓

XIV. PUBLIC SERVICES

a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?			✓	
b.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?		✓		
c.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?			✓	
d.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?			✓	
e.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities?			✓	

XV. RECREATION

a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	

XVI. TRANSPORTATION/TRAFFIC

a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			✓	
----	--	--	--	---	--

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
--------------------------------	--	------------------------------	-----------

b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?		✓	
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			✓
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		✓	
e.	Result in inadequate emergency access?		✓	
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	✓		

XVII. TRIBAL CULTURAL RESOURCES

a.	Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		✓	
b.	Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		✓	

XVIII. UTILITIES AND SERVICE SYSTEMS

a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?		✓	
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		✓	
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		✓	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?		✓	
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?		✓	
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?		✓	
g.	Comply with federal, state, and local statutes and regulations related to solid waste?		✓	

XIX. MANDATORY FINDINGS OF SIGNIFICANCE

a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓	
----	---	--	---	--

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
--------------------------------	--	------------------------------	-----------

b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			✓	
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓	

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2014-2591-MND** and the associated case(s),

CPC-2014-2590-TDR-ZV-SPPA-SPR. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) will not:

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org> ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763.

Seismic Hazard Maps - <http://gmw.consrv.ca.gov/shmp/>

Engineering/Infrastructure/Topographic Maps/Parcel Information - <http://boemaps.eng.ci.la.ca.us/index01.htm> or

City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
Jennifer Calra	City Planner	(213) 978-1165	01/27/2017

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS

a.	NO IMPACT	<p>Senate Bill (SB) 743 was signed into law by Governor Brown in September 2013, which made several changes to the CEQA for projects located in areas served by transit. Among other changes, SB 743 eliminates the need to evaluate aesthetic and parking impacts of a project in some circumstances. Specifically, aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered to have a significant impact on the environment. SB 743 defines a transit priority area as an area within one-half mile of a major transit stop that is existing or planned. A major transit stop is a site containing a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the A.M. and P.M. peak commute periods. An infill site refers to a lot located within an urban area that has been previously developed, or a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from parcels that are developed with qualified urban uses. However, the exemption for aesthetic impacts does not include impacts to historic or cultural resources, per Section 21099 of the Public Resources Code (PRC). The proposed project involves the construction of a mixed-use development located approximately 0.5 miles from the Pershing Square Station that serves Metro's Purple and Red Lines and the 7th Street/ Metro Center Station that serves Metro's Purple, Red, Blue and Expo lines and is identified as located within a transit priority area (City of Los Angeles Transit Priority Area Map, 2016). The proposed project is an infill development on a site that adjoins parcels that are developed with various urban uses. Furthermore, the project site does not contain any historic or cultural resources, as discussed in Section V. Cultural Resources of this</p>	
----	-----------	---	--

Impact?	Explanation	Mitigation Measures
	<p>Initial Study. The project site is not located within an overlay area (e.g., Specific Plan, Community Design Overlay, or Historic Preservation Overlay Zone) or subject to land use regulations that expressly regulates a project's aesthetic impacts (e.g., shade and shadow). As such, the proposed project meets all criteria specified in Section 21099 of the PRC. Therefore, the project's impact on visual resources, aesthetic character, shade and shadow, light and glare, scenic vistas, State Scenic Highways, and parking are not considered significant per SB 743.</p>	
b. NO IMPACT	<p>Senate Bill (SB) 743 was signed into law by Governor Brown in September 2013, which made several changes to the CEQA for projects located in areas served by transit. Among other changes, SB 743 eliminates the need to evaluate aesthetic and parking impacts of a project in some circumstances. Specifically, aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered to have a significant impact on the environment. SB 743 defines a transit priority area as an area within one-half mile of a major transit stop that is existing or planned. A major transit stop is a site containing a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the A.M. and P.M. peak commute periods. An infill site refers to a lot located within an urban area that has been previously developed, or a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from parcels that are developed with qualified urban uses. However, the exemption for aesthetic impacts does not include impacts to historic or cultural resources, per Section 21099 of the Public Resources Code (PRC). The proposed project involves the construction of a mixed-use development located approximately 0.5 miles from the Pershing Square Station that serves Metro's Purple and Red Lines and the 7th Street/ Metro Center Station that serves Metro's Purple, Red, Blue and Expo lines</p>	

Impact?	Explanation	Mitigation Measures
	<p>and is identified as located within a transit priority area (City of Los Angeles Transit Priority Area Map, 2016). The proposed project is an infill development on a site that adjoins parcels that are developed with various urban uses. Furthermore, the project site does not contain any historic or cultural resources, as discussed in Section V. Cultural Resources of this Initial Study. The project site is not located within an overlay area (e.g., Specific Plan, Community Design Overlay, or Historic Preservation Overlay Zone) or subject to land use regulations that expressly regulates a project's aesthetic impacts (e.g., shade and shadow). As such, the proposed project meets all criteria specified in Section 21099 of the PRC. Therefore, the project's impact on visual resources, aesthetic character, shade and shadow, light and glare, scenic vistas, State Scenic Highways, and parking are not considered significant per SB 743.</p>	
c. NO IMPACT	<p>Senate Bill (SB) 743 was signed into law by Governor Brown in September 2013, which made several changes to the CEQA for projects located in areas served by transit. Among other changes, SB 743 eliminates the need to evaluate aesthetic and parking impacts of a project in some circumstances. Specifically, aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered to have a significant impact on the environment. SB 743 defines a transit priority area as an area within one-half mile of a major transit stop that is existing or planned. A major transit stop is a site containing a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the A.M. and P.M. peak commute periods. An infill site refers to a lot located within an urban area that has been previously developed, or a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from parcels that are developed with qualified urban uses. However, the exemption for aesthetic impacts does not include impacts to</p>	

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

historic or cultural resources, per Section 21099 of the Public Resources Code (PRC). The proposed project involves the construction of a mixed-use development located approximately 0.5 miles from the Pershing Square Station that serves Metro's Purple and Red Lines and the 7th Street/ Metro Center Station that serves Metro's Purple, Red, Blue and Expo lines and is identified as located within a transit priority area (City of Los Angeles Transit Priority Area Map, 2016). The proposed project is an infill development on a site that adjoins parcels that are developed with various urban uses. Furthermore, the project site does not contain any historic or cultural resources, as discussed in Section V. Cultural Resources of this Initial Study. The project site is not located within an overlay area (e.g., Specific Plan, Community Design Overlay, or Historic Preservation Overlay Zone) or subject to land use regulations that expressly regulates a project's aesthetic impacts (e.g., shade and shadow). As such, the proposed project meets all criteria specified in Section 21099 of the PRC. Therefore, the project's impact on visual resources, aesthetic character, shade and shadow, light and glare, scenic vistas, State Scenic Highways, and parking are not considered significant per SB 743.

d. NO IMPACT

Senate Bill (SB) 743 was signed into law by Governor Brown in September 2013, which made several changes to the CEQA for projects located in areas served by transit. Among other changes, SB 743 eliminates the need to evaluate aesthetic and parking impacts of a project in some circumstances. Specifically, aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered to have a significant impact on the environment. SB 743 defines a transit priority area as an area within one-half mile of a major transit stop that is existing or planned. A major transit stop is a site containing a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the A.M. and P.M. peak commute periods. An infill site refers

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

to a lot located within an urban area that has been previously developed, or a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from parcels that are developed with qualified urban uses. However, the exemption for aesthetic impacts does not include impacts to historic or cultural resources, per Section 21099 of the Public Resources Code (PRC). The proposed project involves the construction of a mixed-use development located approximately 0.5 miles from the Pershing Square Station that serves Metro's Purple and Red Lines and the 7th Street/ Metro Center Station that serves Metro's Purple, Red, Blue and Expo lines and is identified as located within a transit priority area (City of Los Angeles Transit Priority Area Map, 2016). The proposed project is an infill development on a site that adjoins parcels that are developed with various urban uses. Furthermore, the project site does not contain any historic or cultural resources, as discussed in Section V. Cultural Resources of this Initial Study. The project site is not located within an overlay area (e.g., Specific Plan, Community Design Overlay, or Historic Preservation Overlay Zone) or subject to land use regulations that expressly regulates a project's aesthetic impacts (e.g., shade and shadow). As such, the proposed project meets all criteria specified in Section 21099 of the PRC. Therefore, the project's impact on visual resources, aesthetic character, shade and shadow, light and glare, scenic vistas, State Scenic Highways, and parking are not considered significant per SB 743.

II. AGRICULTURE AND FOREST RESOURCES

a. NO IMPACT

A significant impact would occur if the proposed project would convert valued farmland to non-agricultural uses. The project site is partially developed with a surface parking lot. No Farmland, agricultural uses, or related operations are present within the project site or surrounding area. Due to its urban setting, the project site and surrounding area are not included in the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the proposed project would not convert

Impact?	Explanation	Mitigation Measures
	any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would occur.	
b. NO IMPACT	A significant impact would occur if the proposed project conflicted with existing agricultural zoning or agricultural parcels enrolled under the Williamson Act. The project site is not zoned for agricultural use or under a Williamson Contract. The project site is currently zoned [Q]R5-4D. As the project site and surrounding area do not contain farmland of any type, the proposed project would not conflict with a Williamson Contract. Therefore, no impacts would occur.	
c. NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning or caused rezoning of forest land or timberland, or result in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. As identified above, the project site is currently zoned [Q]R5-4D. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.	
d. NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning or caused rezoning of forest land or timberland, or result in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. As identified above, the project site is currently zoned [Q]R5-4D. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.	
e. NO IMPACT	A significant impact would occur if the proposed project caused the conversion of farmland to non-agricultural use. The project site does not contain farmland, forestland, or timberland. Therefore, no impacts would occur.	
III. AIR QUALITY		

Impact?	Explanation	Mitigation Measures
a. LESS THAN SIGNIFICANT IMPACT	<p>Based on the L.A. CEQA Thresholds Guide, a significant air quality impact may occur if the Proposed Project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the Basin and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, and cooperates actively with all state and federal government agencies. The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources within the Basin and has responded to this requirement by preparing a series of AQMPs. The transportation strategy and transportation control measures, included as part of the 2012 AQMP and SIP for the South Coast Air Basin, are based on SCAG's adopted 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and 2011 Federal Transportation Improvement Program (FTIP). For purposes of assessing a project's consistency with the AQMP, projects that are consistent with the growth forecast projections of employment and population forecasts identified in the 2012-2035 RTP/SCS are considered consistent with the AQMP, since the growth projections contained in the 2012-2035 RTP/SCS form the basis of the land use and transportation control portions of the AQMP. The Proposed Project is consistent with the regional growth projections for the Los Angeles Subregion and is consistent with the smart growth policies of the 2012-2035 RTP/SCS to increase housing density within close proximity to High-Quality Transit Areas (HQTA). An HQTA is defined as a generally a walkable transit village or corridor within one half-mile of a well-served transit stop or a transit corridor. The Proposed Project would concentrate new development and jobs within 0.5 miles (walking distance) from the 7th Street/Metro Center and Pershing Square Metro Stations and is served by</p>	

Impact?	Explanation	Mitigation Measures
	<p>several Metro bus lines. Thus the Project's location provides opportunities for employees, guests, visitors, and residents to use public transit to reduce vehicle trips. The Project is also located in a Transit Priority Area as defined by CEQA Sections 21099 and 21064.3. As discussed in the Project's Traffic Study, the Proposed Project's mixed-use nature and close proximity to neighborhood-serving commercial/retail land uses and regional transit would result in fewer trips and a reduction to the Proposed Project's vehicle miles traveled (VMTs) as compared to the base trip rates for similar stand-alone land uses that are not located in close proximity to transit. Thus, because the Proposed Project would be consistent with the growth projections and regional land use planning policies of the 2012-2035 RTP/SCS, the Project wou</p>	
b. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. An Air Quality Impact Report for the project site was prepared by Parker Environmental Consultants on August 19, 2015 (see attachment). Project construction and operation emissions were estimated using California Emissions Estimator Model (CalEEMod), a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from land use projects. The results are shown in Table 2.1, Overall Construction (Maximum Daily Emission in pounds per day). According to the Assessment, during the construction phase the proposed project would not exceed the regional SCAQMD significance thresholds for emissions of Carbon Monoxide (CO), Reactive Organic Compounds (ROG), Nitrogen Oxides (NOx), Particulate Matter (PM10 and PM2.5), and Sulfur Dioxide (SOx). The project would incorporate applicable regulatory compliance measures such as Southern California Air Quality Management District (SCAQMD) Rule 403 regarding construction dust and emissions, Section 2485 in Title 13 and Section 93115 in Title 17 of the California Code of Regulations regarding the idling of diesel vehicles and emissions</p>	

Impact?	Explanation	Mitigation Measures
	<p>standards, and SCAQMD Rule 1113 limiting the volatile organic compound content of architectural coatings. Therefore, regional emission impacts for the proposed project would be less than significant for all construction phases. The project output is also below the significance thresholds for these criteria pollutants with regard to Overall Operational Emissions, as shown in Table 2.2. Motor vehicles that access the project site would be the predominant source of long-term project emissions. Additional emissions would be generated by area sources, such as energy use and landscape maintenance activities. The project will comply with the energy efficiency requirements of the L.A. Green Building Code and new on-site nitrogen oxide emissions will be minimized through the use of emission control measures as required by SCAQMD Regulation XIII, New Source Review. Therefore, the proposed project would result in a less-than-significant impact related to regional operational emissions. The project would be subject to regulatory compliance measures, which reduce the impacts of operational and construction regional emissions.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>The project will produce fugitive dust and mobile source emissions as a result of construction activity. The proposed project and the entire Los Angeles metropolitan area are located within the South Coast Air Basin, which is characterized by relatively poor air quality. The Basin is currently classified as a federal and State non-attainment area for Ozone (O3), Respirable Particulate Matter (PM10 and PM2.5), and lead (Pb) and a federal attainment/maintenance area for Carbon Monoxide (CO). It is classified as a State attainment area for CO, and it currently meets the federal and State standards for Nitrogen Dioxide (NO2), Sulfur Oxides (SOX), and lead (Pb). Because the Basin is designated as a State and/or federal nonattainment air basin for O3, PM10, PM2.5, and NO2, there is an on-going regional cumulative impact associated with these pollutants. However, an individual project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of emissions. This magnitude is determined</p>	

Impact?	Explanation	Mitigation Measures
	<p>by the project-level significance thresholds established by the SCAQMD. The project would be subject to regulatory compliance measures (discussed above), which reduce the impacts of operational and construction regional emissions. The project would not generate construction or operational emissions that exceed the SCAQMD's recommended regional thresholds of significance. Therefore, the project would not generate a cumulatively considerable increase in emissions of the pollutants for which the Basin is in nonattainment, and impacts would be less than significant.</p>	
d. LESS THAN SIGNIFICANT IMPACT	<p>Based on the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of maximum daily localized construction emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These apply to projects that are less than or equal to five acres in size and are only applicable to Respirable Particulate Matter (PM10 and PM2.5), Carbon Monoxide (CO), and Nitrogen Oxides (NOx). An Air Quality Impact Report for the project site was prepared by Parker Environmental Consultants on August 19, 2015 (see attachment). The Assessment quantifies and analyzes the localized air quality impacts associated with the project construction. The site is located in SCAQMD Sensitive Receptor Area (SRA) No. 1, is located on 0.52 acre site, and the project is below the thresholds for construction and operation emissions in pounds per day as a function of receptor distance (25 meters or 82.02 feet) from the project site boundary. According to the Assessment, the proposed project would not exceed the appropriate significance threshold for localized emissions of Particulate Matter (PM10 and PM2.5), Carbon Monoxide (CO), and</p>	

Impact?	Explanation	Mitigation Measures
	<p>Nitrogen Oxides (NOx). Therefore, localized emission impacts for the proposed project would be less than significant for all construction phases and the proposed project would not expose sensitive receptors to substantial localized criteria pollutant emissions during construction. The California Air Resources Board (CARB) has published guidance for locating new sensitive receptors (e.g., residences) away from nearby sources of air pollution. Relevant recommendations include avoiding siting new sensitive land uses within 500 feet of a freeway or 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). The location of the proposed project would be consistent with the CARB recommendations for locating new sensitive receptors. Therefore, the proposed project would result in a less-than-significant impact.</p>	
e. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if objectionable odors adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. As the proposed project involves no elements related to these types of activities, no odors from these types of uses are anticipated. Garbage collection areas for the proposed project would be covered and situated away from the property line and sensitive uses. Good housekeeping practices would be sufficient to prevent nuisance odors. In addition, SCAQMD Rule 402 (Nuisance), and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts during the proposed project's long-term operations phase. Therefore, potential operational odor impacts would be less than significant. During the construction phase, activities associated with the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. Such odors would be a temporary source of nuisance to adjacent uses, SCAQMD Rules 1108 and 1113 limit the amount of volatile organic</p>	

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

	compounds from cutback asphalt and architectural coatings and solvents, respectively. Based on mandatory compliance with SCAQMD Rules, no construction activities or materials that would create a significant level of objectionable odors are proposed. Therefore, impacts associated with objectionable odors would be less than significant.	
--	--	--

IV. BIOLOGICAL RESOURCES

a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>A project would have a significant biological impact through the loss or destruction of individuals of a species or through the degradation of sensitive habitat. The project site is located in a highly urbanized area in the Downtown Center. The project site is currently improved with a surface parking lot that does not include any vegetation on the project site. However, adjacent to the project site within the sidewalk are two street trees on Hill Street. The street trees are proposed to remain and are not anticipated to be removed; however, will likely be disturbed during construction of the high rise mixed use development. Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10) and Section 3503 of the California Department of Fish and Game Code. Thus, the project applicant shall comply with the mitigation measures to ensure that no significant impacts to nesting birds or sensitive biological species or habitat would occur. Therefore, with mitigation, the impacts would be reduced to less than significant.</p>	<p>IV-20 Any potential impacts to nesting birds due to the removal of street trees will be mitigated with the attached mitigation measure.</p>
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The project site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Therefore, the proposed project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (CDFW)</p>	

Impact?	Explanation	Mitigation Measures
	or the United States Fish and Wildlife Services (USFWS), and impacts would be less than significant.	
c. NO IMPACT	A significant impact would occur if federally protected wetlands would be modified or removed by a project. The project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The project site is located in a highly urbanized area and is developed with a surface parking lot. Therefore, the proposed project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, and no impacts would occur.	
d. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Due to the highly urbanized nature of the project site and surrounding area, the lack of a major water body, and the limited number of trees, the project site does not support habitat for native resident or migratory species or contain native nurseries. Therefore, the proposed project would not interfere with wildlife movement or impede the use of native wildlife nursery sites, and impacts would be less than significant.	
e. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. The proposed project would not conflict with any policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance (No. 177,404). The project site does not contain locally-protected biological resources, such as oak trees, Southern California black walnut, western sycamore, and California bay trees. However, the project may result in the disturbance or removal of two street trees along Hill Street. If removed the applicant will be required to comply with the attached mitigation measure. The proposed project would be required to	IV-90 Impacts due to the removal of street trees will be mitigated through the attached measures.

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

		comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGF). Both the MBTA and CFGF protects migratory birds that may use trees on or adjacent to the project site for nesting, and may be disturbed during construction of the proposed project. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands), and impacts would be less than significant.	
f.	LESS THAN SIGNIFICANT IMPACT	The project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan, and impacts would be less than significant.	

V. CULTURAL RESOURCES

a.	LESS THAN SIGNIFICANT IMPACT	Based upon the criteria established in the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if the Proposed Project would disturb historic resources which presently exist within the proposed project site. A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. A Historic Resource Assessment and Impacts Analysis was prepared by Chattel, Inc. and is dated September 28, 2015 and an Addendum was submitted on October 30, 2015. The project site consists of three lots that are presently occupied by a surface parking lot and are vacant of any structures. The project site is located immediately adjacent to identified historical resources: to the east is the National Register Broadway Theater and Commercial Historic District, across the alley is the United Artists Theater Building, a contributor to the Broadway Historic District and a locally designated Historic-Cultural Monument, to the north	
----	------------------------------	--	--

Impact?	Explanation	Mitigation Measures
	<p>is the May Company Garage, a locally designated Historic-Cultural Monument. The adjacent building to the south is not a historical resource, however it is important the project be compatible with and avoid damage to this building. The proposed project complements its surroundings through its solid building mass at the lower levels referencing the adjacent May Company Garage cornice with its elevated outdoor passageway and pedestrian oriented storefronts. While taller than surrounding development, its overall height is compatible because of the manner in which it steps up and back from surrounding buildings. As proposed, the setting and design compatibility of the project would be in conformance with the Secretary of Interior's Standards. Mitigations to ensure physical impacts to adjacent buildings are reduced to less than significant levels are applied in Section XII. Therefore impacts on the adjacent historic resources would be less than significant. In addition, the Addendum by Chattel, Inc. found that there is too much discontinuity within the area to identify a potential historic district along Hill Street, south of 8th Street.</p>	
b. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed development. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories. If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found</p>	

Impact?	Explanation	Mitigation Measures
	deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, the impact would be less than significant.	
c. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features. If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, the impact would be less than significant.	
d. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. Human remains could be encountered during excavation and grading activities associated with the proposed project. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to occur within the project area, there is always a possibility that human remains can be encountered during construction. If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. If human remains of Native American origin are discovered during project construction, compliance with state laws, which fall within the jurisdiction of the Native American	

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

	Heritage Commission (NAHC) (Public Resource Code Section 5097), relating to the disposition of Native American burials will be adhered to. Therefore, the impact would be less than significant.	
--	--	--

VI. GEOLOGY AND SOILS

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would cause personal injury or death or result in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. According to the California Department of Conservation Special Studies Zone Map, the project site is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area. The proposed project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Therefore, no impacts would occur.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Seismic activities associated with a number of nearby faults (e.g., Hollywood, Raymond, Verdugo, Newport-Inglewood, Santa Monica, Sierra Madre, and San Andreas Faults), as well as blind thrust faults (e.g., Elysian Park, Puente Hills, and Compton). Consequently, development of the proposed project could expose people and structures to strong seismic ground shaking. However, the proposed project would be designed and constructed in accordance with State and local building codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. The proposed project would be required to comply with the California Department of Conservation, Division of Mines and Geology (CDMG) Special Publications 117, Guidelines for Evaluating and	

Impact?	Explanation	Mitigation Measures
	Mitigating Seismic Hazards in California (1997), which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC) and the LAMC. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, impacts related to strong seismic ground shaking would be less than significant.	
c. NO IMPACT	Based upon the criteria established in the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a proposed project site is located within a liquefaction zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. This site is not located in the California Department of Conservation's Seismic Hazard Zones Map, and the project site is not located within a liquefaction zone. Therefore, no impact related to seismic-related ground failure, including liquefaction, would occur.	
d. NO IMPACT	A significant impact would occur if the proposed project would be implemented on a site that would be located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. According to the California Department of Conservation, Division of Mines and Geology, the Seismic Hazard Zones Map for the Hollywood Quadrangle shows the project site is not located within a landslide hazard zone. The project site and surrounding area are relatively flat. Therefore, the proposed project would not expose people or structures to potential effects resulting from landslides, and no impacts would occur.	
e. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. Construction of the proposed project would result in ground surface disturbance during site clearance, excavation, and grading, which could create the potential for soil erosion to occur. In addition, excavation activities would be necessary to accommodate the proposed project, which would include	

Impact?	Explanation	Mitigation Measures
	<p>one subterranean level of parking. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQBC) through the City's Stormwater Management Division. In addition, the proposed project would be required to develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. In addition, all onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, and conditions imposed by the City of Los Angeles Department of Building and Safety's Soils Report Approval Letter. Therefore, a less than significant impact would occur with respect to erosion or loss of topsoil.</p>	
f. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. Development of the proposed project would not have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The project site is not identified as being located in an oil field or within an oil drilling area. The proposed project would be required to implement standard construction practices that would ensure that the integrity of the project site and the proposed structures is maintained. Construction will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code (UBC) which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. With the implementation of the Building Code requirements and the Department of</p>	

	Impact?	Explanation	Mitigation Measures
		Building and Safety's Soils Report Approval Letter when issued, the potential for landslide lateral spreading, subsidence, liquefaction or collapse would be less-than-significant.	
g.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Soils on the project site may have the potential to shrink and swell resulting from changes in the moisture content. However, the proposed project would be required to comply with the requirements of the UBC, LAMC, and other applicable building codes. Compliance with such requirements would reduce impacts related to expansive soils, and impacts would be less than significant.	
h.	NO IMPACT	A project would cause a significant impact if adequate wastewater disposal is not available. The project site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The proposed project would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.	
VII. GREEN HOUSE GAS EMISSIONS			
a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A Greenhouse Gas Emissions Impact Report was prepared by Parker Environmental Consultants and is dated August 19, 2015. A significant impact would occur if the Project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. The City of Los Angeles L.A. Green Building Code (Ordinance No. 181480), which incorporates applicable provisions of the CALGreen Code, and in some cases outlines more stringent GHG reduction measures available to development projects in the City of Los Angeles is consistent with statewide goals and policies in place for the reduction of greenhouse gas	VII-10 The project's greenhouse gases will be reduced by its infill location and mix of uses as well as proximity to transit, jobs and amenities, which will reduce the vehicular trips of future residents. GHGs will also be reduced by the attached mitigation measure requiring low VOC paints.

Impact?	Explanation	Mitigation Measures
	<p>emissions, including AB 32 and the corresponding Scoping Plan. Among the many GHG reduction measures outlined later in this Section, the L.A. Green Building Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and exceed Title 24 Standards adopted by the California Energy Commission on December 17, 2008, and meet 50 percent construction waste recycling levels. New development Projects are required to comply with the L.A. Green Building Code, and therefore are generally considered consistent with statewide GHG-reduction goals and policies, including AB 32. A significant impact would occur if the Project requests certain variances or deviations from the building Code that would result in increased GHG emissions. No such requests are being sought by the Proposed Project. The Proposed Project's emissions were estimated using CalEEMod for two scenarios: (1) the project without the enhanced energy conservation measures mandated by the L.A. Green Building Code, and (2) the project with mitigation measures to effectively estimate the net benefit of code compliance measures in terms of a reduction in GHG emissions. The net increase in GHG emissions generated by the Proposed Project under the Project Without GHG Reduction Measures would be 3,797 CO₂e MTY. The Project With GHG Reduction Measures scenario would result in a net increase of 3,119 CO₂e MTY, a reduction of approximately 18 percent. While no GHG thresholds have been adopted the project will be in compliance with the Green Building Code and is located on an infill site near transit, jobs, restaurants, retail and entertainment and would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including CARB's AB 32 Scoping Plan aimed at achieving 1990 GHG levels by 2020. In addition, GHGs will be further reduced by the attached mitigation measure requiring the use of low VOC paints. Therefore, the Project's GHG</p>	

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

		emissions will be less-than-significant.	
b.	LESS THAN SIGNIFICANT IMPACT	<p>The California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2012-2035 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions and investments that reduce vehicle miles traveled that contribute to GHG emissions, as required by AB 32. The project would provide infill residential development in close proximity to the Metro Red, Purple, Blue and Expo Lines at 7th Street/ Metro Center and Pershing Square Stations , various local and commuter express bus lines and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS. The proposed project would provide residential units to meet demand for housing in proximity to urban uses, including transportation/transit and would provide a healthy environment by reducing vehicle trips and corresponding GHG emissions. The proposed project, therefore, would be consistent with statewide, regional and local goals and policies aimed at reducing GHG emissions and would result in a less-than-significant impact related to plans that target the reduction of GHG emissions.</p>	

VIII. HAZARDS AND HAZARDOUS MATERIALS

Impact?	Explanation	Mitigation Measures
a.	<p>LESS THAN SIGNIFICANT IMPACT</p> <p>A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used in multi-family residential and retail/commercial developments, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies, and vehicle fuels, oils, and transmission fluids. No industrial uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. As a residential and retail/commercial development, the proposed project would not involve large quantities of hazardous materials that would require routine transport, use, or disposal. With compliance to applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.</p>	
b.	<p>LESS THAN SIGNIFICANT IMPACT</p> <p>A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The project site is currently improved as a surface parking lot. There are not structures on this site that would be demolished, which contain asbestos-containing materials (ACMs) and lead-based paint (LBP). Demolition of such structures would have the potential to release asbestos fibers into the atmosphere if such materials exist and they are not properly stabilized or removed prior to demolition activities. As shown on ZIMAS, the project site is located in a Methane Zone. Per</p>	

Impact?	Explanation	Mitigation Measures
	<p>Regulatory Compliance Measure RC-HAZ-2, the project is subject to Ordinance No. 175,790, which requires the applicant to hire a qualified engineer to conduct an independent analysis of the project site. The engineer shall investigate and design a methane mitigation system in compliance with the LADBS Methane Mitigation Standards for the appropriate Site Design Level which will prevent or retard potential methane gas seepage into the building. The Applicant shall implement the engineer's design recommendations subject to DOGGR, LADBS and LAFD plan review and approval. Therefore, the proposed project would not result in a significant hazard to the public or environment, and impacts would be less than significant.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>Construction activities have the potential to result in the release, emission, handling, and disposal of hazardous materials within one-quarter mile of an existing school. There are no schools that exist within one-quarter mile of the project site. The proposed project would provide for a mixed-use, infill development that consists of residential and retail uses. These types of uses would be expected to use and store very small amounts of hazardous materials, such as paints, solvents, cleaners, pesticides, etc. Nevertheless, all hazardous materials within the project site would be acquired, handled, used, stored, transported, and disposed of in accordance with all applicable federal, State, and local requirements. With this compliance, the proposed project would result in a less-than-significant impact related to hazardous materials.</p>	
d. NO IMPACT	<p>A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or</p>	

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

		corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. A review of EnviroStor did not identify any records of hazardous waste facilities on the project site. Therefore, the proposed project would not be located on a site that is included on a list of hazardous materials sites or create a significant hazard to the public or the environment, and no impact would occur.	
e.	NO IMPACT	The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.	
f.	NO IMPACT	The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.	
g.	NO IMPACT	The nearest emergency route is Figueroa Street, approximately 0.4 mile to the west of the project site (City of Los Angeles, Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit H, November 1996.) The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.	
h.	NO IMPACT	A significant impact would occur if the proposed project exposed people and structures to high risk of wildfire. The project site is located in a highly urbanized area of the City. The area surrounding the project site is completely developed. Accordingly, the project site and the surrounding area are not subject to wildland fires. Therefore, the proposed project would not expose people or structures to a risk of loss, injury, or death	

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

involving wildland fires, and no impact would occur.

IX. HYDROLOGY AND WATER QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems, or does not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB). The proposed project is a mixed-use development with 239 residential units and 5,610 square feet of commercial uses. As is typical of most non-industrial urban development, stormwater runoff from the proposed project has the potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with runoff from landscaped areas (pesticides and fertilizers) and paved surfaces (ordinary household cleaners). Thus, the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) standards and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the project site are minimized for downstream receiving waters. The Stormwater and Urban Runoff Pollution Control Ordinances contain requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all developments and redevelopments consistent with the City's landscape ordinance and other related requirements in the City's Development Best Management Practices (BMPs) Handbook. Conformance would be ensured during the City's building plan review and approval process. Therefore, the proposed project would result in less-than-significant impacts and would not violate water quality standards, waste discharge requirements, or stormwater NPDES permits or otherwise substantially degrade water quality.</p>
----	------------------------------	---

Impact?	Explanation	Mitigation Measures
b. NO IMPACT	<p>A significant impact would occur if the proposed project would substantially deplete groundwater or interferes with groundwater recharge. The proposed project would not require the use of groundwater at the project site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. Therefore, the project would not require direct additions or withdrawals of groundwater. Excavation to accommodate subterranean levels is not proposed at a depth that would result in the interception of existing aquifers or penetration of the existing water table. In addition, since the existing project site is mostly impervious, the proposed project would not reduce any existing percolation of surface water into the groundwater table. Therefore, project development would not impact groundwater supplies or groundwater recharge, and no impact would occur.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river so that erosion or siltation would result. There are no streams or rivers located in the project vicinity. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Since the project site is entirely impervious, impermeable surfaces resulting from the development of the proposed project would not substantially change the volume or direction of storm water runoff. Accordingly, significant alterations to existing drainage patterns within the project site and surrounding area would not occur. Therefore, the proposed project would result in less-than-significant impact related to the alteration of drainage patterns and on- or</p>	

Impact?	Explanation	Mitigation Measures
d.	<p>LESS THAN SIGNIFICANT IMPACT</p> <p>off-site erosion or siltation.</p> <p>A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river such that flooding would result. There are no streams or rivers located in the project vicinity. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Impermeable surfaces resulting from the development of the project would not substantially change the volume of stormwater runoff in a manner that would result in flooding on- or off-site. Accordingly, significant alterations to existing drainage patterns within the site and surrounding area would not occur. Therefore, the proposed project would result in less-than-significant impacts related to the alteration of drainage patterns and on- or off-site flooding.</p>	
e.	<p>LESS THAN SIGNIFICANT IMPACT</p> <p>A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the project site, or if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system. Site-generated surface water runoff would continue to flow to the City's storm drain system. Impermeable surfaces resulting from the development of the project would not significantly change the volume of stormwater runoff. Accordingly, since the volume of runoff from the site would not measurably increase over existing conditions, water runoff after development would not exceed the capacity of existing or planned drainage systems. Any project that creates, adds or replaces 500 square feet of impervious surface must comply with the Low impact Development (LID) Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan (SUSMP), as an LAMC requirement to address water runoff and storm water pollution. Therefore, the proposed project would result in less-than-significant impacts related to existing storm drain capacities or water quality.</p>	

Impact?	Explanation	Mitigation Measures
NO IMPACT	A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. The proposed project does not include potential sources of contaminants, which could potentially degrade water quality and would comply with all federal, state and local regulations governing stormwater discharge. Therefore, no impact would occur.	
NO IMPACT	A significant impact would occur if the proposed project would be located within a 100-year or 500-year floodplain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit F, the project site is not located within a 100-year or 500-year floodplain. FEMA Panel Number 0601370074C shows the project is in flood zone type C, areas of minimal flooding. Therefore, the proposed project would not be located in such areas, and no impact related to flood zones would occur.	
NO IMPACT	A significant impact would occur if the proposed project would be located within a 100-year or 500-year floodplain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit F, the project site is not located within a 100-year or 500-year floodplain. FEMA Panel Number 0601370074C shows the project is in flood zone type C, areas of minimal flooding. Therefore, the proposed project would not be located in such areas, and no impact related to flood zones would occur.	
NO IMPACT	A significant impact would occur if the proposed project would be located within an area susceptible to flooding as a result of the failure of a levee or dam. The project site and the surrounding areas are not located within a flood hazard area. Accordingly, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding. Therefore, the proposed project would have no impact	

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

j.	NO IMPACT	related to flooding. A significant impact would occur if the proposed project would be located within an area susceptible to inundation by seiche, tsunami, or mudflow. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a great sea wave produced by a significant undersea disturbance. Mudflows result from the down slope movement of soil and/or rock under the influence of gravity. The project site and the surrounding areas are not located near a water body to be inundated by seiche. Similarly, the project site and the surrounding areas are located approximately 12.5 miles northeast of the Pacific Ocean. Therefore, the project would have no impact related to inundation by seiche, tsunami, or mudflow.	
----	-----------	---	--

X. LAND USE AND PLANNING

a.	NO IMPACT	A significant impact would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The proposed project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The proposed project, the construction of new high-rise mixed-use, infill development in an urbanized area in Los Angeles, would not divide an established community. Therefore, no impact would occur.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The site is located within the Central City Community Plan Area. The site is zoned [Q]R5-4D, with a General Plan land use designation of High Density Residential. The proposed project would be comprised of 239 residential dwelling units and 5,610 square feet of commercial retail uses.	

Impact?	Explanation	Mitigation Measures
	<p>Both Commercial and Residential uses are permitted in R5 zoned lots in the Central City Community Plan Area. The Greater Downtown Housing Incentive Ordinance eliminated density and the D Limitation restricts the Floor Area Ratio (FAR) to 6:1. With the approval of requested entitlements for the subdivision of land, Transfer of Floor Area Rights (TFAR), Zone Variance and Site Plan Review, the proposed project would conform to the allowable land uses pursuant to the Los Angeles Municipal Code. The decision makers for the requests will determine whether discretionary requests will conflict with applicable plans/policies. Impacts related to land use have been mitigated elsewhere, or are addressed through compliance with existing regulations. In addition, Holland & Knight submitted a report on November 21, 2016 confirming the project's consistency with the General Plan and all other applicable plans. Therefore, the impact would be less than significant.</p>	
c. NO IMPACT	<p>A significant impact would occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan. The project site is not subject to any habitat conservation plan or natural community conservation plan. Therefore, no impact would occur.</p>	

XI. MINERAL RESOURCES

a.	NO IMPACT	<p>A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits. The project site is currently designated for High Density Residential and not as a mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.</p>	
----	-----------	--	--

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

b.	NO IMPACT	<p>A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits. The project site is currently designated for High Density Residential and not as a mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.</p>	
----	-----------	--	--

XII. NOISE

a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>A Noise Impact Report was prepared by Parker Environmental Consultants, dated September 4, 2015 and revised on December 30, 2015 and September 2, 2016. A significant impact may occur if the Proposed Project would generate excess noise that would cause the ambient noise environment at the Project Site to exceed noise level standards set forth in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance). Implementation of the Proposed Project would result in an increase in ambient noise levels during both construction and operation. Construction of the Project would require the use of heavy equipment for demolition/site clearing, grading and site preparation, the installation of utilities, paving, and building construction, which would generate noise levels capable of impacting adjacent land uses. For purposes of assessing noise impacts on sensitive populations, the United Artists Theater Building located at 927 S. Broadway, a mixed-use building with a hotel component, the Blackstone's Department Store building, a mixed-use building with residential units located at 901 S. Broadway, the Western Costume Building at 943 S. Broadway and the Hanover South Park building, a residential building, were identified as sensitive receptors. The May Company</p>	<p>XII-20 The attached mitigation measures restricting construction hours, requiring mufflers on equipment, and requiring a temporary noise barrier will reduce potential construction noise impacts.</p>
----	--	--	--

Impact?	Explanation	Mitigation Measures
	<p>Garage Building, which does not contain residential uses, was analyzed for historic impacts from groundborne vibration. Construction of the Project would require the use of heavy equipment for demolition/site clearing, grading and site preparation, the installation of utilities, paving, and building construction, which would generate noise levels capable of impacting adjacent land uses. Five nearby sensitive receptors were evaluated for potential noise impacts from the project. Peak construction noise levels can be expected to reach 86 dBA Leq at the exterior of the May Company Garage and 83.1 at the exterior of the Blackstone's Department Store building. The remaining sensitive receptors would experience peak construction noise levels ranging from 70 to 86 dBA Leq at the exteriors of the buildings. The attached mitigation measure requiring a temporary noise barrier around the perimeter of the site capable of a 10 dBA reduction will further reduce noise levels to a less than significant level. As shown in Table 8 of the Noise Impact Report, the maximum noise increase above ambient levels would be 12.5 dBA at the exterior of the nearest residential use. In addition, interior noise levels will be even further reduced by a factor of 20 dBA at the May Company Garage, the Blackstone Department Store building, and the live-work building immediately to the south of the project due to the solid masonry walls with no or limited openings.</p>	
b. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>Construction activities have the potential to generate low levels of groundborne vibration. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. The construction activities associated with the Proposed Project could have an adverse impact on both sensitive structures (i.e., building damage) and populations (i.e., annoyance). The City of Los Angeles has not adopted any significance thresholds associated with human</p>	<p>XII 0 The attached mitigation measures will reduce potential groundborne vibration impacts on adjacent historic buildings.</p>

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

annoyance for groundborne vibration impacts. Therefore, this analysis uses the Federal Transit Administration's (FTA) vibration impacts thresholds for human annoyance and building damage. The adjacent historic buildings are susceptible to building damage from vibration impacts. Project construction activities could result in significant impacts if a PPV ground-borne vibration level was to exceed 0.12 inches per second at any historical building or building that is extremely susceptible to vibration damage. There are four historic resources that surround the Property. These off-site historic buildings include the May Company Garage, United Artists Theater Building, Western Costume Building, and Blackstone's Department Store. The Noise Impact Report indicates that the PPV level would be 11.13 in/sec at the May Company Garage, 0.08 in/sec at the United Artists Theater Building, and 0.02 in/sec at both the Western Costume Building and the Blackstone's Department Store. The attached mitigation measures will require preconstruction surveys and a structure monitoring program during construction activities to ensure the structural stability of the adjacent historic resources is not compromised or altered in a manner that would violate the Secretary of Interior's Standards. According to the FTA's Transit Noise and Vibration Impact Assessment Report, a groundborne noise impact for annoyance would occur for daytime residential areas if vibration levels (RMS) were to exceed 80 VdB. The construction-generated vibration levels experienced at the sensitive receptor identified would not exceed the 80 VdB threshold. The Proposed Project on the Property site is a mixed-use development and would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large commercial and industrial projects. Although groundborne vibration at the Project Site and immediate vicinity may currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

		nearby local roadways, the proposed land uses on the Property would not result in the increased use of these heavy-duty vehicles on the public roadways. As such, vibration impacts associated with the construction and operation of the Proposed Project would be less than significant.	
c.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>The proposed project involves the construction of a new 260,589 square-foot mixed use building with 239 residential condominium units and 5,610 square feet of commercial/retail space. The project will result in a permanent, if minimal increase in ambient noise levels. New stationary sources of noise, such as rooftop mechanical HVAC equipment would be installed on the proposed building. The design of the equipment will be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels (dBA). Per the City of Los Angeles, CEQA Thresholds Guide, a project would normally have a significant impact on noise levels from project operations if the project causes the ambient noise level measured at the property line of the affected uses to increase by three dBA in CNEL to or within the normally unacceptable” or “clearly unacceptable” category, or any five dBA or greater noise increase. Generally, in order to achieve a 3 dBA CNEL increase in ambient noise from traffic, the volume on any given roadway would need to double. As shown in Table 13 of the Noise Impact Report, the project would increase local noise levels by a maximum of 0.12 dBA CNEL during the AM at the Hill Street and 9th Street intersection. The proposed project provides one driveway from Hill Street and one driveway from the alley to access the parking. Environmental impacts may result from project implementation due to noise from cars using the parking ramp to access parking levels. With implementation of the recommended mitigation measure to reduce noise from parking ramps and to locate</p>	<p>XII-40, XII-60, XII-230 The attached mitigation measures will reduce operational noise impacts to a less than significant level.</p>

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

		HVAC systems on the podium/roof and the current regulations that address rooftop mechanical equipment, a substantial permanent noise increase for nearby sensitive receptors would be reduced to a less than significant level.	
d.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if the Proposed Project were to result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the Proposed Project. As defined in the L.A. CEQA Thresholds Guide threshold for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. In addition, the L.A. CEQA Thresholds Guide also states that construction activities lasting more than ten days in a three-month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would also normally result in a significant impact. As discussed above, impacts are expected to be reduced to less than significant for construction noise and vibration, and operational noise and vibration. Implementation of the above Mitigation Measures would ensure the Proposed Project would not result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity, and these impacts would be less than significant.</p>	
e.	NO IMPACT	<p>A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a public airport or public use airport. The proposed project is not located within two miles of a public airport or public use airport. The nearest airport is the Los Angeles International Airport, located approximately 9.7 miles southwest of the project site. The project site is outside of the Los Angeles International Airport Land Use Plan. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a public airport or public use airport. Therefore, no impact would occur.</p>	

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

f.	NO IMPACT	A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a private airstrip. The proposed project is located in Downtown Los Angeles and is not within the vicinity of a private airstrip. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a private airstrip. Therefore, no impact would occur.	
----	-----------	--	--

XIII. POPULATION AND HOUSING

a.	LESS THAN SIGNIFICANT IMPACT	A potentially significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The proposed project would result in the development of 239 residential units. The increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth for the Central City Community Plan, and is within the Southern California Association of Governments' (SCAG) 2020 population projections for the City in their 2012-2035 Regional Transportation Plan. The project would meet a growing demand for housing near jobs and transportation centers, consistent with State, regional and local regulations designed to reduce trips and greenhouse gas emissions. Operation of the proposed project would not induce substantial population growth in the project area, either directly or indirectly. Therefore, impacts would be less than significant.	
b.	NO IMPACT	A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The project proposes to demolish an existing surface parking lot, which will not result in the loss of any existing residential units. Therefore, no impact will occur.	
c.	NO IMPACT	A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The project proposes to demolish an existing surface parking lot, which will not result in the loss of any existing residential units. Therefore, no impact will	

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

occur.

XIV. PUBLIC SERVICES

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Los Angeles Fire Department (LAFD) could not adequately serve the proposed project, necessitating a new or physically altered station. The project site and the surrounding area are currently served by three LAFD stations -- Fire Station 9, located at 430 E. 7th Street (approximately 0.7 miles northeast of the project site), and Fire Station 10, located at 1335 S. Olive Street (approximately 0.5 miles southwest of the project site and Fire Station 11, located at 1819 W. 7th Street (approximately 1.5 miles northwest of the project site). The proposed project would result in a net increase of 239 units, which could increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, given that three fire stations are in close proximity to the project site, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift resources to meet local demands for fire protection and emergency services. The proposed project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, the proposed project would result in a less-than-significant impact.</p>	
b.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or physically altered station. The proposed project would result in a net increase of 239 units and could increase demand for police service.</p>	<p>XIV-20 The attached mitigation measure will reduce impacts on the police department during construction of the project.</p>

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

		<p>The project site and the surrounding area are currently served by LAPD's Central Community Police Station, located at 251 E. 6th Street (approximately 0.9 miles northeast of the project site). Prior to the issuance of a building permit, the LAPD would review the project plans to ensure that the design of the project follows the LAPD's Design Out Crime Program, an initiative that introduces the techniques of Crime Prevention Through Environmental Design (CPTED) to all City departments beyond the LAPD. Through the incorporation of these techniques into the project design, in combination with the safety features already incorporated into the proposed project, the proposed project would neither create capacity/service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection. A mitigation measure has been incorporated to address screening of the site to prevent unpermitted persons from entering. Therefore, the proposed project would result in a less-than-significant impact related to police protection services.</p>	
c.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The proposed project would add 239 residential units, which could increase enrollment at schools that service the area. However, development of the proposed project would be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from developers of new residential and commercial space. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, the proposed project would result in a less-than-significant impact to public schools.</p>	

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

d.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in a net increase of 239 units, which could result in increased demand for parks and recreation facilities. The proposed project would include approximately 16,989 square feet of project amenities, including a 7th floor amenity deck, roof deck, pool deck and gym. The project also provides 11,950 square feet of balconies and patios. The project provides a total open space of 28,939 square feet. These project features would reduce the demand for park space created by the proposed project. Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of dwelling units. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision of new or altered parks facilities. Accordingly, the proposed project would result in a less-than-significant impact on park facilities.</p>	
e.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The proposed project would result in a net increase of 239 units, which could result in increased demand for library services and resources of the Los Angeles Public Library System. However, the proposed project would not create substantial capacity or service level problems that would require the provision of new or physically public facilities in order to maintain an acceptable level of service for libraries and other public facilities.</p>	

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

	Therefore, the proposed project would result in a less-than-significant impact on other public facilities.	
--	--	--

XV. RECREATION

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if a project includes substantial employment or population growth, which would increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated. Based on the City of Los Angeles CEQA Thresholds Guide, the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the project; (b) the demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks). The proposed project will provide a minimum of 28,939 square feet of open space areas, including private open space on balconies and common open space areas with a gym, lounge, roof deck, and 7th floor amenity deck. The availability of these on-site recreation amenities and opportunities would serve to reduce the demand for off-site park services. Notwithstanding the availability of on-site recreational amenities and open space areas, it is reasonable to assume that the future occupants of the proposed project would utilize recreation and park facilities in the surrounding area. There are 12 existing, new and recently improved parks within the project area totalizing more than 30.75 acres that are available to serve the future residents and retail visitors to the project site. The proposed project would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical</p>	
----	------------------------------	--	--

Impact?	Explanation	Mitigation Measures
	deterioration of the facility would occur or be accelerated and impacts would be less than significant.	
b. LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. The proposed project will provide a minimum of 28,939 square feet of open space areas on site. As previously discussed above, the proposed project would not require the construction or expansion of recreational facilities beyond the limits of the project site. As noted above, there are 12 existing, new and recently improved parks within the project area totalizing more than 30.75 acres that are available to serve the future residents and retail visitors to the project site. Although the proposed project would place some additional demands on park facilities, the increase in demand would be met through a combination of on-site amenities and existing parks in the project area. The proposed project's increased demands upon recreational facilities would not in and of itself result in the construction of a new park, which might have an adverse physical effect on the environment. Thus, impacts to park and recreational facilities would be less than significant.	

XVI. TRANSPORTATION/TRAFFIC

a. LESS THAN SIGNIFICANT IMPACT	<p>The project would construct 239 dwelling units and 5,610 square feet of commercial/retail on a site that is currently improved with a surface parking lot. According to the updated Los Angeles Department of Transportation's (LADOT) Traffic Assessment Letter, dated February 11, 2015, the proposed 239 residential units and 5,400 square feet of ground floor commercial/retail uses are estimated to generate approximately 1,476 net new daily trips with 107 net new trips in the a.m. peak hour and 137 net new trips in the p.m. peak hour. The ground floor retail area has since increased to 5,610 square feet, however per an email from LADOT on January 26, 2017 the small increase in retail area would not result in any new impacts. Because the proposed project will result in an increase in traffic, the project will incorporate the requirements identified in LADOT's Traffic Assessment letter dated</p>	
---------------------------------	---	--

Impact?	Explanation	Mitigation Measures
	December 11, 2013. Implementation of these requirements will result in the project having a less than significant impact on the existing load and capacity of the street system.	
b. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if the adopted Los Angeles County Metropolitan Transportation Authority (Metro) thresholds for a significant project impact would be exceeded. The Congestion Management Program (CMP) was adopted to regulate and monitor regional traffic growth and transportation improvement programs. The CMP designates a transportation network that includes all state highways and some arterials within the County of Los Angeles. The traffic impact guidelines of the current 2010 Congestion Management Program (CMP) for Los Angeles County require analysis of all CMP arterial monitoring locations where a project could add a total of 50 or more trips during either peak hour. Additionally, all freeway monitoring locations where a project could add 150 or more trips in either direction during the peak hours are to be analyzed. The nearest CMP arterial monitoring location is the intersection of Wilshire Boulevard and Alvarado Street, approximately 1.5 miles from the project site. Per the Traffic Impact Analysis prepared by Overland Traffic Consultants, Inc. from August 2013 and updated on February 6, 2015, the maximum number of project trips at this intersection during the peak periods would be six trips, which is below the CMP significance threshold, therefore no additional arterial intersection analysis is necessary. The project is close to the Harbor Transit Way and it is anticipated that no more than 25 project trips would be on any one freeway during peak hours. This amount of traffic is below the threshold for further evaluation. Therefore, impacts are less than significant.</p>	
c. NO IMPACT	<p>This question would apply to the proposed project only if it involved an aviation-related use or would influence changes to existing flight paths. The proposed project does not include any aviation-related uses and would have no airport impact. It would also not require any modification of flight paths for the existing airports in the Los Angeles</p>	

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

d.	LESS THAN SIGNIFICANT IMPACT	<p>Basin. Therefore, no impact would occur.</p> <p>A significant impact may occur if the proposed project includes new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if project site access or other features were designed in such a way as to create hazard conditions. The proposed project would not include unusual or hazardous design features. However the proposed project will include new vehicular access driveways to the project site, which, if aren't properly designed and constructed, could potentially conflict with pedestrian circulation in the project area. Access to the project site will be provided via two driveways, one driveway on Hill Street along the west property line and one driveway on Blackstone Court (named alley) along the east property line. With proper site planning and implementation of requirements identified in LADOT's Traffic Assessment letter dated February 11, 2015, potential vehicle-pedestrian conflicts will be mitigated to a less than significant level.</p>	
e.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if the project design threatened the ability of emergency vehicles to access and serve the project site or adjacent uses. The nearest emergency/disaster routes to the project site are Figueroa Street to the west, Temple Street to the north, San Pedro Street to the east, and Washington Boulevard to the south (City of Los Angeles, General Plan Safety Element Exhibit H, Critical Facilities & Lifeline Systems, 1996). The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not result in inadequate emergency access, and no impact would occur.</p>	

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

f.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	For the purpose of this Initial Study, a significant impact may occur if the proposed project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on- or off-site. The proposed project would not interfere with any class I or class II bikeway systems. During operation, the project would not impact any sidewalks, however there could be impacts to sidewalks during construction. The attached mitigation measures will ensure that safe pedestrian access is maintained along Hill Street during construction and impacts would be mitigated to a less than significant level.	XVI-80 The attached mitigation measures will ensure the safety of pedestrians during construction.
----	--	---	---

XVII. TRIBAL CULTURAL RESOURCES

a.	LESS THAN SIGNIFICANT IMPACT	Assembly Bill 52 (AB 52) establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the Project site. An informational letter was mailed to a total of nine (9) Native Americans known to have resources in this area describing the Project and requesting any information regarding resources that may exist on or near the Project site. No response was received.	
b.	LESS THAN SIGNIFICANT IMPACT	Assembly Bill 52 (AB 52) establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The Native	

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the Project site. An informational letter was mailed to a total of nine (9) Native Americans known to have resources in this area describing the Project and requesting any information regarding resources that may exist on or near the Project site. No response was received.

XVIII. UTILITIES AND SERVICE SYSTEMS

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB). All wastewater from the project would be treated according to requirements of the NPDES permit authorized by the LARWQCB. A letter from the Bureau of Sanitation dated August 14, 2014 confirms that the sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project. Therefore, the proposed project would result in a less-than-significant impact related to wastewater treatment requirements.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. Accordingly, the increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth. The addition of 239 units as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2015 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water	

Impact?	Explanation	Mitigation Measures
	<p>system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. A letter from the Bureau of Sanitation dated August 14, 2014 estimates the project will result in approximately 31,000 gallons per day of average wastewater flow. Based on the estimated flow, it is anticipated the sewer system in the vicinity of the project will be able to accommodate the total flow of the project. However, prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water or wastewater infrastructure.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. Development of the proposed project would maintain existing drainage patterns; site-generated surface water runoff would continue to flow to the City's storm drain system. The proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Therefore, the proposed project would result in a less-than-significant impact related to existing storm drain capacities.</p>	
d. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. Accordingly, the increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth. The addition of 239 units as a</p>	

Impact?	Explanation	Mitigation Measures
	<p>result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2015 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. A letter from the Bureau of Sanitation dated August 14, 2014 estimates the project will result in approximately 31,000 gallons per day of average wastewater flow. Based on the estimated flow, it is anticipated the sewer system in the vicinity of the project will be able to accommodate the total flow of the project. However, prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water or wastewater infrastructure.</p>	
e. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. Accordingly, the increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth. The addition of 239 units as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond</p>	

Impact?	Explanation	Mitigation Measures
	<p>those already considered in the LADWP 2015 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. A letter from the Bureau of Sanitation dated August 14, 2014 estimates the project will result in approximately 31,000 gallons per day of average wastewater flow. Based on the estimated flow, it is anticipated the sewer system in the vicinity of the project will be able to accommodate the total flow of the project. However, prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water or wastewater infrastructure.</p>	
f. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed project is anticipated to be collected by the BOS and private waste haulers, respectively. Solid waste collected from the proposed project is anticipated to be hauled to Sunshine Canyon Landfill. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the Sunshine Canyon Landfill. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less-than-significant impact related to solid waste.</p>	

Impact?	Explanation	Mitigation Measures
---------	-------------	---------------------

g.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed project is anticipated to be collected by the BOS and private waste haulers, respectively. Solid waste collected from the proposed project is anticipated to be hauled to Sunshine Canyon Landfill. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the Sunshine Canyon Landfill. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less-than-significant impact related to solid waste.</p>	
----	------------------------------	---	--

XIX. MANDATORY FINDINGS OF SIGNIFICANCE

a.	LESS THAN SIGNIFICANT IMPACT	<p>Based on the analysis in this Initial Study, the proposed project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Implementation of the mitigation measures identified and compliance with existing regulations would reduce impacts to less-than-significant levels.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if the proposed project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be less than significant. None of these potential impacts are considered cumulatively considerable, and implementation of the mitigation measures identified will ensure that no cumulative impacts will occur as a result of the proposed project.</p>	

Impact?	Explanation	Mitigation Measures
c.	<p>LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less-than-significant levels. Upon implementation of mitigation measures identified and compliance with existing regulations, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.</p>

920 S. Hill Street
South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments High Rise	239.00	Dwelling Unit	0.52	261,585.00	684
Strip Mall	5.40	1000sqft	0.00	5,400.00	0
Enclosed Parking with Elevator	328.00	Space	0.00	131,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	11			Operational Year	2018
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	1227.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project data per July 14, 2014 Project Entitlement Set.

Construction Phase - Project construction schedule per applicant data provided on 7/23/15.

Grading - Est. 500 cy of asphalt removal during site clearing and 8,850 cy of soil export for 1 level of subterranean parking plus DWP vault.

Woodstoves - No woodstoves or fireplaces are proposed.

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	132.00
tblConstructionPhase	NumDays	100.00	396.00
tblConstructionPhase	NumDays	2.00	88.00
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	NumDays	1.00	15.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	203.15	0.00
tblFireplaces	NumberNoFireplace	23.90	0.00
tblFireplaces	NumberWood	11.95	0.00
tblGrading	AcresOfGrading	7.50	0.50
tblGrading	MaterialExported	0.00	8,850.00
tblGrading	MaterialExported	0.00	500.00
tblLandUse	LandUseSquareFeet	239,000.00	261,585.00
tblLandUse	LotAcreage	3.85	0.52
tblLandUse	LotAcreage	0.12	0.00
tblLandUse	LotAcreage	2.95	0.00
tblProjectCharacteristics	OperationalYear	2014	2018
tblWoodstoves	NumberCatalytic	11.95	0.00
tblWoodstoves	NumberNoncatalytic	11.95	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	2.7957	19.2894	27.6531	0.0521	2.8597	1.0296	3.8892	0.7643	0.9472	1.7115	0.0000	4,772.070 1	4,772.070 1	0.5029	0.0000	4,782.630 6
2017	2.5496	17.7456	25.8432	0.0521	2.8598	0.9369	3.7967	0.7643	0.8620	1.6263	0.0000	4,638.094 6	4,638.094 6	0.4917	0.0000	4,648.419 4
2018	39.9392	15.5999	24.1343	0.0520	2.8598	0.7830	3.6428	0.7643	0.7205	1.4848	0.0000	4,509.921 4	4,509.921 4	0.4821	0.0000	4,520.044 5
Total	45.2845	52.6348	77.6305	0.1562	8.5792	2.7495	11.3287	2.2929	2.5296	4.8225	0.0000	13,920.08 62	13,920.08 62	1.4766	0.0000	13,951.09 45

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	2.7957	19.2894	27.6531	0.0521	2.8597	1.0296	3.8892	0.7643	0.9472	1.7115	0.0000	4,772.070 1	4,772.070 1	0.5029	0.0000	4,782.630 6
2017	2.5496	17.7456	25.8432	0.0521	2.8598	0.9369	3.7967	0.7643	0.8620	1.6263	0.0000	4,638.094 6	4,638.094 6	0.4917	0.0000	4,648.419 4
2018	39.9392	15.5999	24.1343	0.0520	2.8598	0.7830	3.6428	0.7643	0.7205	1.4848	0.0000	4,509.921 4	4,509.921 4	0.4821	0.0000	4,520.044 5
Total	45.2845	52.6348	77.6305	0.1562	8.5792	2.7495	11.3287	2.2929	2.5296	4.8225	0.0000	13,920.08 62	13,920.08 62	1.4766	0.0000	13,951.09 45

[illegible]

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	9.9274	0.2308	19.8918	1.0400e-003		0.1085	0.1085		0.1085	0.1085	0.0000	35.5770	35.5770	0.0354	0.0000	36.3201
Energy	0.0484	0.4140	0.1772	2.6400e-003		0.0335	0.0335		0.0335	0.0335		528.3198	528.3198	0.0101	9.6900e-003	531.5351
Mobile	6.4764	18.6747	71.1251	0.1901	13.3672	0.2722	13.6394	3.5716	0.2508	3.8224		15,710.6547	15,710.6547	0.6008		15,723.2723
Total	16.4522	19.3195	91.1940	0.1937	13.3672	0.4142	13.7814	3.5716	0.3928	3.9644	0.0000	16,274.5515	16,274.5515	0.6464	9.6900e-003	16,291.1274

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	9.9274	0.2308	19.8918	1.0400e-003		0.1085	0.1085		0.1085	0.1085	0.0000	35.5770	35.5770	0.0354	0.0000	36.3201
Energy	0.0411	0.3514	0.1504	2.2400e-003		0.0284	0.0284		0.0284	0.0284		448.4327	448.4327	8.5900e-003	8.2200e-003	451.1618
Mobile	6.0740	15.4904	61.1038	0.1532	10.7062	0.2213	10.9274	2.8606	0.2039	3.0645		12,664.6341	12,664.6341	0.4911		12,674.9466
Total	16.0425	16.0726	81.1460	0.1565	10.7062	0.3582	11.0643	2.8606	0.3408	3.2014	0.0000	13,148.6438	13,148.6438	0.5351	8.2200e-003	13,162.4284

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	2.49	16.81	11.02	19.21	19.91	13.52	19.72	19.91	13.24	19.25	0.00	19.21	19.21	17.22	15.17	19.20

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	6/15/2016	7/5/2016	5	15	
2	Grading	Grading	7/6/2016	11/4/2016	5	88	
3	Building Construction	Building Construction	11/5/2016	5/14/2018	5	396	
4	Paving	Paving	5/15/2018	5/28/2018	5	10	
5	Architectural Coating	Architectural Coating	5/29/2018	11/28/2018	5	132	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 529,710; Residential Outdoor: 176,570; Non-Residential Indoor: 204,900; Non-Residential Outdoor: 68,300 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	63.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,106.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	229.00	48.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	46.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Site Preparation - 2016**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0391	0.0000	0.0391	4.3900e-003	0.0000	4.3900e-003			0.0000			0.0000
Off-Road	1.3593	13.6350	7.3401	9.3500e-003		0.8338	0.8338		0.7671	0.7671		973.0842	973.0842	0.2935		979.2481
Total	1.3593	13.6350	7.3401	9.3500e-003	0.0391	0.8338	0.8729	4.3900e-003	0.7671	0.7714		973.0842	973.0842	0.2935		979.2481

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0765	1.2045	0.9363	3.0900e-003	0.0732	0.0180	0.0912	0.0200	0.0166	0.0366		311.7573	311.7573	2.2700e-003		311.8050
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0213	0.0286	0.2990	6.6000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		55.7848	55.7848	3.0500e-003		55.8488
Total	0.0977	1.2331	1.2353	3.7500e-003	0.1291	0.0185	0.1476	0.0349	0.0170	0.0519		367.5421	367.5421	5.3200e-003		367.6538

3.2 Site Preparation - 2016**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0153	0.0000	0.0153	1.7100e-003	0.0000	1.7100e-003			0.0000			0.0000
Off-Road	1.3593	13.6350	7.3401	9.3500e-003		0.8338	0.8338		0.7671	0.7671	0.0000	973.0842	973.0842	0.2935		979.2481
Total	1.3593	13.6350	7.3401	9.3500e-003	0.0153	0.8338	0.8490	1.7100e-003	0.7671	0.7688	0.0000	973.0842	973.0842	0.2935		979.2481

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0765	1.2045	0.9363	3.0900e-003	0.0732	0.0180	0.0912	0.0200	0.0166	0.0366		311.7573	311.7573	2.2700e-003		311.8050
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0213	0.0286	0.2990	6.6000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		55.7848	55.7848	3.0500e-003		55.8488
Total	0.0977	1.2331	1.2353	3.7500e-003	0.1291	0.0185	0.1476	0.0349	0.0170	0.0519		367.5421	367.5421	5.3200e-003		367.6538

3.3 Grading - 2016**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7641	0.0000	0.7641	0.4155	0.0000	0.4155			0.0000			0.0000
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674		1,193.6106	1,193.6106	0.2386		1,198.6217
Total	1.3122	11.2385	8.7048	0.0120	0.7641	0.8039	1.5680	0.4155	0.7674	1.1829		1,193.6106	1,193.6106	0.2386		1,198.6217

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2288	3.6044	2.8019	9.2600e-003	0.2189	0.0539	0.2729	0.0600	0.0496	0.1096		932.9102	932.9102	6.7900e-003		933.0528
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0426	0.0572	0.5980	1.3300e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		111.5695	111.5695	6.1000e-003		111.6976
Total	0.2713	3.6616	3.3999	0.0106	0.3307	0.0549	0.3856	0.0896	0.0505	0.1401		1,044.4797	1,044.4797	0.0129		1,044.7504

3.3 Grading - 2016**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2980	0.0000	0.2980	0.1621	0.0000	0.1621			0.0000			0.0000
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674	0.0000	1,193.6106	1,193.6106	0.2386		1,198.6217
Total	1.3122	11.2385	8.7048	0.0120	0.2980	0.8039	1.1019	0.1621	0.7674	0.9294	0.0000	1,193.6106	1,193.6106	0.2386		1,198.6217

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2288	3.6044	2.8019	9.2600e-003	0.2189	0.0539	0.2729	0.0600	0.0496	0.1096		932.9102	932.9102	6.7900e-003		933.0528
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0426	0.0572	0.5980	1.3300e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		111.5695	111.5695	6.1000e-003		111.6976
Total	0.2713	3.6616	3.3999	0.0106	0.3307	0.0549	0.3856	0.0896	0.0505	0.1401		1,044.4797	1,044.4797	0.0129		1,044.7504

3.4 Building Construction - 2016**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646		1,178.5549	1,178.5549	0.3555		1,186.0202
Total	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646		1,178.5549	1,178.5549	0.3555		1,186.0202

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4395	4.2739	5.7467	0.0104	0.3000	0.0684	0.3684	0.0854	0.0629	0.1483		1,038.5733	1,038.5733	7.7400e-003		1,038.7358
Worker	0.9746	1.3097	13.6942	0.0304	2.5597	0.0214	2.5811	0.6788	0.0197	0.6985		2,554.9419	2,554.9419	0.1397		2,557.8746
Total	1.4141	5.5835	19.4409	0.0408	2.8597	0.0898	2.9494	0.7643	0.0826	0.8468		3,593.5153	3,593.5153	0.1474		3,596.6104

3.4 Building Construction - 2016**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646	0.0000	1,178.5549	1,178.5549	0.3555		1,186.0202
Total	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646	0.0000	1,178.5549	1,178.5549	0.3555		1,186.0202

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4395	4.2739	5.7467	0.0104	0.3000	0.0684	0.3684	0.0854	0.0629	0.1483		1,038.5733	1,038.5733	7.7400e-003		1,038.7358
Worker	0.9746	1.3097	13.6942	0.0304	2.5597	0.0214	2.5811	0.6788	0.0197	0.6985		2,554.9419	2,554.9419	0.1397		2,557.8746
Total	1.4141	5.5835	19.4409	0.0408	2.8597	0.0898	2.9494	0.7643	0.0826	0.8468		3,593.5153	3,593.5153	0.1474		3,596.6104

3.4 Building Construction - 2017**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869		1,159,531 0	1,159,531 0	0.3553		1,166,991 9
Total	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869		1,159,531 0	1,159,531 0	0.3553		1,166,991 9

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4014	3.8893	5.4556	0.0104	0.3001	0.0610	0.3611	0.0855	0.0561	0.1416		1,021.746 6	1,021.746 6	7.4900e- 003		1,021.903 9
Worker	0.8742	1.1824	12.3481	0.0304	2.5597	0.0206	2.5803	0.6788	0.0190	0.6978		2,456.817 0	2,456.817 0	0.1289		2,459.523 6
Total	1.2757	5.0717	17.8037	0.0407	2.8598	0.0816	2.9413	0.7643	0.0751	0.8394		3,478.563 6	3,478.563 6	0.1364		3,481.427 5

3.4 Building Construction - 2017**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869	0.0000	1,159.5310	1,159.5310	0.3553		1,166.9919
Total	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869	0.0000	1,159.5310	1,159.5310	0.3553		1,166.9919

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4014	3.8893	5.4556	0.0104	0.3001	0.0610	0.3611	0.0855	0.0561	0.1416		1,021.7466	1,021.7466	7.4900e-003		1,021.9039
Worker	0.8742	1.1824	12.3481	0.0304	2.5597	0.0206	2.5803	0.6788	0.0190	0.6978		2,456.8170	2,456.8170	0.1289		2,459.5236
Total	1.2757	5.0717	17.8037	0.0407	2.8598	0.0816	2.9413	0.7643	0.0751	0.8394		3,478.5636	3,478.5636	0.1364		3,481.4275

3.4 Building Construction - 2018**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0786	10.9578	7.7239	0.0113		0.7055	0.7055		0.6491	0.6491		1,140.2487	1,140.2487	0.3550		1,147.7032
Total	1.0786	10.9578	7.7239	0.0113		0.7055	0.7055		0.6491	0.6491		1,140.2487	1,140.2487	0.3550		1,147.7032

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3753	3.5697	5.2352	0.0104	0.3001	0.0575	0.3576	0.0855	0.0529	0.1383		1,004.5947	1,004.5947	7.4600e-003		1,004.7513
Worker	0.7863	1.0724	11.1752	0.0304	2.5597	0.0200	2.5797	0.6788	0.0186	0.6974		2,365.0780	2,365.0780	0.1196		2,367.5900
Total	1.1616	4.6421	16.4103	0.0407	2.8598	0.0775	2.9373	0.7643	0.0714	0.8357		3,369.6727	3,369.6727	0.1271		3,372.3413

3.4 Building Construction - 2018**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0786	10.9578	7.7239	0.0113		0.7055	0.7055		0.6491	0.6491	0.0000	1,140.2487	1,140.2487	0.3550		1,147.7032
Total	1.0786	10.9578	7.7239	0.0113		0.7055	0.7055		0.6491	0.6491	0.0000	1,140.2487	1,140.2487	0.3550		1,147.7032

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3753	3.5697	5.2352	0.0104	0.3001	0.0575	0.3576	0.0855	0.0529	0.1383		1,004.5947	1,004.5947	7.4600e-003		1,004.7513
Worker	0.7863	1.0724	11.1752	0.0304	2.5597	0.0200	2.5797	0.6788	0.0186	0.6974		2,365.0780	2,365.0780	0.1196		2,367.5900
Total	1.1616	4.6421	16.4103	0.0407	2.8598	0.0775	2.9373	0.7643	0.0714	0.8357		3,369.6727	3,369.6727	0.1271		3,372.3413

3.5 Paving - 2018**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9092	8.6233	7.1255	0.0111		0.5050	0.5050		0.4681	0.4681		1,054.2145	1,054.2145	0.2968		1,060.4462
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9092	8.6233	7.1255	0.0111		0.5050	0.5050		0.4681	0.4681		1,054.2145	1,054.2145	0.2968		1,060.4462

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0618	0.0843	0.8784	2.3900e-003	0.2012	1.5800e-003	0.2028	0.0534	1.4600e-003	0.0548		185.9013	185.9013	9.4000e-003		186.0988
Total	0.0618	0.0843	0.8784	2.3900e-003	0.2012	1.5800e-003	0.2028	0.0534	1.4600e-003	0.0548		185.9013	185.9013	9.4000e-003		186.0988

3.5 Paving - 2018**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9092	8.6233	7.1255	0.0111		0.5050	0.5050		0.4681	0.4681	0.0000	1,054.2145	1,054.2145	0.2968		1,060.4462
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9092	8.6233	7.1255	0.0111		0.5050	0.5050		0.4681	0.4681	0.0000	1,054.2145	1,054.2145	0.2968		1,060.4462

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0618	0.0843	0.8784	2.3900e-003	0.2012	1.5800e-003	0.2028	0.0534	1.4600e-003	0.0548		185.9013	185.9013	9.4000e-003		186.0988
Total	0.0618	0.0843	0.8784	2.3900e-003	0.2012	1.5800e-003	0.2028	0.0534	1.4600e-003	0.0548		185.9013	185.9013	9.4000e-003		186.0988

3.6 Architectural Coating - 2018**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	39.4827					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	39.7813	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1579	0.2154	2.2448	6.1000e-003	0.5142	4.0300e-003	0.5182	0.1364	3.7300e-003	0.1401		475.0812	475.0812	0.0240		475.5858
Total	0.1579	0.2154	2.2448	6.1000e-003	0.5142	4.0300e-003	0.5182	0.1364	3.7300e-003	0.1401		475.0812	475.0812	0.0240		475.5858

3.6 Architectural Coating - 2018**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	39.4827					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102
Total	39.7813	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1579	0.2154	2.2448	6.1000e-003	0.5142	4.0300e-003	0.5182	0.1364	3.7300e-003	0.1401		475.0812	475.0812	0.0240		475.5858
Total	0.1579	0.2154	2.2448	6.1000e-003	0.5142	4.0300e-003	0.5182	0.1364	3.7300e-003	0.1401		475.0812	475.0812	0.0240		475.5858

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Improve Walkability Design

Improve Destination Accessibility

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.0740	15.4904	61.1038	0.1532	10.7062	0.2213	10.9274	2.8606	0.2039	3.0645		12,664.63 41	12,664.63 41	0.4911		12,674.94 66
Unmitigated	6.4764	18.6747	71.1251	0.1901	13.3672	0.2722	13.6394	3.5716	0.2508	3.8224		15,710.65 47	15,710.65 47	0.6008		15,723.27 23

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	1,575.01	1,711.24	1,450.73	5,387,882	4,315,310
Enclosed Parking with Elevator	0.00	0.00	0.00		
Strip Mall	239.33	227.02	110.32	416,934	333,935
Total	1,814.34	1,938.26	1,561.05	5,804,816	4,649,245

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.512137	0.059943	0.180601	0.139123	0.042256	0.006647	0.016115	0.031670	0.001940	0.002502	0.004362	0.000588	0.002117

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Natural Gas Mitigated	0.0411	0.3514	0.1504	2.2400e-003		0.0284	0.0284		0.0284	0.0284		448.4327	448.4327	8.5900e-003	8.2200e-003	451.1618
Natural Gas Unmitigated	0.0484	0.4140	0.1772	2.6400e-003		0.0335	0.0335		0.0335	0.0335		528.3198	528.3198	0.0101	9.6900e-003	531.5351

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	25.1507	2.7000e-004	2.4700e-003	2.0700e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		2.9589	2.9589	6.0000e-005	5.0000e-005	2.9769
Apartments High Rise	4465.57	0.0482	0.4115	0.1751	2.6300e-003		0.0333	0.0333		0.0333	0.0333		525.3609	525.3609	0.0101	9.6300e-003	528.5582
Total		0.0484	0.4140	0.1772	2.6400e-003		0.0335	0.0335		0.0335	0.0335		528.3198	528.3198	0.0101	9.6800e-003	531.5351

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Strip Mall	0.0215704	2.3000e-004	2.1100e-003	1.7800e-003	1.0000e-005		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		2.5377	2.5377	5.0000e-005	5.0000e-005	2.5531
Apartments High Rise	3.79011	0.0409	0.3493	0.1486	2.2300e-003		0.0282	0.0282		0.0282	0.0282		445.8950	445.8950	8.5500e-003	8.1700e-003	448.6087
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0411	0.3514	0.1504	2.2400e-003		0.0284	0.0284		0.0284	0.0284		448.4327	448.4327	8.6000e-003	8.2200e-003	451.1618

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.9274	0.2308	19.8918	1.0400e-003		0.1085	0.1085		0.1085	0.1085	0.0000	35.5770	35.5770	0.0354	0.0000	36.3201
Unmitigated	9.9274	0.2308	19.8918	1.0400e-003		0.1085	0.1085		0.1085	0.1085	0.0000	35.5770	35.5770	0.0354	0.0000	36.3201

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.4279					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.8841					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.6154	0.2308	19.8918	1.0400e-003		0.1085	0.1085		0.1085	0.1085		35.5770	35.5770	0.0354		36.3201
Total	9.9274	0.2308	19.8918	1.0400e-003		0.1085	0.1085		0.1085	0.1085	0.0000	35.5770	35.5770	0.0354	0.0000	36.3201

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.4279					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.8841					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.6154	0.2308	19.8918	1.0400e-003		0.1085	0.1085		0.1085	0.1085		35.5770	35.5770	0.0354		36.3201
Total	9.9274	0.2308	19.8918	1.0400e-003		0.1085	0.1085		0.1085	0.1085	0.0000	35.5770	35.5770	0.0354	0.0000	36.3201

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Vegetation

920 S. Hill Street
South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments High Rise	239.00	Dwelling Unit	0.52	261,585.00	684
Strip Mall	5.40	1000sqft	0.00	5,400.00	0
Enclosed Parking with Elevator	328.00	Space	0.00	131,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	11			Operational Year	2018
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	1227.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project data per July 14, 2014 Project Entitlement Set.

Construction Phase - Project construction schedule per applicant data provided on 7/23/15.

Grading - Est. 500 cy of asphalt removal during site clearing and 8,850 cy of soil export for 1 level of subterranean parking plus DWP vault.

Woodstoves - No woodstoves or fireplaces are proposed.

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	132.00
tblConstructionPhase	NumDays	100.00	396.00
tblConstructionPhase	NumDays	2.00	88.00
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	NumDays	1.00	15.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	203.15	0.00
tblFireplaces	NumberNoFireplace	23.90	0.00
tblFireplaces	NumberWood	11.95	0.00
tblGrading	AcresOfGrading	7.50	0.50
tblGrading	MaterialExported	0.00	8,850.00
tblGrading	MaterialExported	0.00	500.00
tblLandUse	LandUseSquareFeet	239,000.00	261,585.00
tblLandUse	LotAcreage	3.85	0.52
tblLandUse	LotAcreage	0.12	0.00
tblLandUse	LotAcreage	2.95	0.00
tblProjectCharacteristics	OperationalYear	2014	2018
tblWoodstoves	NumberCatalytic	11.95	0.00
tblWoodstoves	NumberNoncatalytic	11.95	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	2.7359	19.0667	27.8537	0.0542	2.8597	1.0289	3.8885	0.7643	0.9465	1.7108	0.0000	4,950.049 1	4,950.049 1	0.5027	0.0000	4,960.604 9
2017	2.4986	17.5462	25.9855	0.0542	2.8598	0.9363	3.7961	0.7643	0.8615	1.6258	0.0000	4,809.825 2	4,809.825 2	0.4914	0.0000	4,820.145 1
2018	39.9365	15.4201	24.2284	0.0542	2.8598	0.7825	3.6422	0.7643	0.7200	1.4843	0.0000	4,675.778 7	4,675.778 7	0.4818	0.0000	4,685.896 9
Total	45.1709	52.0330	78.0675	0.1625	8.5792	2.7477	11.3268	2.2929	2.5280	4.8208	0.0000	14,435.65 29	14,435.65 29	1.4759	0.0000	14,466.64 69

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	2.7359	19.0667	27.8537	0.0542	2.8597	1.0289	3.8885	0.7643	0.9465	1.7108	0.0000	4,950.049 1	4,950.049 1	0.5027	0.0000	4,960.604 9
2017	2.4986	17.5462	25.9855	0.0542	2.8598	0.9363	3.7961	0.7643	0.8615	1.6258	0.0000	4,809.825 2	4,809.825 2	0.4914	0.0000	4,820.145 1
2018	39.9365	15.4201	24.2284	0.0542	2.8598	0.7825	3.6422	0.7643	0.7200	1.4843	0.0000	4,675.778 7	4,675.778 7	0.4818	0.0000	4,685.896 9
Total	45.1709	52.0330	78.0675	0.1625	8.5792	2.7477	11.3268	2.2929	2.5280	4.8208	0.0000	14,435.65 29	14,435.65 29	1.4759	0.0000	14,466.64 69

[illegible]

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	9.9274	0.2308	19.8918	1.0400e-003		0.1085	0.1085		0.1085	0.1085	0.0000	35.5770	35.5770	0.0354	0.0000	36.3201
Energy	0.0484	0.4140	0.1772	2.6400e-003		0.0335	0.0335		0.0335	0.0335		528.3198	528.3198	0.0101	9.6900e-003	531.5351
Mobile	6.2834	17.7697	72.2220	0.2001	13.3672	0.2712	13.6384	3.5716	0.2499	3.8215		16,503.0911	16,503.0911	0.6003		16,515.6971
Total	16.2592	18.4145	92.2909	0.2038	13.3672	0.4132	13.7803	3.5716	0.3918	3.9635	0.0000	17,066.9879	17,066.9879	0.6458	9.6900e-003	17,083.5522

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	9.9274	0.2308	19.8918	1.0400e-003		0.1085	0.1085		0.1085	0.1085	0.0000	35.5770	35.5770	0.0354	0.0000	36.3201
Energy	0.0411	0.3514	0.1504	2.2400e-003		0.0284	0.0284		0.0284	0.0284		448.4327	448.4327	8.5900e-003	8.2200e-003	451.1618
Mobile	5.8666	14.7613	61.0440	0.1613	10.7062	0.2203	10.9264	2.8606	0.2029	3.0636		13,302.7472	13,302.7472	0.4905		13,313.0480
Total	15.8351	15.3435	81.0862	0.1646	10.7062	0.3572	11.0633	2.8606	0.3398	3.2005	0.0000	13,786.7569	13,786.7569	0.5345	8.2200e-003	13,800.5299

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	2.61	16.68	12.14	19.24	19.91	13.55	19.72	19.91	13.27	19.25	0.00	19.22	19.22	17.24	15.17	19.22

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	6/15/2016	7/5/2016	5	15	
2	Grading	Grading	7/6/2016	11/4/2016	5	88	
3	Building Construction	Building Construction	11/5/2016	5/14/2018	5	396	
4	Paving	Paving	5/15/2018	5/28/2018	5	10	
5	Architectural Coating	Architectural Coating	5/29/2018	11/28/2018	5	132	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 529,710; Residential Outdoor: 176,570; Non-Residential Indoor: 204,900; Non-Residential Outdoor: 68,300 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	63.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,106.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	229.00	48.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	46.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Site Preparation - 2016**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0391	0.0000	0.0391	4.3900e-003	0.0000	4.3900e-003			0.0000			0.0000
Off-Road	1.3593	13.6350	7.3401	9.3500e-003		0.8338	0.8338		0.7671	0.7671		973.0842	973.0842	0.2935		979.2481
Total	1.3593	13.6350	7.3401	9.3500e-003	0.0391	0.8338	0.8729	4.3900e-003	0.7671	0.7714		973.0842	973.0842	0.2935		979.2481

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0724	1.1624	0.8172	3.1000e-003	0.0732	0.0180	0.0912	0.0200	0.0165	0.0366		312.4995	312.4995	2.2400e-003		312.5465
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0208	0.0260	0.3243	7.1000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		59.4791	59.4791	3.0500e-003		59.5432
Total	0.0932	1.1885	1.1416	3.8100e-003	0.1291	0.0185	0.1475	0.0349	0.0170	0.0518		371.9786	371.9786	5.2900e-003		372.0897

3.2 Site Preparation - 2016**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0153	0.0000	0.0153	1.7100e-003	0.0000	1.7100e-003			0.0000			0.0000
Off-Road	1.3593	13.6350	7.3401	9.3500e-003		0.8338	0.8338		0.7671	0.7671	0.0000	973.0842	973.0842	0.2935		979.2481
Total	1.3593	13.6350	7.3401	9.3500e-003	0.0153	0.8338	0.8490	1.7100e-003	0.7671	0.7688	0.0000	973.0842	973.0842	0.2935		979.2481

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0724	1.1624	0.8172	3.1000e-003	0.0732	0.0180	0.0912	0.0200	0.0165	0.0366		312.4995	312.4995	2.2400e-003		312.5465
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0208	0.0260	0.3243	7.1000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		59.4791	59.4791	3.0500e-003		59.5432
Total	0.0932	1.1885	1.1416	3.8100e-003	0.1291	0.0185	0.1475	0.0349	0.0170	0.0518		371.9786	371.9786	5.2900e-003		372.0897

3.3 Grading - 2016**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7641	0.0000	0.7641	0.4155	0.0000	0.4155			0.0000			0.0000
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674		1,193.6106	1,193.6106	0.2386		1,198.6217
Total	1.3122	11.2385	8.7048	0.0120	0.7641	0.8039	1.5680	0.4155	0.7674	1.1829		1,193.6106	1,193.6106	0.2386		1,198.6217

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2166	3.4785	2.4455	9.2800e-003	0.2189	0.0538	0.2728	0.0600	0.0495	0.1095		935.1310	935.1310	6.7000e-003		935.2717
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0416	0.0521	0.6486	1.4200e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		118.9583	118.9583	6.1000e-003		119.0863
Total	0.2582	3.5305	3.0941	0.0107	0.3307	0.0547	0.3855	0.0896	0.0504	0.1400		1,054.0892	1,054.0892	0.0128		1,054.3581

3.3 Grading - 2016**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2980	0.0000	0.2980	0.1621	0.0000	0.1621			0.0000			0.0000
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674	0.0000	1,193.6106	1,193.6106	0.2386		1,198.6217
Total	1.3122	11.2385	8.7048	0.0120	0.2980	0.8039	1.1019	0.1621	0.7674	0.9294	0.0000	1,193.6106	1,193.6106	0.2386		1,198.6217

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2166	3.4785	2.4455	9.2800e-003	0.2189	0.0538	0.2728	0.0600	0.0495	0.1095		935.1310	935.1310	6.7000e-003		935.2717
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0416	0.0521	0.6486	1.4200e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		118.9583	118.9583	6.1000e-003		119.0863
Total	0.2582	3.5305	3.0941	0.0107	0.3307	0.0547	0.3855	0.0896	0.0504	0.1400		1,054.0892	1,054.0892	0.0128		1,054.3581

3.4 Building Construction - 2016**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646		1,178.5549	1,178.5549	0.3555		1,186.0202
Total	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646		1,178.5549	1,178.5549	0.3555		1,186.0202

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4010	4.1686	4.7878	0.0105	0.3000	0.0677	0.3677	0.0854	0.0623	0.1477		1,047.3502	1,047.3502	7.5100e-003		1,047.5080
Worker	0.9533	1.1923	14.8537	0.0324	2.5597	0.0214	2.5811	0.6788	0.0197	0.6985		2,724.1441	2,724.1441	0.1397		2,727.0767
Total	1.3543	5.3609	19.6415	0.0429	2.8597	0.0891	2.9487	0.7643	0.0819	0.8462		3,771.4942	3,771.4942	0.1472		3,774.5847

3.4 Building Construction - 2016**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646	0.0000	1,178.5549	1,178.5549	0.3555		1,186.0202
Total	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646	0.0000	1,178.5549	1,178.5549	0.3555		1,186.0202

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4010	4.1686	4.7878	0.0105	0.3000	0.0677	0.3677	0.0854	0.0623	0.1477		1,047.3502	1,047.3502	7.5100e-003		1,047.5080
Worker	0.9533	1.1923	14.8537	0.0324	2.5597	0.0214	2.5811	0.6788	0.0197	0.6985		2,724.1441	2,724.1441	0.1397		2,727.0767
Total	1.3543	5.3609	19.6415	0.0429	2.8597	0.0891	2.9487	0.7643	0.0819	0.8462		3,771.4942	3,771.4942	0.1472		3,774.5847

3.4 Building Construction - 2017**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869		1,159.5310	1,159.5310	0.3553		1,166.9919
Total	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869		1,159.5310	1,159.5310	0.3553		1,166.9919

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3675	3.7957	4.5029	0.0104	0.3001	0.0604	0.3605	0.0855	0.0556	0.1410		1,030.4024	1,030.4024	7.2700e-003		1,030.5550
Worker	0.8570	1.0767	13.4431	0.0324	2.5597	0.0206	2.5803	0.6788	0.0190	0.6978		2,619.8918	2,619.8918	0.1289		2,622.5983
Total	1.2246	4.8724	17.9460	0.0429	2.8598	0.0810	2.9408	0.7643	0.0745	0.8389		3,650.2941	3,650.2941	0.1362		3,653.1533

3.4 Building Construction - 2017**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869	0.0000	1,159.5310	1,159.5310	0.3553		1,166.9919
Total	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869	0.0000	1,159.5310	1,159.5310	0.3553		1,166.9919

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3675	3.7957	4.5029	0.0104	0.3001	0.0604	0.3605	0.0855	0.0556	0.1410		1,030.4024	1,030.4024	7.2700e-003		1,030.5550
Worker	0.8570	1.0767	13.4431	0.0324	2.5597	0.0206	2.5803	0.6788	0.0190	0.6978		2,619.8918	2,619.8918	0.1289		2,622.5983
Total	1.2246	4.8724	17.9460	0.0429	2.8598	0.0810	2.9408	0.7643	0.0745	0.8389		3,650.2941	3,650.2941	0.1362		3,653.1533

3.4 Building Construction - 2018**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0786	10.9578	7.7239	0.0113		0.7055	0.7055		0.6491	0.6491		1,140.2487	1,140.2487	0.3550		1,147.7032
Total	1.0786	10.9578	7.7239	0.0113		0.7055	0.7055		0.6491	0.6491		1,140.2487	1,140.2487	0.3550		1,147.7032

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3448	3.4856	4.2901	0.0104	0.3001	0.0569	0.3570	0.0855	0.0524	0.1378		1,013.1234	1,013.1234	7.2200e-003		1,013.2751
Worker	0.7727	0.9768	12.2144	0.0324	2.5597	0.0200	2.5797	0.6788	0.0186	0.6974		2,522.4065	2,522.4065	0.1196		2,524.9186
Total	1.1174	4.4623	16.5044	0.0428	2.8598	0.0770	2.9367	0.7643	0.0709	0.8352		3,535.5300	3,535.5300	0.1268		3,538.1937

3.4 Building Construction - 2018**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0786	10.9578	7.7239	0.0113		0.7055	0.7055		0.6491	0.6491	0.0000	1,140.2487	1,140.2487	0.3550		1,147.7032
Total	1.0786	10.9578	7.7239	0.0113		0.7055	0.7055		0.6491	0.6491	0.0000	1,140.2487	1,140.2487	0.3550		1,147.7032

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3448	3.4856	4.2901	0.0104	0.3001	0.0569	0.3570	0.0855	0.0524	0.1378		1,013.1234	1,013.1234	7.2200e-003		1,013.2751
Worker	0.7727	0.9768	12.2144	0.0324	2.5597	0.0200	2.5797	0.6788	0.0186	0.6974		2,522.4065	2,522.4065	0.1196		2,524.9186
Total	1.1174	4.4623	16.5044	0.0428	2.8598	0.0770	2.9367	0.7643	0.0709	0.8352		3,535.5300	3,535.5300	0.1268		3,538.1937

3.5 Paving - 2018**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9092	8.6233	7.1255	0.0111		0.5050	0.5050		0.4681	0.4681		1,054.2145	1,054.2145	0.2968		1,060.4462
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9092	8.6233	7.1255	0.0111		0.5050	0.5050		0.4681	0.4681		1,054.2145	1,054.2145	0.2968		1,060.4462

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0607	0.0768	0.9601	2.5500e-003	0.2012	1.5800e-003	0.2028	0.0534	1.4600e-003	0.0548		198.2678	198.2678	9.4000e-003		198.4652
Total	0.0607	0.0768	0.9601	2.5500e-003	0.2012	1.5800e-003	0.2028	0.0534	1.4600e-003	0.0548		198.2678	198.2678	9.4000e-003		198.4652

3.5 Paving - 2018**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9092	8.6233	7.1255	0.0111		0.5050	0.5050		0.4681	0.4681	0.0000	1,054.2145	1,054.2145	0.2968		1,060.4462
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9092	8.6233	7.1255	0.0111		0.5050	0.5050		0.4681	0.4681	0.0000	1,054.2145	1,054.2145	0.2968		1,060.4462

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0607	0.0768	0.9601	2.5500e-003	0.2012	1.5800e-003	0.2028	0.0534	1.4600e-003	0.0548		198.2678	198.2678	9.4000e-003		198.4652
Total	0.0607	0.0768	0.9601	2.5500e-003	0.2012	1.5800e-003	0.2028	0.0534	1.4600e-003	0.0548		198.2678	198.2678	9.4000e-003		198.4652

3.6 Architectural Coating - 2018**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	39.4827					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	39.7813	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1552	0.1962	2.4535	6.5100e-003	0.5142	4.0300e-003	0.5182	0.1364	3.7300e-003	0.1401		506.6843	506.6843	0.0240		507.1889
Total	0.1552	0.1962	2.4535	6.5100e-003	0.5142	4.0300e-003	0.5182	0.1364	3.7300e-003	0.1401		506.6843	506.6843	0.0240		507.1889

3.6 Architectural Coating - 2018**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	39.4827					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102
Total	39.7813	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1552	0.1962	2.4535	6.5100e-003	0.5142	4.0300e-003	0.5182	0.1364	3.7300e-003	0.1401		506.6843	506.6843	0.0240		507.1889
Total	0.1552	0.1962	2.4535	6.5100e-003	0.5142	4.0300e-003	0.5182	0.1364	3.7300e-003	0.1401		506.6843	506.6843	0.0240		507.1889

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Improve Walkability Design

Improve Destination Accessibility

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.8666	14.7613	61.0440	0.1613	10.7062	0.2203	10.9264	2.8606	0.2029	3.0636		13,302.74	13,302.74	0.4905		13,313.04
												72	72			80
Unmitigated	6.2834	17.7697	72.2220	0.2001	13.3672	0.2712	13.6384	3.5716	0.2499	3.8215		16,503.09	16,503.09	0.6003		16,515.69
												11	11			71

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	1,575.01	1,711.24	1450.73	5,387,882	4,315,310
Enclosed Parking with Elevator	0.00	0.00	0.00		
Strip Mall	239.33	227.02	110.32	416,934	333,935
Total	1,814.34	1,938.26	1,561.05	5,804,816	4,649,245

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diversed	Pass-by
Apartments High Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.512137	0.059943	0.180601	0.139123	0.042256	0.006647	0.016115	0.031670	0.001940	0.002502	0.004362	0.000588	0.002117

5.0 Energy Detail

2.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Natural Gas Mitigated	0.0411	0.3514	0.1504	2.2400e-003		0.0284	0.0284		0.0284	0.0284		448.4327	448.4327	8.5900e-003	8.2200e-003	451.1618
Natural Gas Unmitigated	0.0484	0.4140	0.1772	2.6400e-003		0.0335	0.0335		0.0335	0.0335		528.3198	528.3198	0.0101	9.6900e-003	531.5351

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	25.1507	2.7000e-004	2.4700e-003	2.0700e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		2.9589	2.9589	6.0000e-005	5.0000e-005	2.9769
Apartments High Rise	4465.57	0.0482	0.4115	0.1751	2.6300e-003		0.0333	0.0333		0.0333	0.0333		525.3609	525.3609	0.0101	9.6300e-003	528.5582
Total		0.0484	0.4140	0.1772	2.6400e-003		0.0335	0.0335		0.0335	0.0335		528.3198	528.3198	0.0101	9.6800e-003	531.5351

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Strip Mall	0.0215704	2.3000e-004	2.1100e-003	1.7800e-003	1.0000e-005		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		2.5377	2.5377	5.0000e-005	5.0000e-005	2.5531
Apartments High Rise	3.79011	0.0409	0.3493	0.1486	2.2300e-003		0.0282	0.0282		0.0282	0.0282		445.8950	445.8950	8.5500e-003	8.1700e-003	448.6087
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0411	0.3514	0.1504	2.2400e-003		0.0284	0.0284		0.0284	0.0284		448.4327	448.4327	8.6000e-003	8.2200e-003	451.1618

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.9274	0.2308	19.8918	1.0400e-003		0.1085	0.1085		0.1085	0.1085	0.0000	35.5770	35.5770	0.0354	0.0000	36.3201
Unmitigated	9.9274	0.2308	19.8918	1.0400e-003		0.1085	0.1085		0.1085	0.1085	0.0000	35.5770	35.5770	0.0354	0.0000	36.3201

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.4279					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.8841					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.6154	0.2308	19.8918	1.0400e-003		0.1085	0.1085		0.1085	0.1085		35.5770	35.5770	0.0354		36.3201
Total	9.9274	0.2308	19.8918	1.0400e-003		0.1085	0.1085		0.1085	0.1085	0.0000	35.5770	35.5770	0.0354	0.0000	36.3201

6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.4279					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.8841					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.6154	0.2308	19.8918	1.0400e-003		0.1085	0.1085		0.1085	0.1085		35.5770	35.5770	0.0354		36.3201
Total	9.9274	0.2308	19.8918	1.0400e-003		0.1085	0.1085		0.1085	0.1085	0.0000	35.5770	35.5770	0.0354	0.0000	36.3201

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Vegetation

MITIGATION MONITORING PROGRAM

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment” (Mitigation Monitoring Program, Section 15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting). This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. The City of Los Angeles is the Lead Agency for this project.

A Mitigated Negative Declaration (MND) has been prepared to address the potential environmental impacts of the Project. Where appropriate, this environmental document identified Project design features, regulatory compliance measures, or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts of the Proposed Project. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of the mitigation measures identified for the Project.

The MMP is subject to review and approval by the City of Los Angeles as the Lead Agency as part of the approval process of the project, and adoption of project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the MND.

The Project Applicant shall be responsible for implementing all mitigation measures, unless otherwise noted, and shall be obligated to provide documentation concerning implementation of the listed mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency as provided for herein. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted.

As shown on the following pages, each required mitigation measure for the proposed Project is listed and categorized by impact area, with accompanying discussion of:

Enforcement Agency – the agency with the power to enforce the Mitigation Measure.

Monitoring Agency – the agency to which reports involving feasibility, compliance, implementation and development are made, or whom physically monitors the project for compliance with mitigation measures.

Monitoring Phase – the phase of the Project during which the Mitigation Measure shall be monitored.

- Pre-Construction, including the design phase
- Construction
- Pre-Operation
- Operation (Post-construction)

Monitoring Frequency – the frequency of which the Mitigation Measure shall be monitored.

Action Indicating Compliance – the action of which the Enforcement or Monitoring Agency indicates that compliance with the required Mitigation Measure has been implemented.

The MMP performance shall be monitored annually to determine the effectiveness of the measures implemented in any given year and reevaluate the mitigation needs for the upcoming year.

It is the intent of this MMP to:

Verify compliance of the required mitigation measures of the MND;

Provide a methodology to document implementation of required mitigation;

Provide a record and status of mitigation requirements;

Identify monitoring and enforcement agencies;

Establish and clarify administrative procedures for the clearance of mitigation measures;

Establish the frequency and duration of monitoring and reporting; and

Utilize the existing agency review processes' wherever feasible.

This MMP shall be in place throughout all phases of the proposed Project. The entity responsible for implementing each mitigation measure is set forth within the text of the mitigation measure. The entity responsible for implementing the mitigation shall also be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented.

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the Applicant or its successor subject to the approval by the City of Los Angeles through a public hearing. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the proto-typical nature of the MMP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

MITIGATION MONITORING PROGRAM

Biology

IV-20 Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas)

The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).

- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
 - a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
 - b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
 - c. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
 - d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, prior to issuance of building permit; or, if vegetation removal, building demolition or grading is initiated during the nesting season, as determined by a qualified biologist

Action Indicating Compliance: if vegetation removal, building demolition, or grading is initiated during the nesting season, submittal of a survey report by a qualified biologist.

IV-90 Tree Removal (Public Right-of-Way)

- Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

Enforcement Agency: Board of Public Works

Monitoring Agency: Board of Public Works Urban Forestry Division

Monitoring Phase: Pre-Construction, Construction

Monitoring Frequency: Once during plan check, once during field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy

Green House Gas Emissions

VII-10 Greenhouse Gas

Environmental impacts may result from project implementation due to increased greenhouse gas emissions. However, the impact can be reduced to a less than significant level through compliance with the following measure(s):

- Low- and non-VOC containing paints, sealants, adhesives, solvents, asphalt primer, and architectural coatings (where used), or pre-fabricated architectural panels shall be used in the construction of the Project to reduce VOC emissions to the maximum extent practicable.

Enforcement Agency: Los Angeles Department of Building and Safety; SCAQMD

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance: Field inspection sign-off

Noise

XII-20 Increased Noise Levels (Demolition, Grading, and Construction Activities)

- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- A temporary noise control barrier shall be installed on the property line of the construction site abutting residential uses. The noise control barrier shall be engineered to reduce construction-related noise levels at the adjacent residential structures with a goal of a reduction of 10dBA. The supporting structure shall be engineered and erected according to applicable codes. The temporary barrier shall remain in place until all windows have been installed and all activities on the project site are complete.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy or Use of Land

XII-40 Increased Noise Levels (Parking Structure Ramps)

Environmental impacts may result from project implementation due to noise from cars using the parking ramp. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- Concrete, not metal, shall be used for construction of parking ramps.
- The interior ramps shall be textured to prevent tire squeal at turning areas.
- Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

Enforcement Agency: Los Angeles Department Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once, at plan check for Project; Once, during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit (Preconstruction); Issuance of Certificate of Occupancy of Use of Land (Construction)

XII-60 Increased Noise Levels (Mixed-Use Development)

Environmental impacts to proposed on-site residential uses from noises generated by proposed on-site commercial uses may result from project implementation. However, the potential impact will be mitigated to a less than significant level by the following measure:

- Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

Enforcement Agency: Los Angeles Department of City Planning (plan review); Los Angeles Department of Building and Safety (operation)

Monitoring Agency: Los Angeles Department of City Planning (plan review); Los Angeles Department of Building and Safety (operation and maintenance)

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once, at plan check for Project; Once, during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit (Preconstruction); Issuance of Certificate of Occupancy of Use of Land (Construction)

XII-230 Increased Noise Levels

- Central HVAC systems for the project shall be placed on the podium and/or tower roof. The project shall not place individual units on balconies.

Enforcement Agency: Los Angeles Department of City Planning (plan review); Los Angeles Department of Building and Safety (operation)

Monitoring Agency: Los Angeles Department of City Planning (plan review); Los Angeles Department of Building and Safety (operation and maintenance)

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once, at plan check for Project; Once, during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit (Preconstruction); Issuance of Certificate of Occupancy of Use of Land (Construction)

Public Services**XIV-20 Public Services (Police – Demolition/Construction Sites)**

Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

Enforcement Agency: Los Angeles Department of building and Safety

Monitoring Agency: Los Angeles Department of building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance: Field inspection sign-off

Transportation and Traffic**XVI-80 Pedestrian Safety**

- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.

- Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

Enforcement Agency: Los Angeles Department of Building and Safety, LADOT, BOE

Monitoring Agency: Los Angeles Department of Building and Safety, LADOT

Monitoring Phase: Construction

Monitoring Frequency: Ongoing

Action Indicating Compliance: Issuance of Certificate of Occupancy

Regulatory Compliance Measures

In addition to the Mitigation Measures required of the project, and any proposed Project Design Features, the applicant shall also adhere to any applicable Regulatory Compliance Measures required by law. Listed below is a list of often required Regulatory Compliance Measures. Please note that requirements are determined on a case by case basis, and these are an example of the most often required Regulatory Compliance Measures.

AESTHETICS

- **Regulatory Compliance Measure RC-AE-1 (Hillside): Compliance with Baseline Hillside Ordinance.** To ensure consistency with the Baseline Hillside Ordinance, the project shall comply with the City's Hillside Development Guidelines, including but not limited to setback requirements, residential floor area maximums, height limits, lot coverage and grading restrictions.
- **Regulatory Compliance Measure RC-AE-2 (LA River): Compliance with provisions of the Los Angeles River Improvement Overlay District.** The project shall comply with development regulations set forth in Section 13.17.F of the Los Angeles Municipal Code as applicable, including but not necessarily limited to, landscaping, screening/fencing, and exterior site lighting.
- **Regulatory Compliance Measure RC-AE-3 (Vandalism): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with all applicable building code requirements, including the following:
 - Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
 - The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.
- **Regulatory Compliance Measure RC-AE-4 (Signage): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including on-site signage maximums and multiple temporary sign restrictions, as applicable.
- **Regulatory Compliance Measure RC-AE-5 (Signage on Construction Barriers): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including but not limited to the following provisions:
 - The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS".
 - Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.

- The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

AGRICULTURE and FORESTRY

AIR QUALITY

- **Regulatory Compliance Measure RC-AQ-1(Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
 - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
 - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
 - All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
 - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
 - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
 - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
 - Trucks having no current hauling activity shall not idle but be turned off.
- **Regulatory Compliance Measure RC-AQ-2:** In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
- **Regulatory Compliance Measure RC-AQ-3:** In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.
- **Regulatory Compliance Measure RC-AQ-4:** The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.
- **Regulatory Compliance Measure RC-AQ-5:** The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.

- **Regulatory Compliance Measure RC-AQ-6:** New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.
- **Regulatory Compliance Measure RC-AQ-7 (Spray Painting): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable rules of the Southern California Air Quality Management District, including the following:
 - All spray painting shall be conducted within an SCAQMD-approved spray paint booth featuring approved ventilation and air filtration system.
 - Prior to the issuance of a building permit, use of land, or change of use to permit spray painting, certification of compliance with SCAQMD air pollution regulations shall be submitted to the Department of Building and Safety.
- **Regulatory Compliance Measure RC-AQ-8 (Wireless Facilities):** If rated higher than 50 brake horsepower (bhp), permit required in accordance with SCAQMD Rule 1470 - Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Initial Engines and SCAQMD Rule 1110.2 - Emissions from Gaseous- and Liquid- Field Engines.

BIOLOGY

- **(Duplicate of WQ Measure) Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
 - *United States Army Corps of Engineers.* The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.
 - *State Water Resources Control Board.* The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
 - *California Department of Fish and Wildlife.* The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.

CULTURAL RESOURCES

- **Regulatory Compliance Measure RC-CR-1 (Designated Historic-Cultural Resource): Compliance with United States Department of the Interior – National Park Service – Secretary of the Interior’s Standards for the Treatment of Historic Properties.** The project shall comply with the Secretary of the Interior's Standards for Historical Resources, including but not limited to the following measures:
 - Prior to the issuance of any permit, the project shall obtain clearance from the Department of Cultural Affairs for the proposed work.
 - A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
 - The historic character of a property shall be retained and preserved. The removal of historic material or alteration of features and spaces shall be avoided.
 - Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other buildings, shall not be undertaken.
 - Most properties change over time; those changes that have acquired significance in their own right shall be retained and preserved.
- **Regulatory Compliance Measure RC-CR-2 (Archaeological):** If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
 - Distinctive features, finishes and construction techniques or examples of skilled craftsmanship which characterize an historic property shall be preserved.
 - Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive historic feature, the new feature shall match the old in design, color, texture, and other visual qualities, and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
 - Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

- Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
 - New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
 - New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.
- **Regulatory Compliance Measure RC-CR-3 (Paleontological):** If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
 - **Regulatory Compliance Measure CR-4 (Human Remains):** If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
 - Stop immediately and contact the County Coroner:
1104 N. Mission Road
Los Angeles, CA 90033
323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).

The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.

- The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

GEOLOGY AND SOILS

- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
- **Regulatory Compliance Measure RC-GEO-2 (Hillside Grading Area):** The grading plan shall conform with the City's Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety's Grading Division. Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.
- **Regulatory Compliance Measure RC-GEO-3 (Landslide Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any landslide and soil displacement, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:
 - ground stabilization
 - selection of appropriate foundation type and depths
 - selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measuresThe project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.
- **Regulatory Compliance Measure RC-GEO-4 (Liquefaction Area):** The project shall comply with the Uniform Building Code Chapter 18. Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:
 - ground stabilization
 - selection of appropriate foundation type and depths
 - selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.
- **Regulatory Compliance Measure RC-GEO-5 (Subsidence Area):** Prior to the issuance of building or grading permits, the applicant shall submit a geotechnical

report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety. The geotechnical report shall assess potential consequences of any subsidence and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-6 (Expansive Soils Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil expansion and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.
- **Regulatory Compliance Measure RC-GHG-1 (Green Building Code):** In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the 2013 Los Angeles Green Code and as it may be subsequently amended or modified.

HAZARDS AND HAZARDOUS MATERIALS

- **Regulatory Compliance Measure RC-HAZ-1: Explosion/Release (Existing Toxic/Hazardous Construction Materials)**
 - **(Asbestos)** Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.
 - **(Lead Paint)** Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-

based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.

- **(Polychlorinated Biphenyl – Commercial and Industrial Buildings)** Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.
- **Regulatory Compliance Measure RC-HAZ-2: Explosion/Release (Methane Zone):** As the Project Site is within a methane zone, prior to the issuance of a building permit, the Site shall be independently analyzed by a qualified engineer, as defined in Ordinance No. 175,790 and Section 91.7102 of the LAMC, hired by the Project Applicant. The engineer shall investigate and design a methane mitigation system in compliance with the LADBS Methane Mitigation Standards for the appropriate Site Design Level which will prevent or retard potential methane gas seepage into the building. The Applicant shall implement the engineer's design recommendations subject to DOGGR, LADBS and LAFD plan review and approval.
- **Regulatory Compliance Measure RC-HAZ-3: Explosion/Release (Soil Gases):** During subsurface excavation activities, including borings, trenching and grading, OSHA worker safety measures shall be implemented as required to preclude any exposure of workers to unsafe levels of soil-gases, including, but not limited to, methane.
- **Regulatory Compliance Measure RC-HAZ-4 Listed Sites (Removal of Underground Storage Tanks):** Underground Storage Tanks shall be decommissioned or removed as determined by the Los Angeles City Fire Department Underground Storage Tank Division. If any contamination is found, further remediation measures shall be developed with the assistance of the Los Angeles City Fire Department and other appropriate State agencies. Prior to issuance of a use of land or building permit, a letter certifying that remediation is complete from the appropriate agency (Department of Toxic Substance Control or the Regional Water Quality Control Board) shall be submitted to the decision maker.
- **Regulatory Compliance Measure RC-HAZ-5 (Hazardous Materials Site):** Prior to the issuance of any use of land, grading, or building permit, the applicant shall obtain a sign-off from the Fire Department indicating that all on-site hazardous materials, including contamination of the soil and groundwater, have been suitably remediated, or that the proposed project will not impede proposed or on-going remediation measures.

HYDROLOGY AND WATER QUALITY

- **Regulatory Compliance Measure RC-WQ-1: National Pollutant Discharge Elimination System General Permit.** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for Phase 1 of the proposed Modified Project. The

Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the proposed Modified Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

- **Regulatory Compliance Measure RC-WQ-2: Dewatering.** If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.
- **Regulatory Compliance Measure RC-WQ-3: Low Impact Development Plan.** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.
- **Regulatory Compliance Measure RC-WQ-4: Development Best Management Practices.** The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.
- **Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
 - *United States Army Corps of Engineers.* The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.

- *State Water Resources Control Board*. The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
- *California Department of Fish and Wildlife*. The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.
- **Regulatory Compliance Measure RC-WQ-6 (Flooding/Tidal Waves):** The project shall comply with the requirements of the Flood Hazard Management Specific Plan, Ordinance No. 172081 effective 7/3/98.

LAND USE AND PLANNING

- **Regulatory Compliance Measure RC-LU-1 (Slope Density):** The project shall not exceed the maximum density permitted in Hillside Areas, as calculated by the formula set forth in Los Angeles Municipal Code Section 17.05-C (for tracts) or 17.50-E (for parcel maps).

MINERAL RESOURCES

NOISE

- **Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities):** The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

POPULATION AND HOUSING

- **New Regulatory Compliance Measure RC-PH-1 (Tenant Displacement):**
 - **Apartment Converted to Condominium** - Prior to final map recordation, and pursuant to the provisions of Section 12.95.2-G and 47.06 of the Los Angeles Municipal Code (LAMC), a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
 - **Apartment Demolition** - Prior to the issuance of a demolition permit, and pursuant to the provisions of Section 47.07 of the Los Angeles Municipal Code, a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
 - **Mobile Home Park Closure or Conversion to Different Use** Prior to the issuance of any permit or recordation, and pursuant to the provisions of Section 47.08 and 47.09 of the Los Angeles Municipal Code, a tenant relocation plan and mobile home park closure impact report shall be submitted to the Los Angeles Housing Department for review and approval.

PUBLIC SERVICES

Schools

- **Regulatory Compliance Measure RC-PS-1 (Payment of School Development Fee)** Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.

Parks

- **Regulatory Compliance Measure RC-PS-2 (Increased Demand For Parks Or Recreational Facilities):**
 - (*Subdivision*) Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of dwelling units.
 - (*Apartments*) Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.
- **Regulatory Compliance Measure RC-PS-3 (Increase Demand For Parks Or Recreational Facilities – Zone Change)** Pursuant to Section 12.33 of the Los Angeles Municipal Code, the applicant shall pay the applicable fees for the construction of dwelling units.

RECREATION

See RC measures above under Parks.

TRANSPORTATION AND TRAFFIC

- **Regulatory Compliance Measure RC-TT-1 (Increased Vehicle Trips/Congestion - West Side Traffic Fee)** Prior to issuance of a Building Permit, the applicant shall pay a traffic impact fee to the City, based on the requirements of the West Los Angeles Traffic Improvement and Mitigation Specific Plan (WLA TIMP).

PUBLIC UTILITIES AND SERVICE SYSTEMS

Water Supply

- **Regulatory Compliance Measure RC-WS-1 (Fire Water Flow)** The Project Applicant shall consult with the LADBS and LAFD to determine fire flow requirements for the Proposed Project, and will contact a Water Service Representative at the LADWP to order a SAR. This system hydraulic analysis will determine if existing LADWP water supply facilities can provide the proposed fire flow requirements of the Project. If water main or infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the Applicant or LADWP.

- **Regulatory Compliance Measure RC-WS-2 (Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's water use.
- **Regulatory Compliance Measure RC-WS-3 (New Carwash):** The applicant shall incorporate a water recycling system to the satisfaction of the Department of Building and Safety.
- **Regulatory Compliance Measure RC-WS-4 (Landscape)** The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

Energy

- **Regulatory Compliance Measure RC-EN-1(Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's energy use.

Solid Waste

- **Regulatory Compliance Measure RC-SW-1 (Designated Recycling Area)** In compliance with Los Angeles Municipal Code, the proposed Modified Project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.
- **Regulatory Compliance Measure RC-SW-2 (Construction Waste Recycling)** In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70 percent by 2013, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished through the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent. In compliance with the Los Angeles Municipal Code, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation.
- **Regulatory Compliance Measure RC-SW-3 (Commercial/Multifamily Mandatory Recycling)** In compliance with AB341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB341.

DEPARTMENT OF
CITY PLANNING
CITY PLANNING COMMISSION
DAVID H. J. AMBROZ
PRESIDENT
RENEE DAKE WILSON
VICE-PRESIDENT
CAROLINE CHOE
RICHARD KATZ
JOHN W. MACK
SAMANTHA MILLMAN
MARC MITCHELL
VERONICA PADILLA-CAMPOS
DANA M. PERLMAN
ROCKY WILES
COMMISSION OFFICE MANAGER
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA



ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801

VINCENT P. BERTONI, AICP
DIRECTOR
(213) 978-1271
KEVIN J. KELLER, AICP
DEPUTY DIRECTOR
(213) 978-1272
LISA M. WEBBER, AICP
DEPUTY DIRECTOR
(213) 978-1274
JAN ZATORSKI
DEPUTY DIRECTOR
(213) 978-1273

<http://planning.lacity.org>

Decision Date: June 6, 2017

Appeal End Date: June 16, 2017

Joe Bednar (A)(O)
Agoura Oaks, LLC
5506 Colodny Drive
Agoura Hills, CA 91301

Kate Bartolo (R)
Kate Bartolo and Associates
8990 Lloyd Place
West Hollywood, CA 90069

RE: Vesting Tract Map No. 72343-CN
916-930 South Hill Street
Central City Community Planning Area
Zone: [Q]R5-4D
District Map: 127 5A 209
Council District: 14 - Huizar
CEQA No.: ENV-2014-2591-MND
Legal Description: John G. Downey Tract,
Block BLK B, Lots FR 19, 20, & 21

In accordance with provisions of Section 17.03 of the Los Angeles Municipal Code (LAMC), the Advisory Agency adopted Mitigated Negative Declaration ENV-2014-2591-MND as the environmental clearance, adopted the Mitigation Monitoring Program, and approved Vesting Tentative Tract No. 72343-CN composed of **one (1) master lot, two (2) airspace lots, 239 residential condominium units, four commercial condominium units with 5,671 square feet of commercial space** located at 916-930 South Hill Street for a maximum **243 condominium units** as shown on map stamp-dated July 17, 2014 in the Central City Community Plan. This unit density is based on the [Q]R5-4D Zone. (The subdivider is hereby advised that the LAMC may not permit this maximum approved density. Therefore, 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

Exhibit E

1. That a 4-foot wide strip of land be dedicated along the alley adjoining the tract to complete a 10-foot wide half alley.
2. That the subdivider make a request to the Central District Office of the Bureau of Engineering to determine the capacity of existing sewers in this area.
3. That a set of drawings for airspace lots be submitted to the City Engineer showing the followings:
 - a. Plan View at different elevations.
 - b. Isometric views.
 - c. Elevation views.
 - d. Section cuts at all locations where airspace lot boundaries change.
4. That the owners of the property record an agreement satisfactory to the City Engineer stating that they will grant the necessary private easements for ingress and egress purposes to serve proposed airspace lots to use upon the sale of the respective lots and they will maintain the private easements free and clear of obstructions and in safe conditions for use at all times.

DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION

6. That prior to issuance of a grading or building permit, or prior to recordation of the final map, the subdivider shall make suitable arrangements to assure compliance, satisfactory to the Department of Building and Safety, Grading Division, with all the requirements and conditions contained in Inter-Departmental Letter dated April 21, 2014, Log No. 83692-01 and attached to the case file for Tract No. 72343-CN.

DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION

7. 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. Provide a copy of CPC case CPC-2014-2590-TDR-ZV-SPPA-SPR. Show compliance with all the conditions/requirements of the CPC case as applicable.
 - b. Show all street dedication as required by Bureau of Engineering and provide net lot area after all dedication. "Area" requirements shall be rechecked as per net lot area after street dedication.
 - c. Record a Covenant and Agreement to treat the buildings and structures located in an Air Space Subdivision as if they were within a single lot.

Notes

The project site is within the Greater Downtown Housing Incentive Area.

Comply with the [Q] and D Conditions from Ordinance 164307, Sub Area 2400.

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. This includes all yard setbacks requirements. Plan check will be required before any construction, occupancy or change of use.

An appointment is required for 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.

DEPARTMENT OF TRANSPORTATION

8. That the project be subject to any recommendations from the Department of Transportation.

FIRE DEPARTMENT

9. 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. Submittal of plot plans for Fire Department review and approval prior to recordation of Tract Map Action.
 - b. Access for Fire Department apparatus and personnel to and into all structures shall be required.
 - c. Site plans shall include all over head utility lines adjacent to the site.
 - d. No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along path of travel.
 - e. 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 150 feet horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend unto the roof.
 - f. Entrance to the main lobby shall be located off the address side of the building.
 - g. Any required Fire Annunciator panel or Fire Control Room shall be located within 50 feet visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

Note: 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) 482-6509. You should advise any consultant representing you of this requirement as well.

DEPARTMENT OF WATER AND POWER

10. 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

11. Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.

BUREAU OF SANITATION

12. Wastewater Collection Systems Division of the Bureau of Sanitation has inspected the sewer/storm drain lines serving the subject tract and found no potential problems to their structures or potential maintenance problem, as stated in the memo dated August 14, 2014. 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).)

INFORMATION TECHNOLOGY AGENCY

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

DEPARTMENT OF RECREATION AND PARKS

14. That the Quimby Fee be based on the R5 Zone.

DEPARTMENT OF CITY PLANNING-SITE SPECIFIC CONDITIONS

15. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a

manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

- a. Limit the proposed development to a maximum of 239 residential condominium units and 4 commercial condominium units.
- b. Provide the minimum amount of off-street automobile parking spaces or 1.117 automobile parking spaces per residential dwelling unit as required per the Los Angeles Municipal Code Section 12.21-A, 4 (p). The Applicant shall provide zero parking for the 5,671 square feet of commercial, based on the parking exemption in the Downtown Parking District, for commercial space under 7,500 square feet. All guest spaces shall be readily accessible, conveniently located, specifically reserved for guest parking, posted and maintained satisfactory to the Department of Building and Safety.

If guest parking spaces are gated, a voice response system shall be installed at the gate. Directions to guest parking spaces shall be clearly posted. Tandem parking spaces shall not be used for guest parking.

In addition, prior to issuance of a building permit, a parking plan showing off-street parking spaces, as required by the Advisory Agency, be submitted for review and approval by the Department of City Planning (201 N. Figueroa Street, 4th Floor).

- c. **Note to City Zoning Engineer and Plan Check.** The Advisory Agency has reviewed and approved the location(s) of the following item(s) as it applies to this subdivision and the proposed development on the site.

Not Applicable

- d. The applicant shall install an air filtration system(s) to reduce the effects of diminished air quality on occupants of the project.
- e. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit.
- f. 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.
- g. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.
- h. INDEMNIFICATION AND REIMBURSEMENT OF LITIGATION COSTS.

Applicant shall do all of the following:

- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the

City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

- (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

“City” shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

“Action” shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Action includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

16. That prior to the issuance of the building permit or the recordation of the final map, a copy of the Letter of Determination for Case No. CPC-2014-2590-TDR-SPR shall be submitted to the satisfaction of the Advisory Agency. In the event that is not approved, the subdivider shall submit a tract modification.
17. That the subdivider shall record and execute a Covenant and Agreement to comply with [Q] Condition(s) and D Limitation(s) per 164,307, and any subsequent ordinances amending subject [Q] Conditions as determined under **CPC-2014-2590-TDR-SPR**.

DEPARTMENT OF CITY PLANNING-ENVIRONMENTAL MITIGATION MEASURES

18. That prior to recordation of the final map the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770 and Exhibit CP-6770. M) in a manner satisfactory to the Planning Department requiring the subdivider to identify (a) mitigation monitor(s) who shall provide periodic status reports on the implementation of mitigation items required by **Mitigation Condition No(s) 19 and 20** of the Tract’s approval satisfactory to the Advisory Agency. The mitigation monitor(s) shall be identified as to their areas of responsibility, and phase of intervention (pre-construction, construction, post construction/maintenance) to ensure continued implementation of the above mentioned mitigation items.
19. Prior to the recordation of the final map, the subdivider will prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:
 - MM-1. The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).
 - MM-2. Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the

breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).

- MM-3. If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
- Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
- MM-4. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
- MM-5. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
- MM-6. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.
- MM-7. Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- MM-8. The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
- MM-9. The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1

basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.

MM-10. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

MM-11. Low- and non-VOC containing paints, sealants, adhesives, solvents, asphalt primer, and architectural coatings (where used), or pre-fabricated architectural panels shall be used in the construction of the Project to reduce VOC emissions to the maximum extent practicable.

MM-12. Concrete, not metal, shall be used for construction of parking ramps.

MM-13. The interior ramps shall be textured to prevent tire squeal at turning areas.

MM-14. Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

MM-15. Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Class (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

MM-16. Central HVAC systems for the project shall be placed on the podium and/or tower roof. The project shall not place individual units on balconies.

20. **Construction Mitigation Conditions** - Prior to the issuance of a grading or building permit, or the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

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.**

- 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.
- 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.
- 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. All new construction work shall be performed so as not to adversely affect the historic designations surrounding the Project Site. Specifically, this mitigation measure is provided to ensure vibration from construction of the proposed project does not adversely impact nearby buildings, which include the May Company Garage Building, at 912 S. Hill Street. Prior to commencement of construction, a qualified structural engineer shall survey the existing foundations and structures of the nearby buildings listed above, and provide a plan to protect them from potential damage. Pot holing or other destructive testing of below grade conditions on the project site and immediately adjacent historical resources may be necessary to establish baseline conditions and prepare the shoring design. If feasible, the project and shoring designs shall avoid pile driving within twenty-five feet of immediately adjacent historical resources. The shoring design shall specify threshold limits for vibration causing activities. The performance standards of the structure monitoring plan shall including the following: The qualified structural engineer shall monitor vibration during the pile driving or other vibration-causing construction activities to ensure that the established impact threshold and shoring design is not exceeded. If feasible, alternative means of setting piles such as predrilled holes or hydraulic pile driving shall be employed to avoid exceeding the impact threshold established. At the conclusion of vibration causing activities, the qualified structural engineer shall issue a follow-on letter describing damage, if any, to immediately adjacent historical resources and recommendations for any repair, as may be necessary, in conformance with the Secretary's Standards. Repairs shall be undertaken and completed in conformance with all applicable codes including the California Historical Building Code (Part 8 of Title 24) prior to issuance of any temporary or permanent certificate of occupancy for the new building. The monitoring program shall survey for vertical and horizontal movement, as well as vibration thresholds. If the thresholds are met or exceeded, or noticeable structural damage becomes evident to the project contractor, work shall stop in the area of the affected building until measures have been taken to stabilize the affected building to prevent construction related damage to historic resources. The structure monitoring program shall be submitted to the Department of Building and Safety and received into the case file or the associated discretionary action permitting the project prior to initiating any construction activities.
- CM-3. Construction and demolition shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday.
- CM-4. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- CM-5. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

- CM-6. The construction contractor shall use on-site electrical sources or solar generators to power equipment rather than diesel generators where feasible.
- CM-7. The project contractor shall erect a minimum 8-foot high temporary noise barrier around the perimeter of the site (excluding the northern and southern property line where adequate space is not available) for the purpose of attenuating construction noise impacts. The temporary noise barrier shall be a solid surface material with a minimum of 4 pounds per square foot capable of achieving a sound attenuation of 10 dBA.
- CM-8. Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.
- CM-9. The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- CM-10. Temporary pedestrian facilities should be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- CM-11. Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- CM-12. The Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

DEPARTMENT OF CITY PLANNING - STANDARD RESIDENTIAL CONDOMINIUM AND COMMERCIAL CONDOMINIUM CONDITIONS

- C-1 That approval of this tract constitutes approval of model home uses, including a sales office and off-street parking. Where the existing zoning is (T) or (Q) for multiple residential use, no construction or use shall be permitted until the final map has recorded or the proper zone has been effectuated. If models are constructed under this tract approval, the following conditions shall apply:
 - 1. Prior to recordation of the final map, the subdivider shall submit a plot plan for approval by the Development Services Section of the Department of City Planning showing the location of the model dwellings, sales office and off-

street parking. The sales office must be within one of the model buildings.

2. All other conditions applying to Model Dwellings under Section 12.22A, 10 and 11 and Section 17.05 O of the Code shall be fully complied with satisfactory to the Department of Building and Safety.
- C-2 Prior to the recordation of the final map, the subdivider shall pay or guarantee the payment of a park and recreation fee based on the latest fee rate schedule applicable. The amount of said fee to be established by the Advisory Agency in accordance with Section 17.12 of the Los Angeles Municipal Code and to be paid and deposited in the trust accounts of the Park and Recreation Fund.
- C-3 That a landscape plan, prepared by a licensed landscape architect, be submitted to and approved by the Advisory Agency in accordance with CP-6730 prior to obtaining any permit. The landscape plan shall identify tree replacement on a 1:1 basis by a minimum of 24-inch box trees for the unavoidable loss of desirable trees on the site. Failure to comply with this condition as written shall require the filing of a modification to this tract map in order to clear the condition.

In the event the subdivider decides not to request a permit before the recordation of the final map, the following statement shall appear on the plan and be recorded as a covenant and agreement satisfactory to the Advisory Agency guaranteeing that:

- a. The planting and irrigation system shall be completed by the developer/builder prior to the close of escrow of 50 percent of the units of the project or phase.
 - b. Sixty days after landscape and irrigation installation, the landscape professional shall submit to the homeowners/property owners association a Certificate of Substantial Completion (Sec. 12.40 G LAMC.)
 - c. The developer/builder shall maintain the landscaping and irrigation for 60 days after completion of the landscape and irrigation installation.
 - d. The developer/builder shall guarantee all trees and irrigation for a period of six months and all other plants for a period of 60 days after landscape and irrigation installation.
- C-4 In order to expedite the development, the applicant may apply for a building permit for an apartment/commercial building. However, prior to issuance of a building permit for apartments/commercial building, the registered civil engineer, architect or licensed land surveyor shall certify in a letter to the Advisory Agency that all applicable tract conditions affecting the physical design of the building and/or site, have been included into the building plans. Such letter is sufficient to clear this condition. In addition, all of the applicable tract conditions shall be stated in full on the building plans and a copy of the plans shall be reviewed and approved by the Advisory Agency prior to submittal to the Department of Building and Safety for a building permit.

OR

If a building permit for apartments will not be requested, the project civil engineer, architect or licensed land surveyor must certify in a letter to the Advisory Agency that the applicant will not request a permit for apartments and intends to acquire a building permit for a condominium building(s). Such letter is sufficient to clear this condition.

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 1990.
- 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.
 - a. Construct new pedestrian street lights: two (2) on Hill Street.

Notes:

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

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

- (d) Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Street Tree Division of the Bureau of Street Maintenance. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider 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 Americans with Disabilities Act (ADA) of 1990.
- (i) That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:
 - a. Improve the alley adjoining the subdivision by the construction of a suitable surfacing to complete a 10-foot wide half alley including any necessary removal and reconstruction of the existing improvements.

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.

The final map must record 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)

Mitigated Negative Declaration Env-2014-2591-MND was prepared and published for circulation on February 2, 2017. The circulation period ended on February 22, 2017. The project will incorporate all the mitigation measures identified in the Mitigated Negative Declaration (MND) to ensure that project impacts remain less than significant with respect to biological resources, greenhouse gas emissions, noise, public services, and transportation/traffic.

The Mitigation Monitoring Program (MMP) has been prepared in accordance with Section 21081.6 of the California Public Resources Code and Section 15097 of the CEQA Guidelines, which requires a public agency to “adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects.” (Section 15097)

The MMP is designed to monitor implementation of the mitigation measures identified for the Project. The Project Applicant shall be responsible for implementing all mitigation measures, unless otherwise noted, and shall be obligated to provide documentation concerning implementation of the listed mitigation measures to the appropriate monitoring agency and appropriate enforcement agency. All departments listed in the MMP are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the project Applicant unless otherwise noted.

The Department of City Planning received one comment letter from one party after the circulation period ended. The comments are summarized below.

Holland & Knight
On behalf of Agoura Oaks, LLC (“Applicant”)

One comment letter was submitted on February 22, 2017, by Knight & Holland on behalf of the Applicant. The letter provides comments on and further information in support of Mitigated Negative Declaration ENV-2014-2907-MND (“Project MND”) and other applicable CEQA mechanisms identified in their previous letter, dated November 21, 2016. A detailed description of the proposed project and the entitlement requests, in addition to the ways in which the project is consistent with applicable requirements in the General Plan are included in the letter.

The Deputy Advisory Agency, certifies that Mitigated Negative Declaration No. ENV-2014-

2591-MND reflects the independent judgment of the lead agency and determined that this project would not have a significant effect upon the environment provided the potential impacts identified above are mitigated to a less than significant level through implementation of Condition **No(s). 19 and 20** of the Tract's approval. Other identified potential impacts not mitigated by these conditions are mandatorily subject to existing City ordinances, (Sewer Ordinance, Grading Ordinance, Flood Plain Management Specific Plan, Xeriscape Ordinance, Stormwater Ordinance, etc.) which are specifically intended to mitigate such potential impacts on all projects.

In accordance with Section 21081.6 of the Public Resources Code (AB3180), the Deputy Advisory Agency has assured that the above identified mitigation measures will be implemented by requiring reporting and monitoring as specified in Condition No. 18.

FINDINGS OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of Vesting Tentative Tract No. 72343, 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 adopted Central City Community Plan designates the subject property for High Density Residential use with the corresponding zone of R5. The subject property is an unimproved 22,935 square-foot lot currently used as a surface parking lot and zoned [Q]R5-4D. The proposed 3-lot airspace subdivision is allowable under the current adopted zone and the land use designation. The Applicant proposes to build a 32-story, mixed-use, high-rise development consisting of 239 residential condominium units, and four commercial condominium units totaling 5,671 square feet of commercial space and a parking garage. The project proposes a total floor area of 260,589 square feet and a FAR of 11.4:1. The by-right FAR is 6:1 and the maximum allowable floor area ratio is 13:1. The Applicant is requesting 122,978 square feet in a TFAR application to provide an additional floor area ratio of 5.4:1 for a total FAR of 11.4:1 and a Site Plan Review for the project, which is proposing more than 50 residential dwelling units per related Case No. CPC-2014-2590-TDR-SPR. The project site is within the Greater Downtown Housing Incentive Area, Transit Priority Area, and the Los Angeles State Enterprise Zone. The site is not within a Specific Plan area. The tract map approval is conditioned on the approval of the TDR and SPR requests (Condition No. 16).

The proposed project is situated in an urban area with a mix of residential, commercial, and retail uses. Immediately adjacent to the north east of the subject parcel is the Athena Parking Garage and Shekarchi Restaurant located in the historic May Company Garage. South of the subject parcel is a 4-story building with residential lofts. Directly across Hill Street from the subject parcel is a 7-story residential building with ground floor commercial space. Blackstone Court is an alley that abuts the east side of the subject parcel and the Ace Hotel in the historic United Artists Theatre Building is located on the opposite side of Blackstone Court, to the

east of the subject parcel. The proposed mixed-use development is compatible with surrounding uses.

In addition to the Vesting Tentative Tract Map request, the Applicant requests an approval for Transfer of Floor Area Rights (TFAR) in the amount of 122,978 square feet of buildable area transferred from a City-owned “Donor Site”, specifically, the LA Convention Center to “recipient Site”, 916-930 S. Hill Street. The project proposes a total floor area of 260,589 square feet and a Floor Area Ratio (FAR) of 11.4:1 in lieu of a 6:1 FAR which permits 137,611 square feet of floor area. The Applicant also requests a Site Plan Review for the proposed project which results in more than 50 residential units for a total of 239 residential units.

The proposed project is consistent with the following objectives of the Central City Community Plan:

Objective 1-2: To increase the range of housing choices available to Downtown employees and residents.

Objective 2-1: To improve Central City’s competitiveness as a location for offices, business, retail and industry.

Objective 2-2: To retain the existing retail base in Central City.

Objective 2-4: To encourage a mix of uses which create an active, 24-hour downtown environment for current residents and which would also foster increased tourism.

Consistent with the Central City Community Plan, the mixed-use development would add housing to Los Angeles’ housing supply and additional neighborhood retail stores in an area conveniently located in close proximity to a variety of community services.

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

The proposed project is the construction of a 32-story mixed-use, high-rise development on a 22,935 square-foot lot, consisting of 239 residential condominium units and five commercial condominium units totaling 5,671 square feet of commercial retail space and a parking garage. The surrounding neighborhood is designated residential and commercial (zoned [Q]R5-4D and [Q]C2-4D-CDO). The adopted Central City Community Plan designates the subject property for High Density Residential land use with the corresponding zone of R5. The proposed subdivision for one master lot and two airspace lots is allowable under the current adopted zone and the land use designation.

The Metro Rail Pershing Square Station is located four blocks to the north of the subject parcel at Hill and 5th Streets. The 7th Street Metro Center Station is located five blocks to the northwest of the subject parcel at the corner of 7th and Hope Streets. There are many surrounding bus stations, the nearest located one half

block away, and the DASH Bus Stop at Olympic and Hill Street, connects the project to Union Station and its regional connections as well as nearby South Park and LA Trade Tech College. According to the Applicant, this proposed project is intended to place residential dwelling units, neighborhood retail shops and employment opportunities in an area where it can be most accommodated, the historic downtown area with surrounding transit options. The project is located within easy walking distance or bus ride to many of downtown's existing and future recreational, sports and entertainment venues.

According to the Applicant, the project's relatively small size condominium units provides an opportunity for home ownership for moderate income persons at a time when no other condominium projects for moderate income people are planned for downtown and those that are, are planned with larger size and thus more expensive. The proposed project provides a mix of neighborhood serving retail, on-site building open space and recreational amenities and it is located adjacent to the burgeoning revival of the Historic Broadway Theatre District.

The project provides a total of 295 parking spaces, including a total of 68 non-code required flex parking spaces located in one subterranean level, one at-grade level behind the commercial space, and five above-grade parking levels. The project site is located within the Los Angeles State Enterprise zone. Per LAMC 12.21-A.4(x)(3), areas within any Enterprise Zone only need to provide two parking spaces for every 1,000 square feet of commercial space, however, the proposed project is located in the Downtown Parking District, which allows the Applicant to provide zero parking for the 5,671 square feet of commercial space.

The project will include 268 on-site bicycle parking spaces, meeting the requirements of the Bicycle Ordinance (Ordinance No. 182,386). The residential dwelling units require 263 bicycle parking spaces, including 24 short-term and 239 long-term spaces. The commercial area requires 5 bicycle parking spaces, including 3 short-term and 2 long-term spaces.

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 conditionally approved the tract map with a condition that on-site storm water infiltration shall not be implemented, subject to control of on-site drainage in a manner acceptable to that Department.

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.

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 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 conditionally approved the tract map with a condition.

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).

A tree letter dated June 4, 2014, certified that there are no protected trees on the project site.

The project engineer has certified that the subject site is not located in a flood hazard, a hillside, or a mud-prone area. However, the project is located in a Methane Buffer Zone. Prior to the issuance of a building permit, a qualified engineer will be required to investigate and design a methane mitigation system in compliance with the Department of Building and Safety Methane Mitigation Standards for the appropriate Site Design Level, which will prevent or retard potential methane gas seepage into the building.

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

The site is one of the few unimproved properties in the vicinity. The development of this tract is an infill of an otherwise multiple-family, mix-density residential neighborhood.

- (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 Deputy Advisory Agency certified that Mitigated Negative Declaration No. ENV-2014-2591-MND reflects the independent judgement of the lead agency and determined that this project would not have a significant effect upon the environment provided that the potential impacts identified above are mitigated to a less than significant level through implementation of **Conditions Nos. 19 and 20** of the Tract's approval.

The Initial Study, prepared for the project by the Los Angeles Department of City Planning (published on February 22, 2017), identifies potential adverse impact on biological resources, greenhouse gas emissions, noise, public services, and transportation/traffic. However, measures are required as part of this approval, which will mitigate the above mentioned impacts to a less than significant level. Furthermore, the project site, as well as the surrounding area is presently developed with structures and does not provide a natural habitat for either fish or wildlife.

Any demolition, grading, and construction will be conducted per the requirements of the Los Angeles Municipal Code and associated permits needed to perform such work. These permits also restrict work hours to mitigate noise pollution.

- (f) THE DESIGN OF THE SUBDIVISION OR TYPE OF 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.

- (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.

There are no recorded instruments identifying easements encumbering the project site for the purpose of providing public access. The project site contains legally recorded lots identified by the Assessor Parcel Record. The site is surrounded by private and public properties that adjoin improved public streets and sidewalks designed and improved for the specific purpose of providing public access throughout the area. The project site does not adjoin or provide access to a public resource, natural habitat, Public Park or any officially recognized public recreation area. 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)

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

These findings shall apply to both the tentative and final maps for Tract No. 72343.

VINCENT P. BERTONI, AICP
Advisory Agency



KEVIN S. GOLDEN
Deputy Advisory Agency



BLAKE E. LAMB
Senior City Planner

VPB:BEL:KSG:IDR

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 Master 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

Forms are also available on-line at <http://cityplanning.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.



November 11, 2014

Los Angeles Department of City Planning
Office of Zoning Administration, 7th Floor
200 North Spring Street
Los Angeles, California 90012

RE: **Planning Case #:** **CPC-2014-2590-TDR-ZV-SPPA-SPR**
Project Address: **920 S. Hill Street**
Applicant: **Agoura Oaks, LLC**

Dear Zoning Administrator:

At our regularly held public meeting on November 11, 2014, the Board of Directors of the Downtown Los Angeles Neighborhood Council ("DLANC") voted to support the above request, pursuant to the motion passed on October 21, 2014, by DLANC's Planning & Land Use Committee ("PLUC").

Subject to the **CONDITION** set forth below, DLANC supports the applicant's request listed below:

1. **Pursuant to L.A.M.C. Section 14.5**, approval for Transfer of Floor Area Rights (TFAR) in the amount of 123,975 square feet of buildable area transferred from a City-owned "Donor Site", specifically, the LA Convention Center (LACity Ordinance No. 181,574, Eff. 3/27/11) to "Recipient Site", 916 - 920 S. Hill Street.
2. **Pursuant to L.A.M.C. Section 17.01**, approval of Vesting Tentative Tract Map No. 72343 to subdivide the site into three airspace lots to facilitate the construction of a high density urban mixed-use project containing 239 residential condominium units (Lot 3) and 10 commercial condominium units totaling 5,405 square feet and one parking garage (Lot 2). This request also includes:
 - a. Permission to deviate from the Advisory Agency's Residential Parking Policy No. AA 2000-1 (2 parking spaces + 0.25 guest parking spaces per unit) and to instead follow the March 1, 2006 Advisory Agency Policy No. 2006-2 which states its recognition of the primacy of other adopted parking standards specific to certain areas; specifically referencing the Central City Parking Incentive Ordinance (Policy 3), L.A.M.C. 12.21-A,4 (p), which establishes minimum reduced parking standards for multi-family residential projects located in the Central City area and which parking standards do not differentiate between residential apartment and residential condominium projects.
 - b. Pursuant to L.A.M.C. 12.21-A, 4 (p), permission to apply its reduced parking standards, which range from 1 to 1 ¼ spaces per new dwelling unit for a total of 267 required parking spaces or 1.117 spaces per dwelling unit. Based on the addition of 4 tandem compact spaces to 4 of the total required 267 spaces, a total of 271 spaces or 1.134 spaces per dwelling unit are provided.
 - c. Pursuant to L.A.M.C. 12.21-A, 4 (i) Commercial Parking Standard, based on the Downtown Business Exception, approval for a zero parking requirement for the commercial space, based on

Exhibit F

the exemption provided for commercial space of less than 7,500 square feet. Proposed commercial space totals 5,405 square feet.

3. **Pursuant to L.A.M.C. Section 16.05**, that Site Plan Review Findings be made and approved as part of the project's discretionary approvals.
4. **Pursuant to L.A.M.C. 12.21 A 16 (e) (2) (ii) and 12.21 A 16 (e) (2) (iii)**, a Variance to allow Applicant flexibility on the location of short and long term bike storage as follows: to place 10 of the required long-term bike parking spaces in the basement, which are served with nearby elevator access, instead of exclusive reliance on long term bike storage on the ground floor; and further to enjoy the flexibility to locate 14 short-term parking spaces in the building's ground level, given the paucity of available space on the sidewalk and building exterior for bike storage.
5. **Pursuant to L.A.M.C. 12.22 A. 30 (e)**, an adjustment from the Downtown Design Guidelines: (C. 1 Page 30) for a 0 foot setback for the entire rear alley-fronted portions of the building above 150 feet in lieu of the required 40 foot setback from the center line of the alley in consideration of the fact that the adjacent historic United Artists Theater building has no rear windows, and as such, its rear alley sightline, which the required setback is intended to protect, would not be impacted by the project building.
6. **Pursuant to L.A.M.C. Section 91.3202.3.2**, an Adjustment to allow projections over the sidewalk fronting Hill Street to allow:
 - a. Balcony projections of six feet six inches over the sidewalk along Hill Street, instead of the allowable four foot balcony projection, starting at Level 2, 18 feet above grade.
 - b. A six foot four inch cantilevered projection over the sidewalk on Hill Street at the 7th floor only, starting at 63 feet height to allow for circulation paths in which applicant is seeking the same right of projection presently allowed for balcony projection.

In DLANC's view, the information presented provides adequate justification for granting the requested approvals, subject to the following conditions and any additional conditions recommended by the LAPD and City Council Office. DLANC encourages the city to approve applicant's request subject to following condition:

CONDITION 1: General condition for all Downtown projects within DLANC boundaries: If the sidewalk is temporarily closed during construction, pedestrian access shall be provided along the construction fencing with an accessible path.

If possible, please provide a digital copy of the decision letter by mail to planning@dlanc.com instead of sending a hard copy. Thank you for your consideration of these comments.

Very truly yours,



Patricia Berman
DLANC President

Very truly yours,



Simon Ha, AIA, LEED AP
DLANC Planning & Land Use Committee Co-Chair

CC: Tanner Blackman (Council District 14)
Michael LoGrand c/o Blake Lamb (LADCP)
Kate Bartolo (Kate Bartolo & Associates, on behalf of Agoura Oaks, LLC)



Jennifer Caira <jennifer.caira@lacity.org>

Fwd: CPC-2014-2590-TDR-SPR; 916-930 South Hill

1 message

Galley, Katie <kgalley@cornerstone.com>

Sun, Apr 30, 2017 at 10:12 AM

To: "jennifer.caira@lacity.org" <jennifer.caira@lacity.org>

Cc: "Isaiah.Ross@lacity.org" <Isaiah.Ross@lacity.org>

Jennifer. I just received notice this email didn't reach you. I hope you can include in the file.

Katie Galley
Senior Vice President
Cornerstone Research
(213) 553 2561

Begin forwarded message:

From: "Galley, Katie" <kgalley@cornerstone.com<mailto:kgalley@cornerstone.com>>

Date: April 27, 2017 at 8:36:37 AM PDT

To: "jennifer.caira@lacityhall.org<mailto:jennifer.caira@lacityhall.org>" <jennifer.caira@lacityhall.org
<mailto:jennifer.caira@lacityhall.org>>

Cc: "cra-lapermitcounter@lacity.org<mailto:cra-lapermitcounter@lacity.org>" <cra-lapermitcounter@lacity.org<mailto:cra-lapermitcounter@lacity.org>>, "Jose.Huizar@lacity.org<mailto:Jose.Huizar@lacity.org>" <Jose.Huizar@lacity.org<mailto:Jose.Huizar@lacity.org>>

Subject: CPC-2014-2590-TDR-SPR; 916-930 South Hill

I am unable to attend today's hearing but wish to strongly object to the proposal to build a 32-story mixed use high rise on this site. The area is already suffering from too many high rises in a predominantly historic area. This would be right next to the Ace Hotel's historic tower and overwhelm it.

There would be serious consequences for the environment including traffic and water usage in an area already suffering issues with these. There are also significant shade and shadow effects for the residents of neighboring properties on several sides as well as for the guests at the Ace. Clearly this requires a full EIR.

Please do not approve this design but require a more modest structure in keeping with the surroundings and less disruptive to the environment.

Sincerely,

Katie Galley
Senior Vice President

CORNERSTONE RESEARCH
633 West Fifth Street, 31st Floor
Los Angeles, CA 90071-2005
213.553.2561 direct

www.cornerstone.com
<http://www.cornerstone.com/Staff/Catherine-Galley>

Resident of 849 S. Broadway #1210

Warning: This email may contain confidential or privileged information



Jennifer Caira <jennifer.caira@lacity.org>

CPC - 201 4 - 2590 - TDR - SPR VTT - 72343 - CN

1 message

justinriley@aol.com <justinriley@aol.com>

Thu, Apr 27, 2017 at 9:42 AM

To: Jennifer.Caira@lacity.org

Cc: Isaiah.Ross@lacity.org

Hi Jennifer Caira and Isaiah,

I am a resident withing a 500 foot radius of the project at 916-930 South Hill Street. The size of this project is out of scale with the historic core. It should adhere to the historic guidelines that were outlined by the LA Conservancy. I oppose it in it's current height. If the height is brought down to size of the guidelines set for Broadway I would approve this project, but currently this height is to tall for the historic core. Please consider this when approving.

Thank you,

Justin Riley
849 S. Broadway
Unit 1201
Los Angeles, CA 90014
310-592-9560

April 14, 2017

Jennifer Caira, City Planner
Isaiah Ross, City Planning Associate
Department of City Planning
City of Los Angeles
Los Angeles, CA 90012

To whom it may concern,

We are writing to you to in support of the proposed 239-unit mixed-use development at 916-930 S Hill St, cases CPC-2014-2590-TDR-SPR and VTT-72343-CN. We urge the city to approve the Transfer of Floor Area Rights (TFAR) in the amount of 122,979 SF and 11.4:1 FAR in lieu of 6:1, approve the Vesting Tentative Tract Map, and adopt the Mitigated Negative Declaration (MND) for this project.

The greater Los Angeles region is facing a severe housing shortage. This project will provide much needed housing. By creating new housing in a desirable neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region. Abundant Housing LA believes that these housing challenges can only be addressed if everyone in the region does their part.

This project is in a fantastic location for housing. It is located in downtown LA, the most transit-rich neighborhood in the region. It is close to employment downtown and provides easy access to other employment centers in Koreatown and Hollywood. In addition, many desirable neighborhood amenities such as retail and restaurants are in easy walking and bicycling distance.

This project is a good project for Los Angeles and for the region. Again, we urge the city to approve the TFAR and increased FAR, approve the Vesting Tentative Tract Map, and adopt the MND for this project.

Best Regards,

The Abundant Housing LA Steering Committee:



Matt Dixon
620 W Wilson Ave Unit H
Glendale 91203



Mark Vallianatos
3591 Canada St
Los Angeles 90065

Brent Gaisford

Shane Phillips

Mark Edwards

Leonora Yetter

Ross Zelen

Gabe Rose



April 27, 2017

Isaiah Ross
Department of City Planning
Los Angeles City Hall
200 N. Spring Street
Los Angeles, CA 90012

Re: 920 S. Hill Mixed use high rise project, CPC-2014-2590-TDR-ZV-SPPA-SPR, VTT-72343-CN, ENV-2014-2591-MND

Dear Mr. Ross,

Established in 1924, the Central City Association of Los Angeles (CCA) is Los Angeles's premier advocacy organization, with 400 members employing over 350,000 people in the Los Angeles region. As the voice for Downtown as the region's center for growth, we support high-quality developments.

To that end, CCA strongly supports the 920 S. Hill mixed-use high-rise project proposed for the Historic Core, also known as Hill Street Lofts.

The 23,000 square foot (SF) surface parking lot at the current site will be transformed into a 32-story mixed-use condominium high-rise, adding 239 condo units to the housing supply in Downtown and ground floor commercial space for street-level activation. Its impressive design is in keeping with the Downtown Design Guidelines, incorporating nearby historic building design elements, installing a living alley greenbelt, and relating to contemporary South Park. It will also provide open space beyond the requirements, as well as all bike parking on site.

We appreciate your consideration and encourage your support.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Lall", is positioned above the printed name of the signatory.

Jessica Lall
President & CEO

cc: Councilmember José Huizar, 14th District, City of Los Angeles