



## DEPARTMENT OF CITY PLANNING

### RECOMMENDATION REPORT

#### City Planning Commission

**Date:** February 22, 2018  
Continued from December 14, 2017 and  
February 8, 2018  
**Time:** After 8:30 A.M.\*  
**Place:** Van Nuys City Hall  
Council Chambers, 2<sup>nd</sup> Floor  
14410 Sylvan Street  
Van Nuys, CA 91401

**Case No.:** CPC-2014-2906-TDR-SPR  
**CEQA No.:** ENV-2014-2907-MND  
**Incidental Case:** VTT-69839-CN  
**Related Case:** N/A  
**Council No.:** 14 - Huizar  
**Plan Area:** Central City  
**Specific Plan:** N/A  
**Certified NC:** Downtown Los Angeles  
**Existing Zone:** C2-4D

**Public Hearing:** January 26, 2017 and December  
14, 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:** February 22, 2018

**Multiple Approval:** Yes

**Applicant:** Barry Shy,  
Sixth and Main, LLC  
**Representative:** Kate Bartolo,  
Kate Bartolo & Associates

#### PROJECT

**LOCATION:** 601 South Main Street (601 – 641 S. Main St. and 108-114 W. 6<sup>th</sup> Street)

#### PROPOSED PROJECT:

The demolition of an existing surface, public parking lot, and the construction of a new 38-story, 390-foot and three-inch tall, mixed-use, high-rise development consisting of 452 residential condominium units and 15 commercial condominium units with 21,514 square feet of commercial space. The Project would provide 860 automobile parking spaces to be located within one subterranean level and six above-grade levels of parking.

#### REQUESTED ACTION:

- 1) Pursuant to Section 21082.1(c)(3) of the California Public Resources Code, find the previously adopted Mitigated Negative Declaration (ENV-2014-2907-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 186,435 square feet to the Project Site (Receiver Site) permitting a maximum 9.1:1 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-2014-2907-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 452 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  
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Jane Choi, AICP  
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 agendaized 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

<b>Project Analysis .....</b>	<b>A-1</b>
Project Summary	
Project Revision Summary	
Background	
Issues	
Conclusion	
<b>Conditions of Approval.....</b>	<b>C-1</b>
<b>Findings .....</b>	<b>F-1</b>
Entitlement Findings	
CEQA Findings	
<b>Exhibits:</b>	
Exhibit A – Revised Architectural and Landscape Plans (Submitted February 9, 2018)	
Exhibit B – Maps (Vicinity and Radius Map)	
Exhibit C – Ordinance No. 164,307: “D” Limitations	
Exhibit D – Environmental Clearance: ENV-2014-2907-MND and MMP	
Exhibit E – Decision Letter: VTT-69839-CN	
Exhibit F – Public Comments	

## PROJECT ANALYSIS

### **Project Summary**

The proposed Project would redevelop the existing surface parking lot with a new 38-story, mixed-use, high-rise building consisting of 452 residential dwelling units and 21,514 square feet of commercial floor area. As proposed, the Project would provide a total of 860 automobile parking spaces which would be located in one subterranean level and six above-grade levels of parking. A total of 463 long-term and 56 short-term bicycle parking spaces would be provided within the subterranean parking level and at grade level parking area.

The Applicant has requested a Transfer of Floor Area Rights (TFAR) of 186,435 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 551,349 square feet, or a maximum Floor Area Ratio (FAR) of 9.1:1 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 February 14, 2017, the Advisory Agency adopted the Mitigated Negative Declaration, Case No. ENV-2014-2907-MND, and approved incidental Case No. VTT-69839-CN. The approved tract map is composed of one (1) master ground lot and two (2) airspace lots for a maximum of 452 residential condominium units and fifteen commercial condominium units. No appeals were filed and the action became final on February 27, 2017.

### **Project Revision Summary – Update from previous CPC Meeting**

At its meeting on December 14, 2017, the City Planning Commission (CPC) considered the project and the requested entitlements. The CPC requested that the project be continued to address concerns regarding potential traffic impacts, the overall design of the building, and the proposed excess parking spaces. This section provides additional discussion regarding specific topics raised at the meeting and is in addition to discussions of the specific topics under the Background and Issues Section of this report.

### **Potential Traffic Impacts**

In a memorandum dated January 26, 2018, the Los Angeles Department of Transportation (LADOT) stated that an updated traffic analysis was prepared to re-evaluate the potential traffic impacts due to a new anticipated project completion date. LADOT concurred with the conclusions of the updated traffic analysis and that the evaluated intersections would not be significantly impacted with the implementation of project requirements contained in the March 19, 2015 LADOT letter. The revised memorandum has been included as part of Exhibit D.

### **Design of the Building**

During the Commissioner's deliberation on December 14, 2017, the CPC discussed concerns regarding the proposed site layout and design of the building. Generally, concerns expressed were that the podium and tower were disjointed and disconnected from one another, that the layout of the balconies were random and irregular, and that the project did not take into account the neighborhood context of the historic district. After the meeting, a revised design was submitted for the CPC's consideration, and has been included as Exhibit A of this report.

At the CPC meeting, it was expressed that the tower should be relocated to one of the prominent edges of the podium and integrated into the design of the podium. After the meeting; however, the Representative explained that the tower has not been relocated is because of concerns that doing so would potentially reduce neighborhood compatibility, rather than increase it (Page 14 of

Exhibit A). As further explained by the Project Architect, the height of the podium was designed to be compatible with the height of the surrounding buildings. As such, the overall site layout of the Project has not changed from the previous iteration seen by the CPC.

In regards to the layout of the balconies, design changes were made to the layout on the podium and the tower. The layout of the balconies was revised in consideration of the adjacent historic building located to the south of the site. The historic building, previously known as the Board of Trade, features a uniform configuration of windows, both in size and pattern. The southernmost portion of the proposed podium features a layout of balconies which are uniform in size and pattern. As the layout of the balconies moves towards to the northern end of the podium, the size of the balconies becomes larger and the pattern becomes more staggered. In regards to the tower, the layout of the balconies moves in the reverse direction of the podium. Balconies on the southern end are wider and more staggered and move to a uniform configuration in size and pattern on the northern end of the tower. In addition to revising the layout of the balconies, the proposed balconies on the southern and northern elevations of the tower were removed.

Additionally, the design of the podium was substantially revised. To maintain the neighborhood context, the projecting balconies will be screened with either perforated metal panels or translucent glass. The design proposes the use of two types of perforated metals, which would have differing densities to create additional breaks in the massing. The openings of the screening would help to create the uniformity in the layout, as described above.

### Proposed Parking Spaces

As proposed, the Project is required to provide a total of 455 residential parking spaces and 22 commercial parking spaces, for a total of 477 parking spaces. In total, the project proposes to provide a total of 860 parking spaces.

At its meeting on December 14, 2017, the CPC discussed the proposed number of parking spaces that were to be provided. During the Commissioner's deliberation, Commissioners stated that there was an understanding regarding the need for additional parking spaces to accommodate the demand from the historic buildings within the vicinity which do not have parking spaces. Generally, comments from the CPC regarding the proposed parking spaces included the following:

- Consider providing guest parking spaces for tenants of the building;
- Concern as to whether the excess number of parking spaces was excessive; and
- Consider a higher percentage of required EV Chargers.

After the meeting on December 14, 2017, the Representative stated that the Applicant would designate 37 parking spaces as guest parking spaces for tenants of the building. As such, the parking spaces would be allocated as follows:

<b>Residential Parking</b>		
Required:	477	
Provided:		521*
Additional Guest Parking:		37
<b>Total:</b>		<u>558</u>
<b>Commercial Parking</b>		
Required:	22	
Provided:		25
<b>Total:</b>		<u>25</u>
Additional Parking:		314
<b>Total Proposed:</b>		<u>860</u>

\* The Applicant proposes to provide 521 parking spaces for tenants of the proposed Project. Of the 521 parking spaces, 138 parking spaces would be provided in tandem to accommodate tenants who may want more than one parking space.

In regards to the additional 314 parking spaces, the Applicant proposes to provide the parking spaces for tenants of residential buildings in the area which are operated by the Applicant. The Project Site is currently developed as a surface parking lot with approximately 239 parking spaces, although the Representative has indicated that with valet services the number of parking spaces is higher. The Representative has indicated that a number of parking spaces are leased by tenants of adjacent residential buildings which do not have parking spaces within their respective buildings. A number of adjacent buildings are historical buildings which have been adaptively reused to include residential dwelling units and were not required to comply with current parking requirements. While the Applicant proposes to limit the use of the 314 parking spaces to specific buildings, the parking spaces are not required by the Zoning Code and it is not recommended to condition the additional parking for specific buildings.

In regards to the installation of EV Chargers, Staff has recommended that a minimum of 20 percent of the total proposed parking spaces be installed with EV Chargers. The availability of additional charging stations would encourage the use of electric vehicles and reduce impacts from the use of automobiles, while accommodating the demand for parking in area. With the proposed 860 parking spaces, the recommended condition would result in the immediate installation of 172 EV Charging Stations.

## **Background**

### **Subject Property, Location, and Accessibility**

The Project Site is comprised of eight parcels, consisting of approximately 60,819 net square feet of lot area, and is located at the southwest corner of Main Street and 6<sup>th</sup> Street within the Central City Community Plan area. The Community Plan designates the Project Site with a land use designation of Regional Center Commercial, which lists the following corresponding zones: CR, C1.5, C2, C4, C5, R3, R4, R5, RAS3, and RAS4. The site is zoned C2-4D, and is subject to the Development "D" Limitations contained within Ordinance No. 164,307, subarea 1545. 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 "D" Limitations in its entirety have been included as Exhibit C.

The Project Site is located within the Historic Downtown District of Los Angeles, which is bordered by the Financial Core District to the west, the Civic Center South District to the north, the City Markets District to the east, and the South Park District to the south. 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 0.8 miles to the north; and the Santa Monica Freeway (I-10) located approximately 1.2 miles to the south.

The Project Site has approximately 420 feet of frontage along the western side of Main Street, approximately 145 feet of frontage along the southern side of 6<sup>th</sup> Street, and approximately 420 feet of frontage along the eastern side of Harlem Place (alley). Main Street is designated as an Avenue II, and as part of the approval of incidental Case No. VTT-69839-CN, the Bureau of Engineering (BOE) would require that a three-foot wide right-of-way be dedicated to complete a 43-foot wide half right-of-way and that an additional two-foot wide public sidewalk easement be



provided along the dedicated area. The dedicated and easement area is conditioned to be improved with a 17-foot wide sidewalk with tree wells. BOE has determined that no additional dedication or improvements are required for this portion of 6<sup>th</sup> Street. While no additional dedications are required for the alley, BOE has conditioned the tract map to require the repair portions of the alley which are in need of improvements.

The Project Site is located 0.3 miles southeast 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 public transit lines 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 southeast of the 7th Street/Metro Center Station. The station is serviced by the Red and Purple Lines, as well as the Metro 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 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, 16/17/316, 18, 20, 28, 30/330, 33, 35/38, 40, 45, 51/52/351, 53, 60, 62, 66, 68, 83, 90/91, 94, 460, 720, 728, 745, 760, and 794 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 Dash Downtown Lines D and E, and Commuter Express Lines 409 and 419, and the Gardena 1X Line. Given the proximity of the Project Site to the 7th Street/Metro Center Station and other transit options, strong transit use is anticipated by residents, guests, visitors and employees of the site.

#### Project Design and Walkability

The proposed Project would redevelop an existing surface, public parking lot with a new high-rise, mixed-use building containing 452 residential dwelling units and 21,514 square feet of commercial space. The building has been designed to be completely lined with active, pedestrian oriented uses at the ground level along Main Street and 6<sup>th</sup> Street. The Project would remove four existing curb cuts along Main Street, and improve the sidewalk to a width of 17 feet. Active uses along Main Street would include the entrance to the residential lobby and individual entrances to each of the proposed commercial tenant spaces. The Applicant also proposes improving the sidewalk along Main Street into a "promenade," which would provide upgraded paving for the 17-foot wide sidewalk, and other improvements such as: contemporary bike racks, patio seating, a water feature, new street trees, planters, street furniture, and areas of synthetic grass for dogs. Along 6<sup>th</sup> Street, the Project would remove the existing curb cut and provide individual entrances to the commercial tenant spaces facing the street.

The Project proposes to relocate vehicular access to the site from Main Street and 6<sup>th</sup> Street to the alley, Harlem Place. The Project does propose to construct six levels of above grade parking; however, the parking structure has been designed to be lined with either the ground floor commercial space or dwelling units so that the structure is not visible from Main Street or 6<sup>th</sup> Street. Along the alley, the Applicant proposes to provide screening to minimize visibility of the vehicles in the structure. A driveway is proposed at the southernmost corner of the site and approximately 127 feet south of the 6<sup>th</sup> Street. Additionally, the Department of Water and Power transformer vault is proposed to be located along the alley so as not to break up the active uses on Main Street and 6<sup>th</sup> Street. In order to enhance the existing alley, the Applicant has proposed

“green alley” improvements along Harlem Place, which would include green walls, hanging planter boxes, and upgraded paving as approved by the Bureau of Engineering.

As proposed, the 452 residential dwelling units would consist of 11 studio units, 110 one-bedroom units, 320 two-bedroom units, and 11 three-bedroom units. The Project proposes to provide 40,370 square feet of common open space, which would include outdoor amenity decks on the 7<sup>th</sup> and 38<sup>th</sup> floors of the building. The 7<sup>th</sup> floor amenity deck includes landscaping, various seating areas, as well as a game area. The 38<sup>th</sup> floor amenity deck includes landscaping, seating areas, a pool area, a covered bar area, and an indoor gym. The Project proposes to plant 119 trees throughout the two amenity decks. In addition to the common open space, the Project proposes to provide 20,850 square feet of private open space in the form of private balconies for 417 of the dwelling units.

### Project Sustainability

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 16,140 square feet, resulting in approximately 1,614 square feet of solar panels to be installed prior to the issuance of a Certificate of Occupancy.

### Surrounding Properties

To the north, across 6<sup>th</sup> Street, the properties are zoned C2-4D and are developed with a surface parking lot and the Lloyd’s Bank Building, a 13-story contributor to the Spring Street Financial District Historic District, containing 182 residential units and ground floor retail. The properties to the east are zoned C2-2D and are developed with the nine-story Pacific Electric Building, a Historic Cultural Monument, which contains 314 residential units and ground floor retail, a six-story building with 35 residential units and ground floor retail, a one-story art studio building, and the 14-story Hotel Cecil, a Historic Cultural Monument containing Residential Hotel Units. The properties to the south are zoned C2-4D and are developed with the ten-story Board of Trade Building, a historic building with 214 residences and ground floor retail, and the Bank of America Building, a contributor to the Spring Street Financial District Historic District, containing 178 residential units and ground floor retail. The properties to the west are zoned C2-4D, and are developed with a twenty-story building with 268 residential units and ground floor retail, the Los Angeles Stock Exchange Building, a Historic Cultural Monument containing a club, the six-story Historic Mortgage Guarantee Building containing the City Lofts apartments, the 14-story Banks-Huntley Building, a Historic Cultural Monument containing office uses, and a surface parking lot.

### Streets and Circulation

Main Street is a designated Avenue II, dedicated to a varying width of 80 to 85 feet and is improved with curb, gutter, sidewalk, and street trees.

6<sup>th</sup> Street is designated Modified Avenue III, dedicated to a width of 75 feet and is improved with curb, gutter, sidewalk, and street trees.

An alley, Harlem Place, is dedicated and improved to a width of 20 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 1545.

Case No. VTT-69839-CN: On February 14, 2017, the Advisory Agency approved Vesting Tentative Tract Map No. 69839-CN for one master ground lot and two airspace lots for a maximum of 452 residential condominium units and fifteen commercial condominium units.

**Surrounding Properties:**

Case No. ZA-2015-2355-TDR-ZV-MCUP-SPR: A pending application for a proposed 28-story hotel with 176 guest rooms and 1,570 square feet of commercial space for a site located at 633 South Spring Street.

Case No. ZA-2013-854-ZV-TDR-SPR: On May 1, 2014, the Zoning Administrator approved a Variance to permit 126 standard and 18 compact stalls in lieu of the required 144 standard stalls, a Transfer of Floor Area Rights of 48,138 square feet of floor area, and Site Plan Review for a proposed mixed-use building with 159 dwelling units and 23,000 square feet of ground floor commercial space for a site located at 534-552 South Main Street.

### **Public Hearing**

A joint public hearing on this matter with the Deputy Advisory Agency and Hearing Officer was held at City Hall on Thursday, January 26, 2017. The public 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**

The Project Site is located within the Central City Community Plan area, which designates the site for Regional Center Commercial land uses, and is located within the CRA/LA's City Center Redevelopment Project Area. The site is zoned C2-4D and is subject to the "D" Limitations contained within Ordinance No. 164,307, subarea 1545. 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 38-story, mixed-use, high-rise building on a site consisting of 60,819 net square feet of lot area. As zoned, the site would be permitted a maximum 6:1 FAR, or a maximum floor area of 364,914 square feet. The Project proposes to have a maximum 9.1:1 FAR, with a maximum floor area of 551,349 square feet. The Applicant has requested a Transfer of Floor Area Rights (TFAR) of 186,435 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:

<b>Public Benefit Payment Transfer Plan</b>	
Total Public Benefit Payment	\$4,291,570.00
50% Public Benefit Cash Payment	\$2,145,785.00

50% Public Benefit Direct Provision		\$2,145,785.00
<b>Allocation of Public Benefit Direct Provision</b>		
LA Streetcar (Operations of street car system)	28.12%	\$603,413.05
Off-site Improvements (Main Street, Harlem Place, and Blackstone Court improvements)	20.61%	\$442,393.42
Deep Green (Affordable Housing and Community Development)	41.14%	\$882,696.06
Chrysalis (Job training and new jobs for the homeless)	3.55%	\$76,104.12
LANI (Broadway streetscape initiative)	6.58%	\$141,178.35
Total	100%	\$2,145,785.00

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 452 residential dwelling units and 21,514 square feet of commercial floor area. The Project Site is zoned C2-4D, which would permit one dwelling unit per 200 square feet of lot area for mixed-use projects on properties located within designated regional centers (LAMC Section 12.22 A,18). This would permit a maximum density of 304 residential dwelling units on the site. However, the Project Site is located within the Greater Downtown Housing Incentive Area, which provides incentives to produce additional housing. 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.

### 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 239 parking spaces. The project proposes to provide the required 455 residential and 25 commercial parking spaces and an additional, non-required, 380 parking spaces, for a total of 860 parking spaces. The Applicant intends to provide the additional parking spaces to serve the needs of residents in the nearby, adaptively reused buildings.

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 Main Street and 6<sup>th</sup> 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 Main Street or 6<sup>th</sup> Street.

#### Design and Professional Volunteer's Program (PVP)

The Planning Department's Urban Design Studio reviewed the proposed project through the Professional Volunteer Program (PVP) on March 15, 2016. PVP comments focused on site planning, articulation, and parking screening. The PVP felt the building was well planned and the ground floor was well designed. The PVP also praised the wrapping of the parking and the exterior staircases on the penthouse units. They felt the parking along the alley could be better screened however, and that the long façade should be broken up more along Main Street. They also felt the lobby could be emphasized more and that the pattern of balconies and voids on the northeast side of the podium was weak. The PVP also expressed concern about how the balconies felt added on and not integrated into the building and about the size of the retail spaces and whether they were too small to be viable.

The applicant has revised the design to add laser cut metal screens along the Main Street podium so that the balconies appear flush with the building and are not projecting from the building. This addition provides more visual interest and breaks up the long Main Street façade. The parking podium facing the alley is proposed to have some green screens at the ground level and some hanging planter boxes above. No additional revisions have been made to the plans as a result of these comments.

#### Historic Compatibility

The project site consists of a surface parking lot and does not contain any historic buildings; however, the site is located adjacent to the Spring Street Financial District, a National Register Historic District, and is located immediately adjacent to Historic Cultural Monuments and contributors to the Historic District. As a result of the historic significance surrounding the Project Site, the proposed Project has been evaluated in relation to the historic context and modifications have been made to the project to ensure its historic compatibility.

The majority of the historic buildings surrounding the site are commercial and financial buildings which have been converted to residential uses. As such, the buildings have not historically included balconies. A letter submitted by the Los Angeles Conservancy on October 19, 2016 expressed concern over the height of the proposed tower and the introduction of projecting balconies on primary facades. The Conservancy letter did note that the podium setbacks would enhance the pedestrian experience and relieve some of the pressure on adjacent properties but they were still concerned with overall compatibility. The Applicant worked with the Conservancy and with Planning staff to redesign the podium to be more compatible. To lessen the impact of the balconies, but still maintain the four "mini towers" that break up the long Main Street façade, the architect has proposed chamfering the balcony corners and adding decorative metal screens with large window openings at the balconies. These screens would be laser cut and integrated with the balconies into the façade, creating the appearance of bay windows instead of a projecting balconies. As a result the Conservancy submitted an updated letter on January 25, 2017 stating that they had been in conversations with the applicant's representatives and believe many of their previous concerns were being addressed.

In addition to the design considerations, mitigation measures have been applied, and incorporated as conditions of approval, to protect the surrounding historic structures from potential damage due to vibration during the construction of the proposed project.



**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 February 12, 2018 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 9.1:1 and a total floor area of 186,435 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 60,819 square feet with a 6:1 FAR. Changes to the Project that result in a five percent change 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 186,435 square feet. The total floor area of the Project Site (Receiver Site) shall not exceed 551,349 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 \$932,175, for the transfer of 186,435 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 \$4,291,570.00 provided that at least 50 percent (or \$2,145,785.00) 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 \$2,145,785.00) of the Public Benefit Payment by directly providing the following public benefits:
      1. **Off-Site Improvements.** A total payment of \$442,393.42 (20.61%) to be utilized for off-site improvements as follows:

- a. The construction of off-site improvements adjacent to the property along Main Street and Harlem Place (alley) as described in Exhibit A landscape plans in the amount of \$435,309.00. Improvements to the sidewalk along Main Street shall include, but are not limited to, aesthetic paving, new bike racks, landscaping, and street furniture. Improvements to Harlem Place 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 the sidewalk and 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. The construction of off-site improvements for the portion of Blackstone Court (alley) adjacent to 920 South Hill Avenue in the amount of \$7,084.42. 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.
2. A payment to the Los Angeles Streetcar, Inc. in the amount of \$603,413.05 (28.12%). 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 \$76,104.12 (3.55%). 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, and may be utilized to further expand power-washing program for sidewalks within the Historic Downtown District.
4. A payment to Deep Green Housing and Community Development in the amount of \$882,696.06 (41.14%). 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 \$141,178 (6.58%). 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. **Use.** The Project Site shall be limited to a maximum density of 452 residential dwelling units and 21,514 square feet of commercial uses. A change to proposed uses shall require new entitlements.
4. **Ground Floor Treatment: Retail Streets.** The ground floor along Main Street and 6<sup>th</sup> Street shall be developed in substantial conformance with the stamped Exhibit A in order to accommodate active uses, which may include uses such as: retail, restaurants, professional office, live-work uses, building lobbies, recreational rooms, or common areas.
  - a. At least 75 percent of the building's street level façade shall consist of wall openings, such as storefront windows and doors. Wall openings shall utilize clear glass, or similar transparent materials.
  - b. Tenant spaces shall have:
    - i. the primary entrance located along the public street;
    - ii. a minimum depth of 25 feet when measured from the front façade of the building;
    - iii. an average floor-to-ceiling height of 14 feet.
5. **Signage.**
  - a. Prior to the issuance of a Certificate of Occupancy or a signage permit, whichever is first, a detailed master signage plan shall be submitted to the Department of City Planning, Central Project Planning Bureau, for review with compliance with the Downtown Design Guidelines. An approved master signage plan shall be maintained in the administrative file.
  - b. Prior to the issuance of a signage permit, individual signage shall be designed and reviewed for conformance with the approved master signage plan.
6. **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 1,614 square feet of solar panels. The solar panels may be installed within multiple areas; however, the total area shall not be less than 1,614 square feet.

## 7. **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 860 automobile parking spaces shall be provided.
- b. If non-required parking spaces are provided, then a minimum of 37 parking spaces shall be designated as guest parking spaces. In the event that less than 37 non-required parking spaces are provided, then all non-required parking spaces shall be designated as guest parking spaces. 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.

- c. The project shall provide unbundled parking leases for residential units and commercial tenant spaces. Residential and commercial tenants shall have the option to lease parking spaces separately from the residential dwelling units or commercial tenant space, or to opt out of leasing parking spaces.
- d. Electric Vehicle Parking. The project shall include at least twenty percent (20%) of the total provided 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.
- e. Bicycle Parking. Residential and commercial bicycle parking shall be provided consistent with LAMC 12.21 A,16.
- f. 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.

## 8. **Landscaping.**

- a. Tree Wells.
  - i. The minimum depth of tree wells on the rooftop shall be as follows:
    - 1. Minimum depth for trees shall be 42 inches
    - 2. Minimum depth for shrubs shall be 30 inches.



3. Minimum depth for herbaceous plantings and ground cover shall be 18 inches.
4. Minimum depth for an extensive green roof shall be 3 inches.
- ii. The minimum amount of soil volume for tree wells on the rooftop shall be based on the size of the tree at maturity:
  1. 600 cubic feet for a small tree (less than 25 feet tall at maturity).
  2. 900 cubic feet for a medium tree (25-40 feet tall at maturity).
  3. 1,200 cubic feet for a large tree (more than 40 feet tall at maturity).
- 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.
- c. Green wall landscaping and screening shall be installed along the western elevation (along the alley) of the parking structure to the satisfaction of the Department of City Planning.
9. **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.
10. **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.
11. **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.
12. **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**

### **13. 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 Wildlife 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 Wildlife 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.

#### **14. 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.

**15. Cultural/Historic Resources.**

- a. The performance standards of the structure monitoring plan shall include the following:
  - i. Documentation shall consist of video and/or photographic documentation of accessible and visible areas on the exterior and select interior facades of the building. A registered civil engineer or certified engineering geologist shall develop recommendations for the adjacent structure monitoring program that will include, but not be limited to, vibration monitoring, elevation and lateral monitoring points, crack monitors and other instrumentation deemed necessary to protect the historic resources from construction-related damage.
  - ii. 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.
  - iii. The structure monitoring program shall be submitted to the Department of City Planning, the Office of Historic Resources, and the Department of Building and Safety and received into the case file for the associated discretionary action permitting the project prior to initiating any construction activities.
  - iv. The Applicant shall retain a qualified vibration consultant to take vibration monitoring measurements regularly in order to assess the actual impact of vibration on adjacent structures and to incorporate and adjust techniques as necessary to reduce impact.
- b. All new construction work shall be performed so as not to adversely affect the historic designations of the Board of Trade building located immediately adjacent to the site at 111 West 7th Street, the Los Angeles Stock Exchange Building located across the alley at 610-618 South Spring Street, the Banks-Huntley Building located across the alley from the site at 634 South Spring Street, or the Bank of America Building located at 117 West 7th Street. Preconstruction surveys shall be performed to document conditions of the adjacent historic structures. The structural monitoring program shall be implemented and recorded during construction.
- c. The Applicant shall retain an experienced vibration engineer to plan for and monitor vibration impacts on the adjacent historic buildings during site clearing, earthmoving and foundation construction, and structural construction, to the extent that the adjacent historic buildings allow the Applicant to conduct monitoring within the building and to understand the baseline vibration impacts prior to site-clearing. The engineer shall insure the incorporation of maximum vibration mitigation into every phase of Project development.

**16. Green House Gas Emissions.**

- a. 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.
- b. To encourage carpooling and the use of electric vehicles by Project residents and

visitors, at least twenty (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 future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed 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 ampacity. Only raceways and related components are required to be installed at the time of construction. When the application of the 20% results in a fractional space, round up to the next whole number. A label stating "EV CAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

**17. 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 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.

**18. 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.

**19. 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.

**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.

**21. 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 at the southwest corner of Main Street and 6<sup>th</sup> Street, within the Historic Downtown District of the Central City Community Plan area. The site has approximately 60,819 square feet of lot area and would be permitted a maximum floor area of 364,914 square feet, or a 6:1 Floor Area Ratio (FAR). The Applicant has requested a Transfer of 186,435 square feet of floor area from the Donor Site located at 1201 South Figueroa Street (Los Angeles Convention Center), to permit a maximum 9.1:1 FAR on the Receiver Site. The properties to the north, south, and west have a land use designation of Regional Center Commercial and are zoned C2-4D, C2-2D, or C5-4D. The Project Site is located in an area which is developed with a mixture of low- to high-rise, mixed-use buildings. To the north, across 6<sup>th</sup> Street, is a surface parking lot and the Lloyd's Bank Building, a 13-story, adaptively reused, mixed-use building which is a contributor to the Spring Street Financial Historic District. To the east, across Main Street, the properties are developed with the nine-story Pacific Electric Building (a Historic Cultural Monument), a six-story building with ground floor retail, a one-story art studio building, and the 14-story Hotel Cecil, a Historic Cultural Monument. To the south, the properties are developed with the ten-story Board of Trade Building, a historic building, and the adaptively reused Bank of America Building, a contributor to the Spring Street Financial District Historic District. To the west, the properties are developed with a twenty-story building mixed-use building, the Los Angeles Stock Exchange Building, a Historic Cultural Monument containing a club, the six-story Historic Mortgage Guarantee Building containing the City Lofts apartments, the 14-story Banks-Huntley Building, a Historic Cultural Monument containing office uses, and a surface parking lot.

The site is located approximately 0.3 miles south of the Pershing Square Metro Station, which is serviced by the Metro 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 to 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, 16/17/316, 18, 20, 28, 30/330, 33, 35/38, 40, 45, 51/52/351, 53, 60, 62, 66, 68, 83, 90/91, 94, 460, 720, 728, 745, 760, and 794 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 409 and 419, 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 0.8 miles to the north; and the Santa Monica Freeway (I-10) located approximately 1.2 miles to the south.

The increase in floor area generated by the proposed Transfer would allow the development of the Receiver Site to be developed with 452 residential dwelling units, of varying unit types, and 21,514 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 Receiver Site is currently improved with a surface, public parking lot which is fenced and has four curb cuts along Main Street and one along 6<sup>th</sup> 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 452 residential dwelling units and 21,514 square feet of ground floor commercial space. Off-site improvements, as part of the Project, would include the removal of all of the curb cuts along Main Street and 6<sup>th</sup> Street, and improvement of the alley (Harlem Place). As discussed in Finding No. 1(a), the site is located in an area that is well serviced by public transit, which provides local and regional 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-69839-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 \$4,291,570.00 (based on a formula that includes the Transfer of 186,435 square feet) and a TFAR Transfer Payment of \$932,175 (based on the Transfer of 186,435 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 \$2,145,785.00 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.

<b>Public Benefit Payment Transfer Plan</b>		
Total Public Benefit Payment		\$4,291,570.00
50% Public Benefit Cash Payment		\$2,145,785.00
50% Public Benefit Direct Provision		\$2,145,785.00
<b>Allocation of Public Benefit Direct Provision</b>		
LA Streetcar (Operations of street car system)	28.12%	\$603,413.05
Off-site Improvements (Main Street, Harlem Place, and Blackstone Court improvements)	20.61%	\$442,393.42
Deep Green (Affordable Housing and Community Development)	41.14%	\$882,696.06
Chrysalis (Job training and new jobs for the homeless)	3.55%	\$76,104.12
LANI (Broadway streetscape initiative)	6.58%	\$141,178.35
Total	100%	\$2,145,785.00

**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 Regional Center Commercial and is zoned C2-4D. 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 1545 of Ordinance No. 164,307, which would limit the FAR to 6:1, unless a transfer of floor area is approved. The Transfer would reallocate 186,435 square feet of unused, allowable floor area from the Donor Site (Los Angeles Convention Center) and would permit a maximum FAR of 9.1:1 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 and commercial uses:

**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 3F:** Mixed-use centers that provide jobs, entertainment, culture, and serve the region.

**Objective 3.10:** Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.

**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 1-2: 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 Historic Downtown District of the Community Plan area. The Project Site, which is designated by the Community Plan for Regional Center Commercial land uses, is zoned C2-4D. As the site is located within a designated regional center, the C2 Zone would permit one dwelling unit per 200 square feet of lot area for a mixed-use project. However, the site is also located within the boundaries of the Greater Downtown Housing Incentive Area, which was established to incentivize the development of housing. As such, the properties which are 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 38-story, mixed-use building with 452 residential dwelling units and approximately 21,514 square feet of ground floor commercial uses. As proposed, the Project would be consistent with Objective 2-4 by providing new housing opportunities within the Historic Downtown 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 proposed dwelling units would consist of 11 studio units, 110 one-bedroom units, 320 two-bedroom units, and 11 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-69839-CN for one master ground lot and two airspace lots for a maximum of 452 residential condominium units and fifteen 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 1,614 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 designated Avenue II and Modified Avenue III 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.

The Project would be required to dedicate land and improve the sidewalk along Main Street, in conformance with the Street Standards of an Avenue II street, consistent with the Mobility Element. No further dedications or improvements are required for 6<sup>th</sup> Street. 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 380 automobile parking spaces. The Project has been conditioned to require that 20 percent of the proposed 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.**

As described in Finding No. 1(a), the Project Site is adjacent to a number of adaptively reused buildings which range from low- to high-rise buildings and surface parking lots within the Historic Downtown District. The Project proposes to develop the site with a 38-story, mixed-use building with 452 dwelling units and 21,514 square feet of commercial space. The first six stories would consist of the ground floor commercial tenant spaces and residential dwelling units wrapped around the six levels of above grade parking. The seventh story would provide outdoor common open space, as well as dwelling units located along the Main Street and 6<sup>th</sup> Street elevations. The remaining units would be located within the residential tower, with additional open space provided on the 38<sup>th</sup> floor. 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 Historic Downtown District. Within the Historic Downtown District, all streets are designated as Retail Streets and would be permitted to provide a setback ranging from zero to three feet, as indicated in Figure 3-1 and Table 3-2 of the Downtown Design Guide. Along Main Street, the majority of the building would observe a zero-foot setback. Minor setbacks are proposed for the entryway to the residential lobby and two of the residential tenant spaces to provide articulation and breaks along the 420-foot long façade. Zero-foot setbacks are proposed along 6<sup>th</sup> Street and the alley. 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 38 stories, the Downtown Design Guide characterizes the Project as a High-Rise building. The first six stories of the building are proposed to cover the entire site. Dwelling units are proposed along the Main Street and 6<sup>th</sup> Street elevations on the seventh story, and the proposed residential tower would be setback a varying distance of 20 to 28 feet from the Main Street elevation, approximately 119 feet from 6<sup>th</sup> Street elevation, approximately 40 feet from the alley, and approximately 52 feet from the southern property line. The street wall along both street frontages are proposed at six to seven stories and do not require breaks for driveways as vehicular access would be provided from the alley. As conditioned, the Project would be consistent with Downtown Design Guide as it relates to development within the Historic Downtown District along designated Retail Streets.

#### Off-Street Parking Facilities and Loading Areas

The Project proposes to provide the required 480 automobile parking and 380 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 with 239 parking spaces, 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 and six above-grade levels of parking. As the project would exceed the 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 Main Street and 6<sup>th</sup> Street. The parking structure would be accessible from two driveways located along the alley. The proposed loading area would be 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. 10 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 54,025 square feet of open space. The Project will provide 40,370 square feet of common open space and 20,850 square feet of private open space, for a total of 61,220 square feet. LAMC Section 12.21-G, 25 percent of the common open space, 9,664 square feet, is required to be landscaped, and a minimum of one tree per four dwelling units, 113 trees, is required. The Project proposes to provide 10,059 square feet of landscaped area and 119 trees. As indicated on Page A0.10, LC 2-3, and LP 2-3, the outdoor common open space will be provided on the 7<sup>th</sup> floor and on the 38<sup>th</sup> floor. The proposed trees would be planted throughout the two outdoor common open space areas. 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 Harlem Place, 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: 11 studios, 110 one-bedroom units, 320 two-bedroom units, 11 three-bedroom units. Pursuant to LAMC Section 12.21 G, the project would be required to provide 54,025 square feet of open space and 113 trees. 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 20,850 square feet of private open space through private balconies and 40,370 square feet of common open space, for a total of 61,220 square feet of open space. The project would include a 28,115 outdoor amenity deck on the 7<sup>th</sup> floor, which would include seating and game areas, and an outdoor common area on the 38<sup>th</sup> floor. The 38<sup>th</sup> floor amenities would include a pool deck, a covered bar lounge area, as well as a gym. Landscaping will be provided through the outdoor areas and would include the planting of 119 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-2014-2907-MND), was prepared for the proposed project in compliance with the California Environmental Quality Act (CEQA). Two comment letters were received from the Los Angeles Conservancy. The first letter, dated October 19, 2016, cited concerns regarding acceleration of new, high-rise development in Downtown Los Angeles, proposed new construction within and immediately adjacent to Downtown Historic Core should be in compliance with the Downtown Design Guide, and cumulative impacts should be analyzed. In a subsequent letter dated January 25, 2017, the Los Angeles Conservancy stated that they have been in conversation with the applicant and that the applicant's thorough environmental analysis and efforts have addressed their concerns. 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. A third letter, dated November 9, 2016, was submitted by Holland & Knight on behalf of the applicant. The letter provided further discussion regarding the project site's location and previous review that had been completed which support the findings of the MND and that there is no substantial evidence that would require an EIR. 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, January 26, 2017 for Case Nos. VTT-69839-CN and CPC-2014-2906-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 the sidewalk along Main Street and portions of the alley.

### Speakers comments supporting the project:

The President of the Downtown Los Angeles Neighborhood Council (DLANC) stated that the board voted in support of the project and provided the following reasons for support:

- The project will provide needed housing and condos Downtown.
- The parking is lined with housing units, which will improve the pedestrian experience.
- The additional parking spaces proposed are desperately needed for nearby residents and guests.

A representative of the Historic Core Business Improvement District (HCBID) also spoke in strong support of the project for the following reasons:

- The additional parking is needed.
- The alley improvements will provide creative green space.
- The existing parking lot presents public safety issues.

A historic real estate agent also spoke in support of the project as the applicant is one of the largest providers of housing in the city and more density and housing is needed than is available solely from rehabbing existing buildings.

### Speakers comments not supporting the project:

- There were no comments or speakers not in support of the project.



# SB OMEGA

SPR DESIGN REVISIONS  
02.08.2018

PROJECT ADDRESS:  
601 S. MAIN ST.  
LOS ANGELES, CA 90014

OWNER:  
6TH & MAIN LLC  
600 S. SPRING ST.  
LOS ANGELES, CA 90014

ARCHITECT:  
DAVID TAKACS ARCHITECTURE  
824 S. LOS ANGELES ST.  
LOS ANGELES, CA 90014





















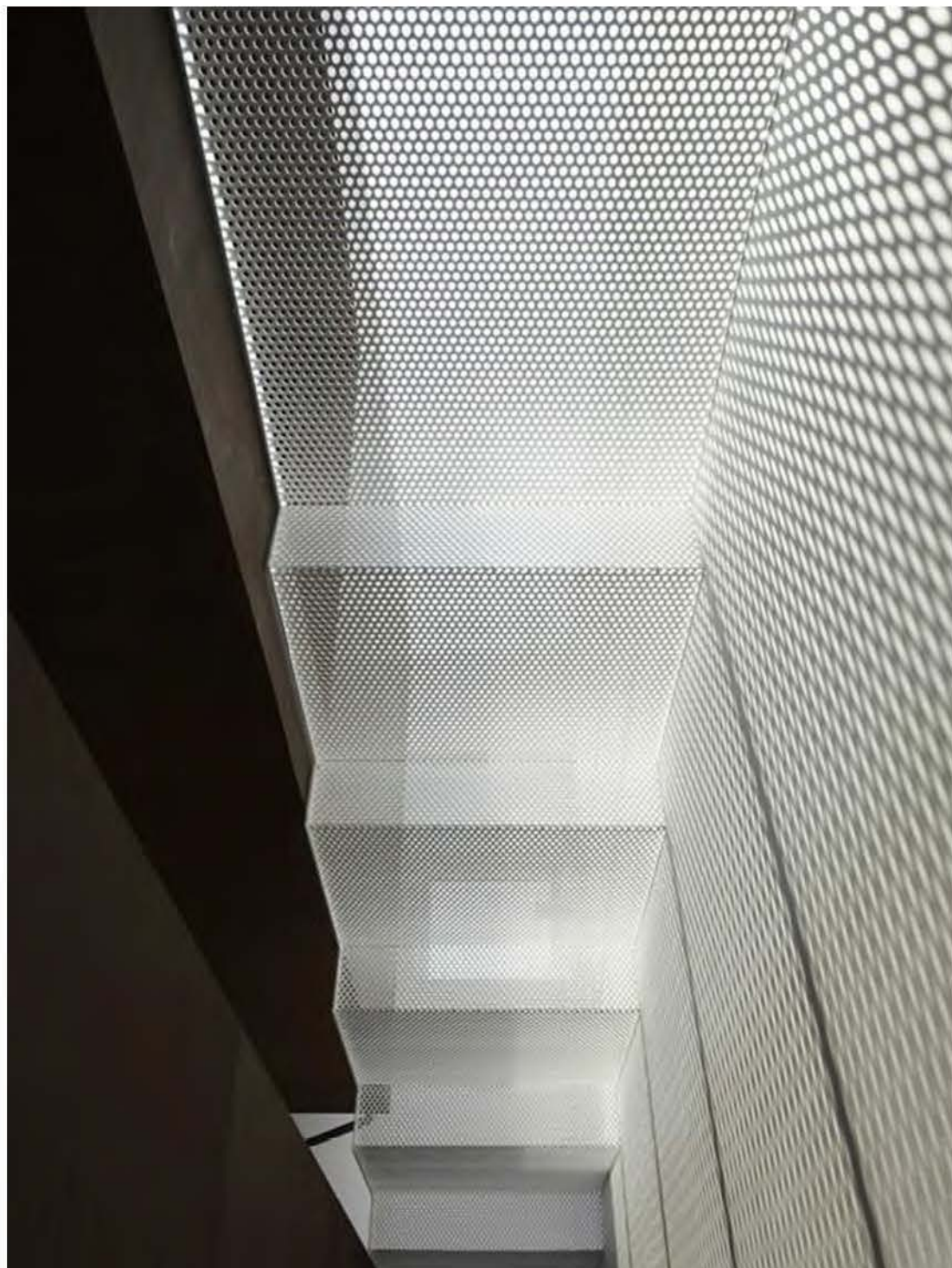




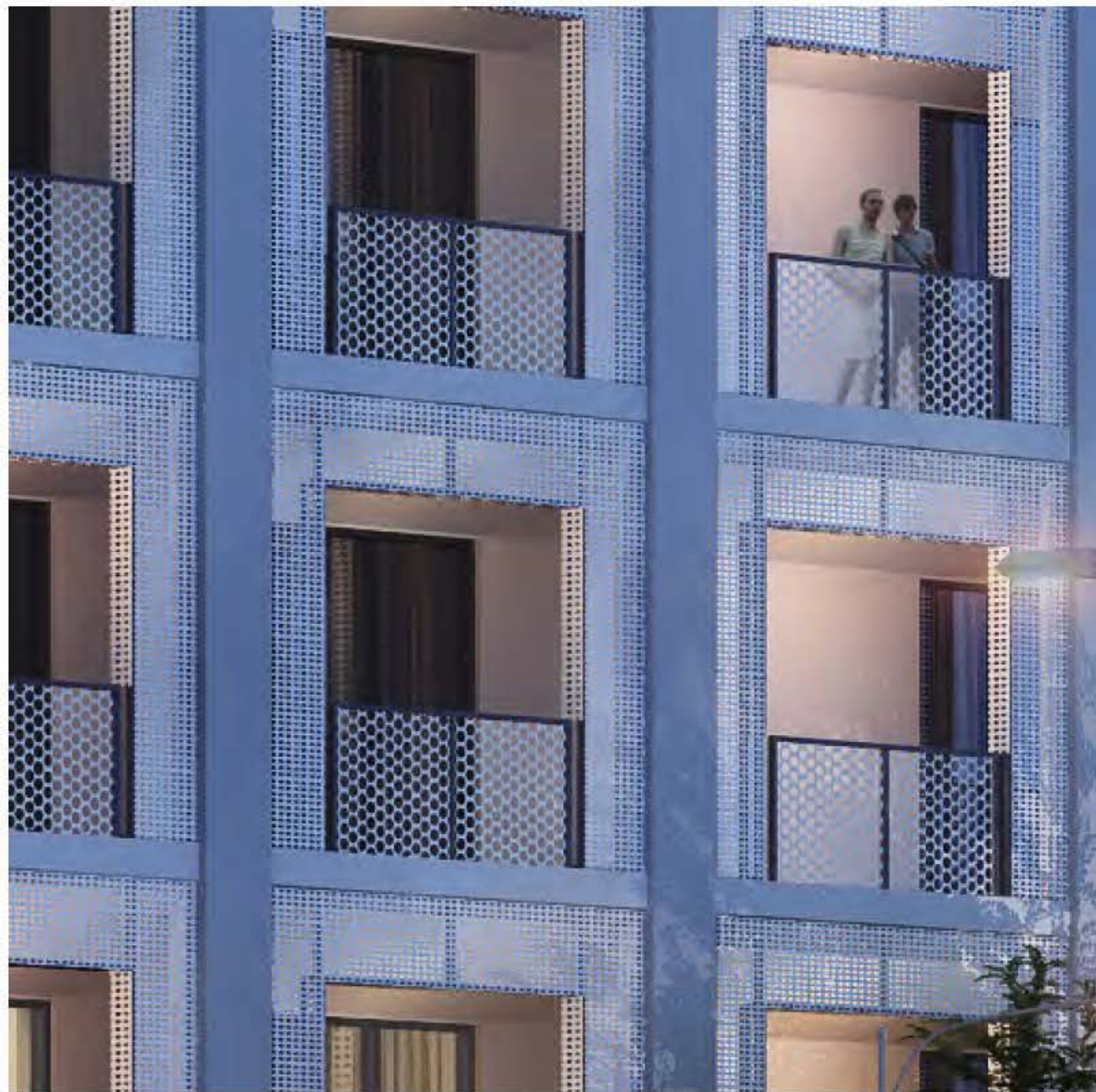
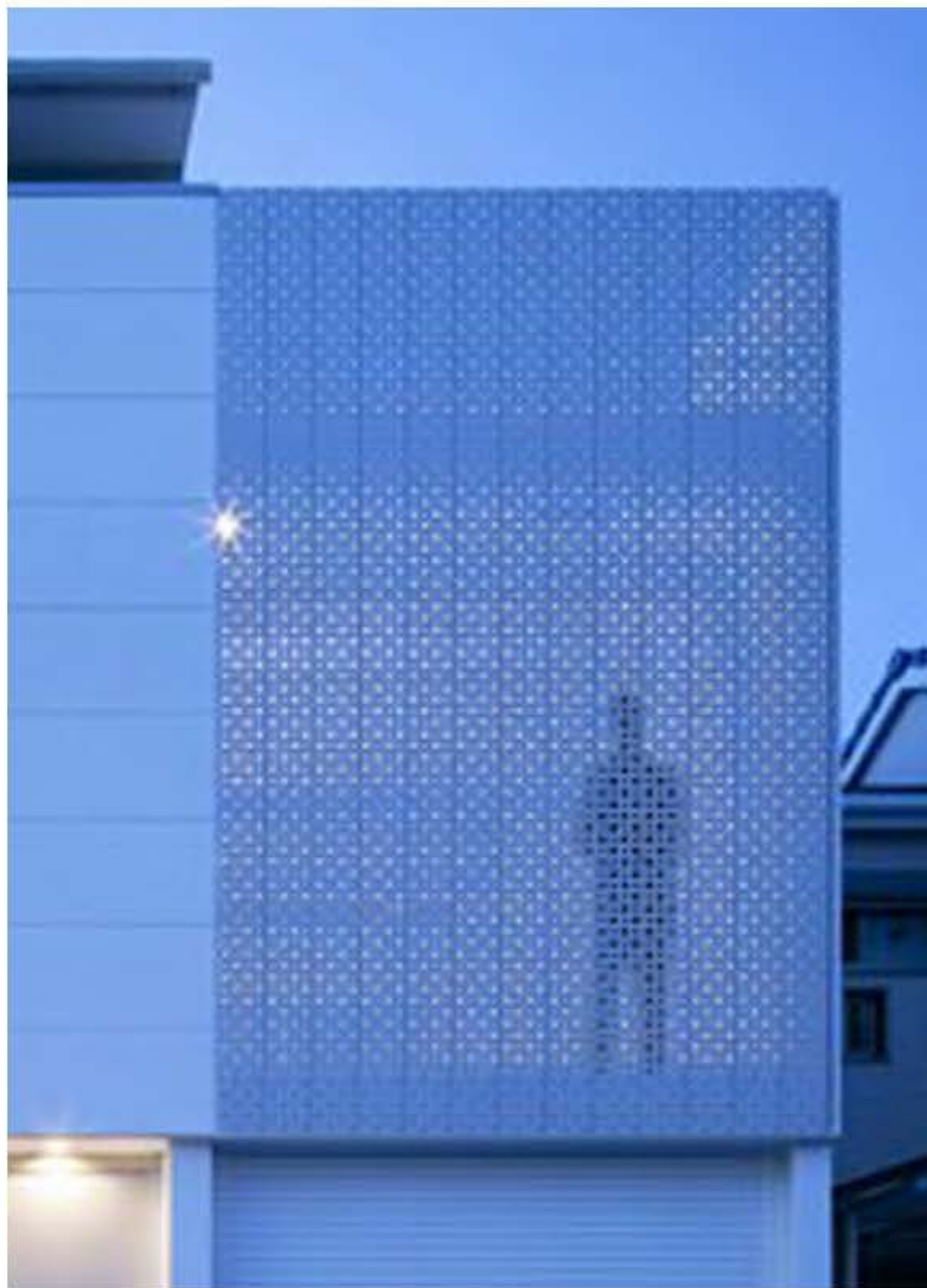




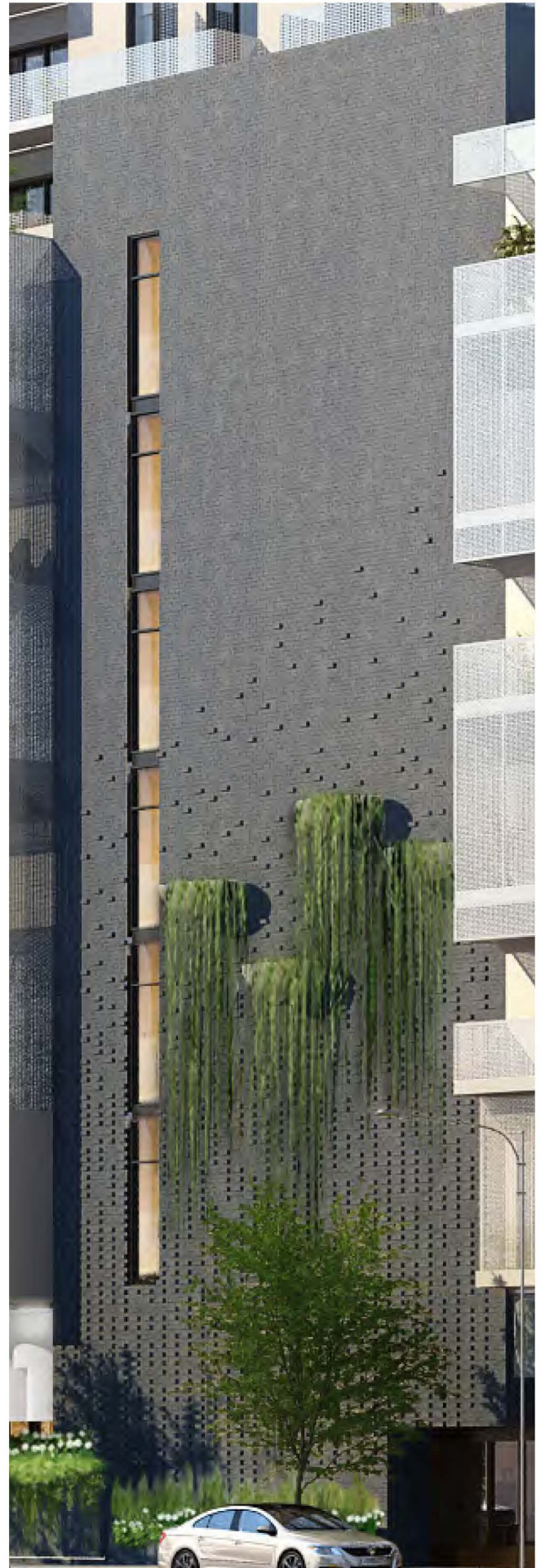








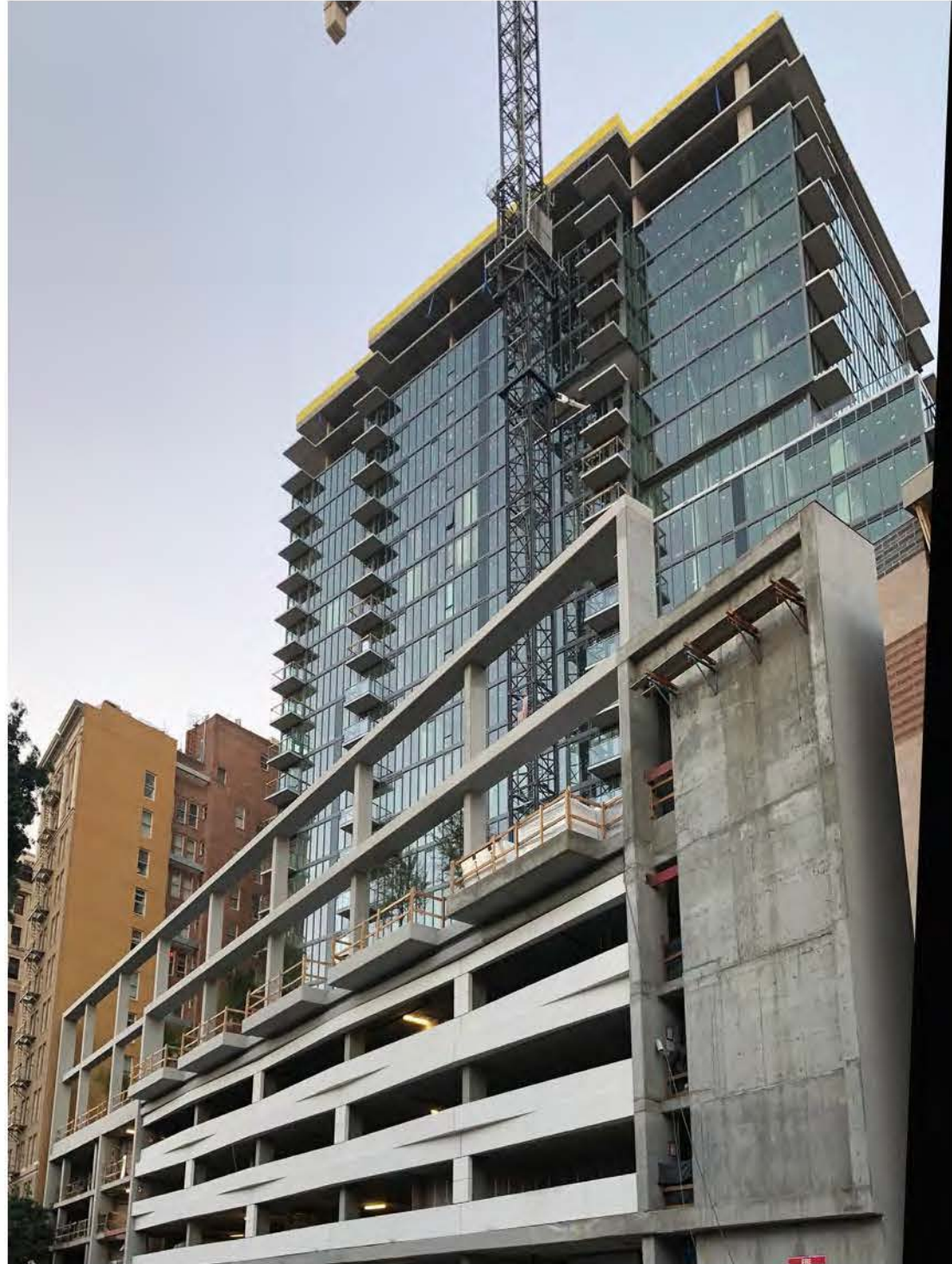














## SUMMARY OF BUILDING FAÇADE DESIGN CHANGES

The project façade has been substantially re-designed, consistent with comments from the CPC at the December 2017 hearing.

The design responds to and reflects the dynamic movement of pedestrians, bicycles, and cars.

The design also draws from the historic context with regards to the grid, window-to-wall ratio, material, and vertical order.

The tower and podium are more related to each other with material, movement and language.

### TOWER

- The width of windows & solid walls was modified to make them more regular with even spacing.

- Balconies are more regularized but remain staggered to create movement both up the building and across the building.

- The thrust of movement is from south, where the building is backing up to the historic Board of Trade building, to the open corner of the street intersection at the north.

### PODIUM

- The podium has been broken up by three distinct vertical tall walls (which cover stairs). This achieves the objective to better break up the massing along Main Street.

-These vertical breaks use brick veneer, which draws its inspiration from Historic Core area brick buildings, while providing a contemporary relief pattern (movement, shadows, texture).

-Drought tolerant landscape elements have been incorporated into these walls to soften the verticality.

-The ground floor retail space has been designed, consistent with the 1920’s original streetscape design with a contemporary edge. Curved canvas awnings have been placed in front of the recessed retail storefront to create a contemporary aesthetic, while softening the glass storefront.

-The lobby design fronting Main Street now appears to be more prominent.

### BALCONIES

The central thrust of CPC objections appears to relate to the relationship of the building with the balconies and balcony projections. The following design revisions address these concerns:

-There are three types of balcony materials used: two with perforated metal panels of differing densities to create more of a break in massing and a third type with translucent glass.

-The balconies were reduced slightly in size from the original plan submissions.

-The solution to projecting balconies is to cover parts of the balcony at the top and sides with perforated metal over most of the façade, so that the balconies do not appear to be add-ons but instead appear to be part of the building skin.

-With the two perforated metal panel-clad balconies, residents in the units will be able to look through the panel openings, and though the metal itself. From the street, the perforated panels will screen clutter.

-The outer skin of perforated panels also better orders the facade, since the window openings behind the panels are highly irregular.

- The perforated panels will appear solid where they are backed by balcony slab and the metal support.

-The 3rd type of balcony has translucent glass, which help emphasize the overall movement of the podium and adds reflective “sparkle”. These balconies help break up the massing of the metal balcony facades.

-The overall design of the podium shows the metal panels being more ordered next to the historic Board of Trade Building, so it can relate to the historic grid. The design gets strategically looser, as it gets to the corner of 6th and Main, to emphasize and turn the corner.

- The canopies at the podium rooftop have been eliminated except for the southern portion, where they relate to the top of the Board of Trade building.

### GARAGE

-There are perforated metal screens placed over the garage parking opening in the building rear which fronts the alley.

## RESPONSE TO OTHER CPC DESIGN COMMENTS

a. *Might the tower be placed flush with the podium?*

The applicant respectfully declines to eliminate the stepped back building tower to make it flush with the podium for these reasons, among others: it would reduce neighborhood compatibility, rather than increase it. The project is surrounded by historic buildings with heights which are more compatible with the podium heights, than that of a 38-story tower.

A similar project which is under construction at the next block has the same relationship of tower to podium.

b. *Might the building be divided into two buildings with a paseo running through it?*

The applicant has declined to re-design the entire single building into 2 buildings to provide a paseo for several reasons, among which include that the paseo would not connect to the street; but instead would only connect to the rear alley. This alley is a highly trafficked, 20-foot wide, two-way alley. It is in frequent use already both day and night for commercial and residential deliveries. With the addition of the subject project’s planned 452 residential units and 20,000 square feet of retail, alley automobile usage will intensify. It is not an alley that is well-suited to be connected to a paseo. There are residents who walk the alley with their dogs, but they already must take considerable care to make sure they do not encounter cars or delivery trucks.

Of greater importance to encourage walkability, is the applicant’s intention to create an over 400-foot long pedestrian promenade along Main Street. This will provide the pedestrian connection badly needed in this portion of the Historic Core neighborhood and, arguably, accomplish horizontally across the span of the building frontage, what a paseo that cuts through a building to dead-end at a rear alley would only aspire to accomplish.



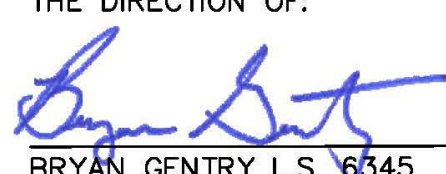

GROUND LOT 1 AND TITLE /NOTES

VESTING TENTATIVE TRACT  
NO. 69839  
FOR RESIDENTIAL/COMMERCIAL  
CONDOMINIUM PURPOSES

LEGAL DESCRIPTION:  
PORTIONS OF LOTS 2, 4, 5, 7 AND 9, BLOCK 16, ORD'S SURVEY, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 53 PAGE 66 ET SEQ., OF MISCELLANEOUS RECORDS, RECORDS OF SAID COUNTY, AND LOT "A" OF THE CRIMMINS PROPERTY, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5, PAGE 9 OF MAPS, RECORDS OF SAID COUNTY, AND LOT "A" OF THE CATHERINE L. EDGAR PROPERTY, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 8, PAGE 22 OF MAPS, RECORDS 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 =	ISOMETRIC - GROUND LOT 1, AIRSPACE LOTS: 2 AND 3
TTM-5 =	ISOMETRIC - GROUND LOT 1, AIRSPACE LOTS: 2 AND 3
TTM-6 =	AIRSPACE VERTICAL CROSS-SECTIONS

NOTES:  
**OWNER/SUBDIVIDER**  
SIXTH AND MAIN LLC.  
BARRY SHY  
600 S. SPRING ST., UNIT OFFICE  
LOS ANGELES, CA 90013  
(213) 891-1954  
**SURVEYOR**  
BRYAN GENTRY, L.S. 6345  
GENTRY SURVEYING CO.  
255 E. EASY ST., UNIT B  
SIMI VALLEY, CA 93065  
805-527-5299

SURVEY PREPARED UNDER  
THE DIRECTION OF:  
  
BRYAN GENTRY L.S. 6345  
LICENSE EXPIRES 12-31-16  
07-07-16  


- NOTES:
- DATE OF SURVEY: SEPTEMBER 25, 2007
  - TENTATIVE MAP PREPARED: JULY, 2016
  - AREAS:  
GROSS AREA: 87,655.32 SQ. FT. OR 2.0123 ACRES  
NET AREA: 60,819.84 SQ. FT. OR 1.3962 ACRES  
NET AREA AFTER DEDICATION: 59,462.05 SQ. FT. OR 1.3651 ACRES
  - SITE ADDRESS: 601 S. MAIN ST.  
LOS ANGELES, CA 90014
  - THERE ARE NO OAK, WESTERN SYCAMORE, CALIFORNIA BAY OR SOUTHERN CALIFORNIA BLACK WALNUT TREES ON THE SUBJECT SITE.
  - EXISTING ZONING: C2-40  
PROPOSED ZONING: NO CHANGE  
ZONING INFORMATION: ZI-2316  
ZI-2374  
ZI-940
  - ORDINANCE: ORD-164307-SA1540
  - CITY PLAN CASE: CPC-1986-606-GPC  
CPC-2005-1122-CA  
CPC-2005-1124-CA  
CPC-2005-361-CA
  - DISTRICT MAP NO.: 127-5A-211
  - COMMUNITY PLAN: CENTRAL CITY
  - REGIONAL CENTER COMMERCIAL COMMUNITY PLAN DESIGNATION EXISTING: REGIONAL CENTER COMMERCIAL  
COMMUNITY PLAN DESIGNATION PROPOSED: SAME
  - BENCHMARK: CITY OF LOS ANGELES BENCHMARK NO. 12-06150  
CUT SPIKE IN E CURB MAIN ST. 10FT N OF 5TH ST. N END CB  
ELEV. = 265.301' (ADJ. 1980)
  - SITE LOCATED WITHIN FLOOD ZONE COMMUNITY NUMBER 060137 PANEL NO. 1620F. FIRM ZONE X.  
DATE OF FIRM INDEX SEPTEMBER 26, 2008.  
NOTE: ZONE X IS NOT A FLOOD ZONE AREA.
  - SEWERS ARE IN AND AVAILABLE.
  - UTILITY INFORMATION SHOWN HEREON IS PER RECORD DATA AND IS ONLY AS ACCURATE AS SAID DATA.
  - PROPOSED PROJECT: 452 RESIDENTIAL CONDOMINIUM UNITS AND 15 COMMERCIAL UNIT. COMMERCIAL UNIT IS APPROX. 21,514 SQ. FT.  
PROPOSED PARKING: 860 PARKING SPACES  
PROPOSED BICYCLE PARKING: 519 PARKING SPACES  
PROPOSED BUILDING HEIGHT: 390'-3"

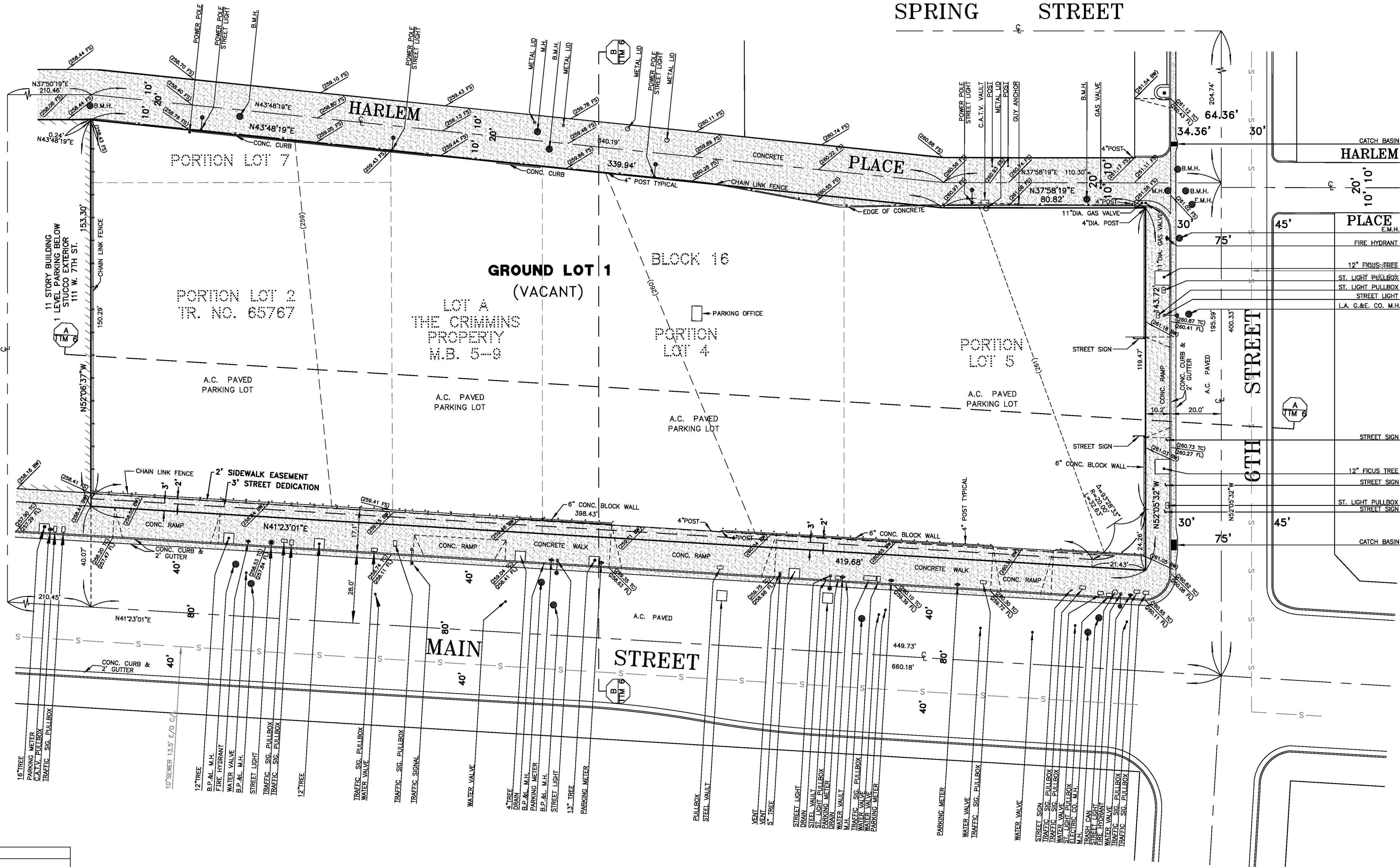
4	UPDATED NOTES, DEDICATION, AND AREAS	6-10-16
3	REVISE LEGAL DESCRIPTION	8-7-14
2	REVISE SITE AREAS	7-25-14
1	REVISE BUILDING HEIGHT	7-23-14
No	Revisions / Submissions	Date

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

PREPARED FOR:  
**SIXTH AND MAIN LLC.**  
BARRY SHY  
600 S. SPRING ST., UNIT OFFICE  
LOS ANGELES, CA 90013  
(213) 891-1954

DRAWING TITLE:  
**VESTING TENTATIVE TRACT NO. 69839  
FOR RESIDENTIAL/COMMERCIAL  
CONDOMINIUM PURPOSES**

SEAL	DRAWING NAME: 07-130-TTM-S1	PROJECT NO. 07-130
	DRAWN BY: NONE	SCALE: 1"= 20'
	DRAWN BY: D.L./D.C.F./J.G.	DRAWING NO. TTM 1
	CHECKED BY: B.G.	
DATE: 07-07-16		
BRYAN GENTRY L.S. 6345		



AREA SUMMARY		
LOT	LAND USE & # OF UNITS	NET AREA (AFTER DED.)
1	GROUND LOT	59,462.05 SQ. FT.
2	15 UNIT COMMERCIAL CONDOMINIUM LOT	59,462.05 SQ. FT.
3	452 UNIT RESIDENTIAL CONDOMINIUM LOT	59,462.05 SQ. FT.



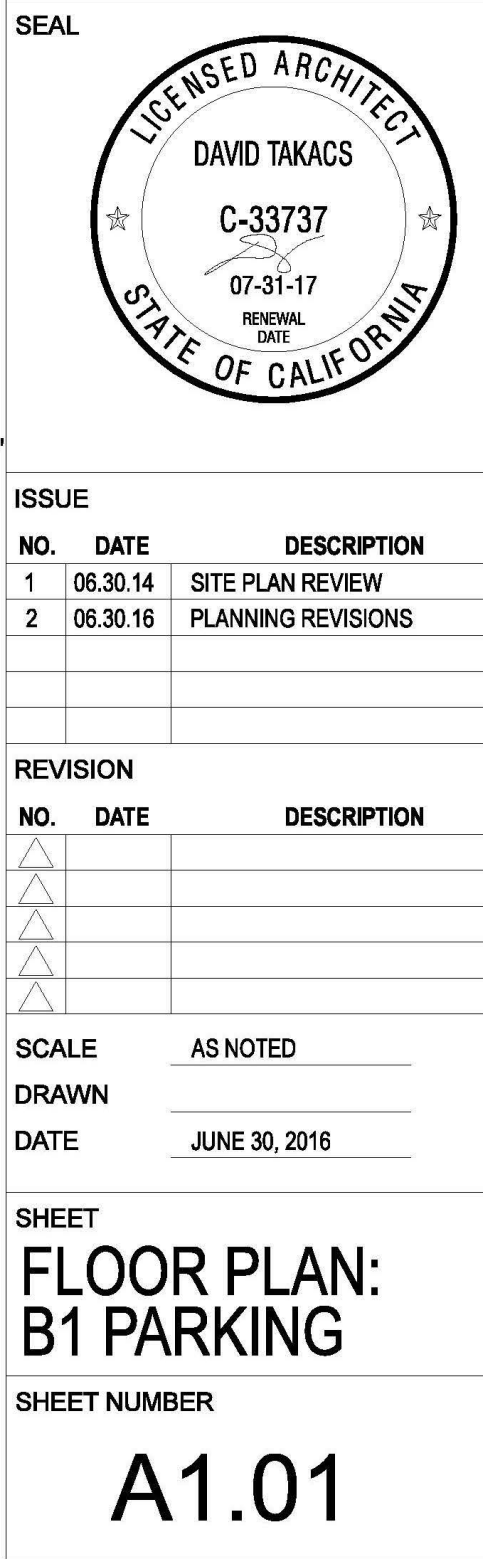




## NOTES

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 A4.03 FOR ADDITIONAL PARKING GARAGE STANDARDS.
5. SEE SHEET A0.10 FOR PARKING TABULATIONS.
6. SEE SHEET A4.03 FOR BIKE STORAGE STANDARDS.
7. SEE SHEET A0.10 FOR BIKE STORAGE TABULATIONS.

OWNER	<p><b>6th &amp; MAIN LLC</b>          600 S. Spring St.          Los Angeles, CA 90014          213.891.1954</p>
STRUCTURAL ENGINEER	<p><b>CHARLES TAN &amp; Assoc., SE</b>          320 E. 2nd St., Suite 316          Los Angeles, CA 90012          213.628.8018</p>
LANDSCAPE ARCHITECT	<p><b>SQLA inc</b>          1320 E. Olympic Blvd., Suite 211          Los Angeles CA 90021          (562) 905-0800</p>



PARKING PER LEVEL				
	standard	ADA	compact	total
B1	92	0	75	167
Ground Floor	31	1	34	66
Mezzanine	17	0	4	21
Level 02	49	9	40	98
Level 03	74	0	53	127
Level 04	74	0	53	127
Level 05	74	0	53	127
Level 06	74	0	53	127
TOTAL	485	10	365	860

PARKING SPACE INFO			
	type	size	backup
S1	standard	8'-8" x 18'-0"	26'-8"
S2	standard	9'-0" x 18'-0"	25'-4"
C1	compact	7'-6" x 15'-0"	23'-4"
C2	compact	8'-8" x 15'-0"	20'-8"

ABBREVIATIONS	
RESI	Required Residential Space
COMM	Required Retail Space
FLEX	Non-Code Required "Flex" Spaces

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  7. SEE SHEET A0.10 FOR BIKE STORAGE TABULATIONS.
  8. DWP VAULT NO INCLUDED. LOCATION PENDING PROJECT REVIEW WITH DWP.
  9. SEE LANDSCAPE DRAWINGS FOR HARDSCAPE DESIGN & PLANT SPECIES.
  10. ALL RETAIL SPACES ARE A MIN OF 15'0" CLEAR.

ARCHITECT

dt-a

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

PROJECT

SB OMEGA

601 S. Main St.  
Los Angeles, CA 99014

OWNER

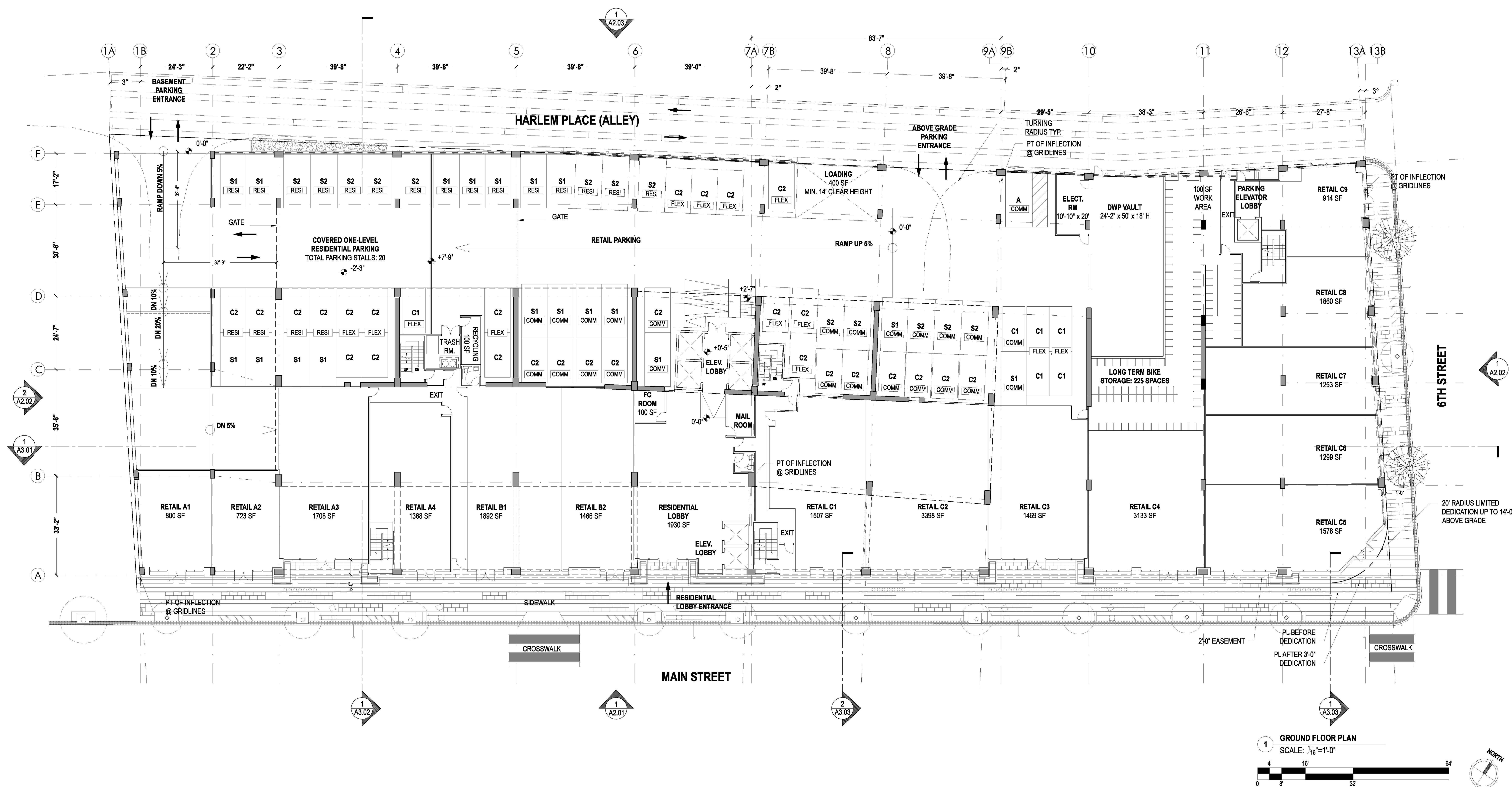
6th & MAIN LLC  
600 S. Spring St.  
Los Angeles, CA 90014  
213.891.1954

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	06.30.14	SITE PLAN REVIEW
2	06.30.16	PLANNING REVISIONS

REVISION

NO.	DATE	DESCRIPTION

SCALE AS NOTED

DRAWN

DATE JUNE 30, 2016

SHEET

FLOOR PLAN:  
GROUND

SHEET NUMBER

A1.02



PARKING PER LEVEL				
	standard	ADA	compact	total
B1	92	0	75	167
Ground Floor	31	1	34	66
Mezzanine	17	0	4	21
Level 02	49	9	40	98
Level 03	74	0	53	127
Level 04	74	0	53	127
Level 05	74	0	53	127
Level 06	74	0	53	127
TOTAL	485	10	365	860

PARKING SPACE INFO			
	type	size	backup
S1	standard	8'-8" x 18'-0"	26'-8"
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7. SEE SHEET A0.10 FOR BIKE STORAGE TABULATIONS.

ARCHITECT

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

PROJECT

**SB OMEGA**

601 S. Main St.  
Los Angeles, CA 99014

OWNER

**6th & MAIN LLC**  
600 S. Spring St.  
Los Angeles, CA 90014  
213.891.1954

STRUCTURAL ENGINEER

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

LANDSCAPE ARCHITECT

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

SEAL



ISSUE

NO.	DATE	DESCRIPTION
1	06.30.14	SITE PLAN REVIEW
2	06.30.16	PLANNING REVISIONS
3	02.21.17	PLANNING REVISIONS

REVISION	
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NO.	DATE	DESCRIPTION
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SCALE	AS NOTED
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DRAWN

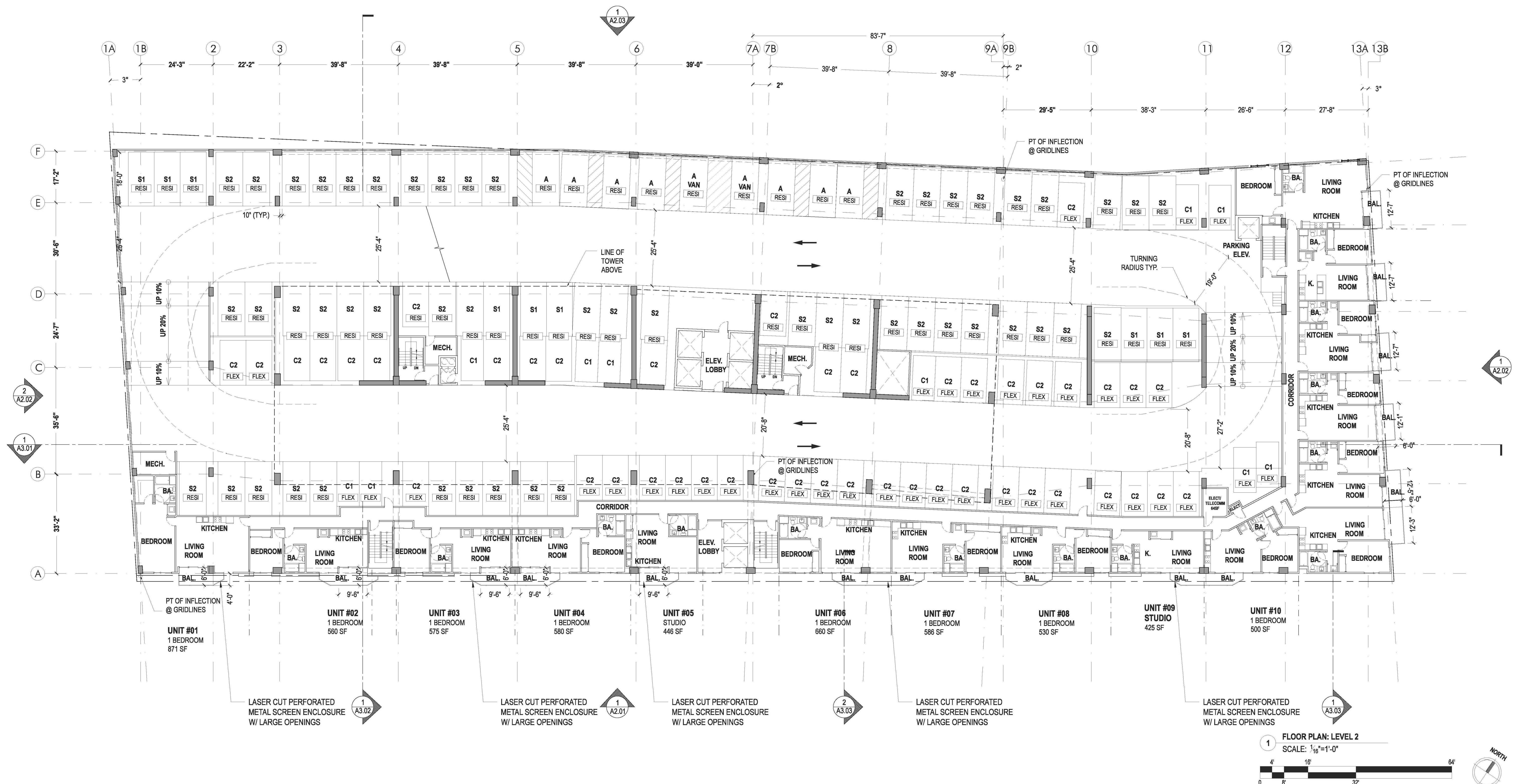
DATE FEBRUARY 21, 2017

SHEET

FLOOR PLAN:  
LEVEL 2

SHEET NUMBER

### A1.03





PARKING PER LEVEL				
	standard	ADA	compact	total
B1	92	0	75	167
Ground Floor	31	1	34	66
Mezzanine	17	0	4	21
Level 02	49	9	40	98
Level 03	74	0	53	127
Level 04	74	0	53	127
Level 05	74	0	53	127
Level 06	74	0	53	127
TOTAL	485	10	365	860

PARKING SPACE INFO		
type	size	backup
S1 standard	8'-8" x 18'-0"	26'-8"
S2 standard	9'-0" x 18'-0"	25'-4"
C1 compact	7'-6" x 15'-0"	23'-4"
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ARCHITECT

dt-a

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

PROJECT

SB OMEGA

601 S. Main St.  
Los Angeles, CA 99014

OWNER

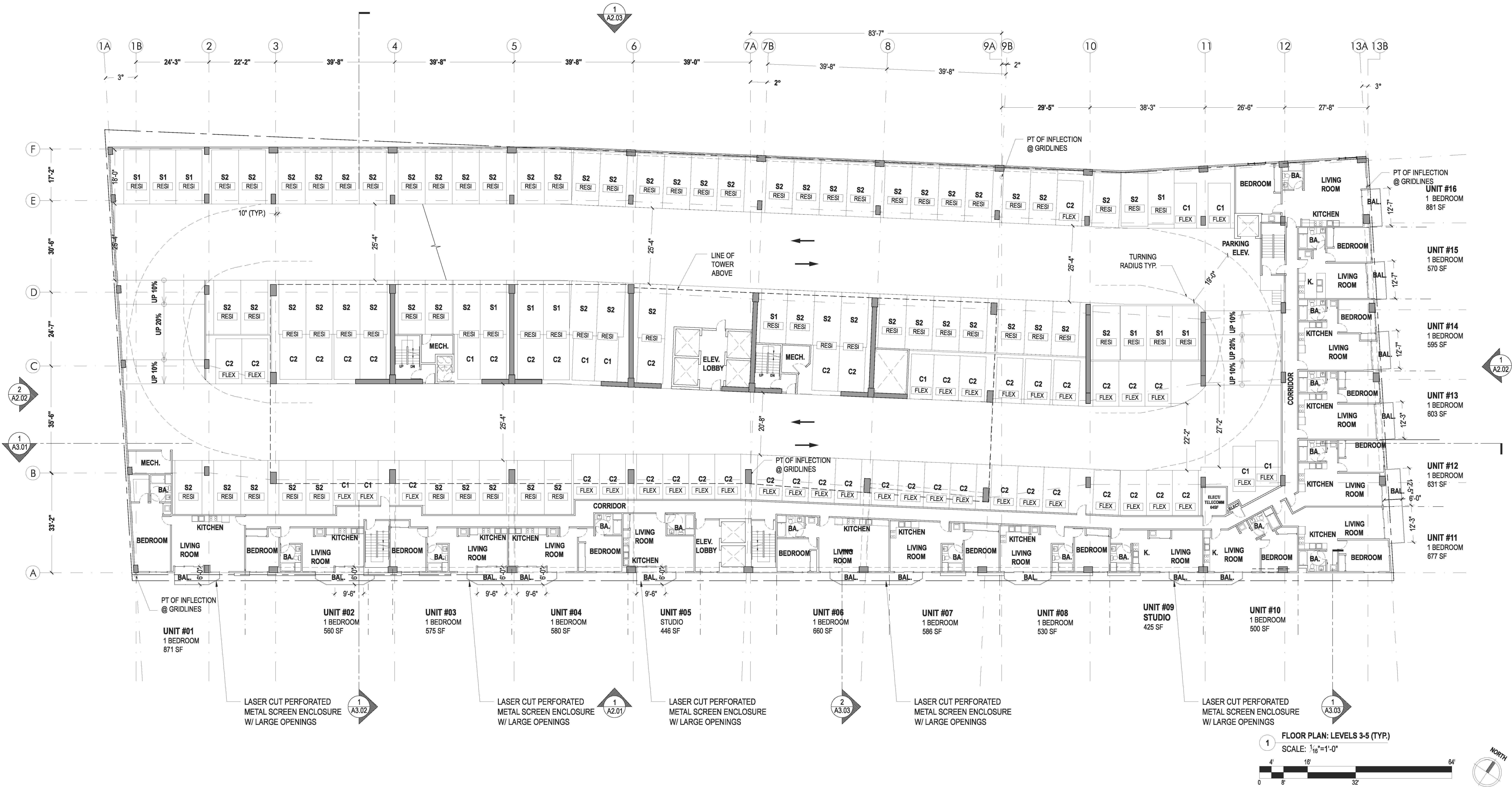
6th & MAIN LLC  
600 S. Spring St.  
Los Angeles, CA 90014  
213.891.1954

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	06.30.14	SITE PLAN REVIEW
2	06.30.16	PLANNING REVISIONS
3	02.21.17	PLANNING REVISIONS

REVISION

NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		

SCALE AS NOTED

DRAWN

DATE FEBRUARY 21, 2017

SHEET

FLOOR PLAN:  
LEVELS 3-5 (TYP)

SHEET NUMBER

A1.04



PARKING PER LEVEL				
	standard	ADA	compact	total
B1	92	0	75	167
Ground Floor	31	1	34	66
Mezzanine	17	0	4	21
Level 02	49	9	40	98
Level 03	74	0	53	127
Level 04	74	0	53	127
Level 05	74	0	53	127
Level 06	74	0	53	127
TOTAL	485	10	365	860

PARKING SPACE INFO		
type	size	backup
S1 standard	8'-8" x 18'-0"	26'-8"
S2 standard	9'-0" x 18'-0"	25'-4"
C1 compact	7'-6" x 15'-0"	23'-4"
C2 compact	8'-8" x 15'-0"	20'-8"

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  7. SEE SHEET A0.10 FOR BIKE STORAGE TABULATIONS.

ARCHITECT

dt-a

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

PROJECT

SB OMEGA

601 S. Main St.  
Los Angeles, CA 99014

OWNER

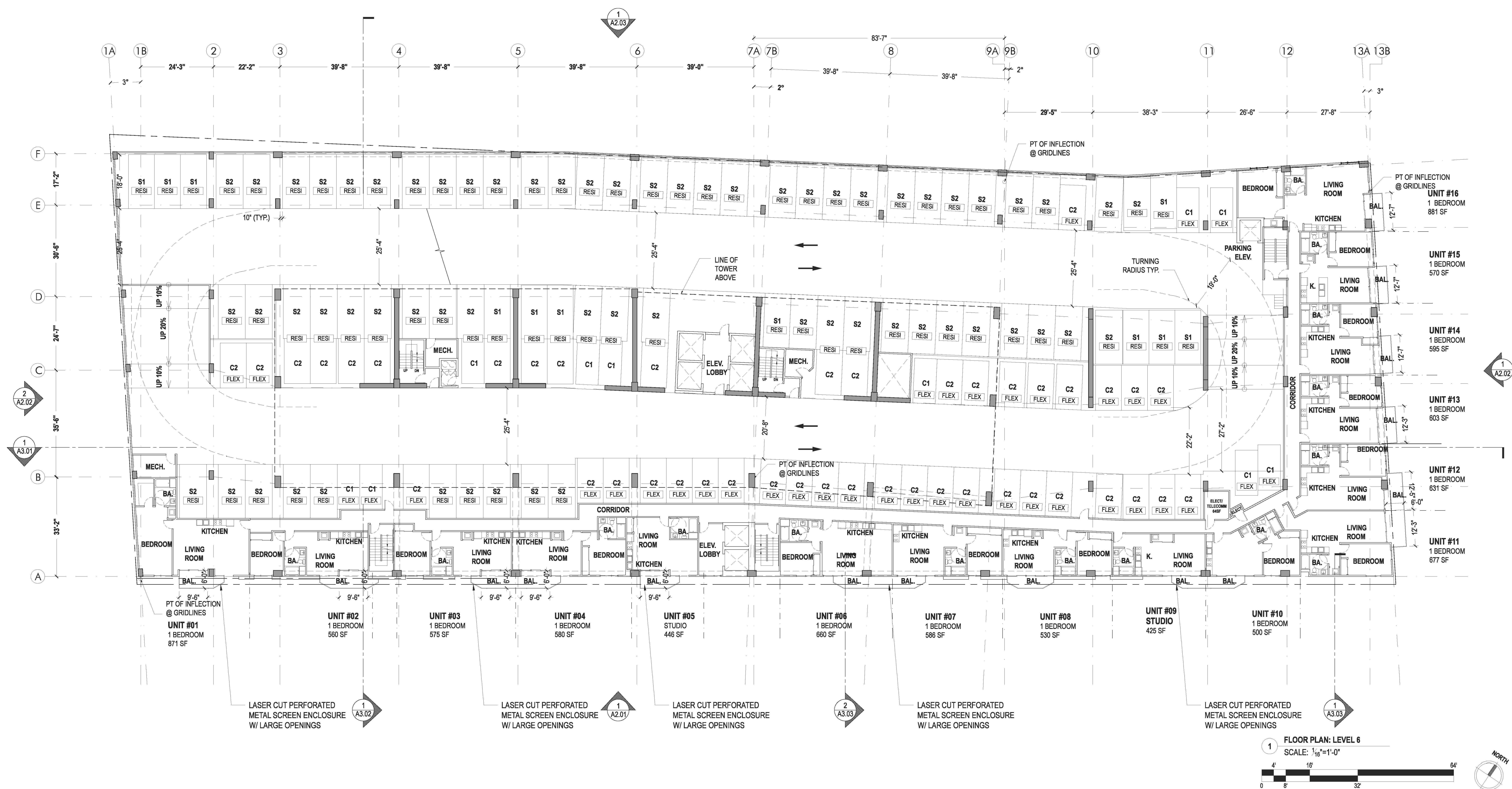
6th & MAIN LLC  
600 S. Spring St.  
Los Angeles, CA 90014  
213.891.1954

STRUCTURAL ENGINEER

CHARLES TAN & Assoc., SE  
320 E. 2nd St., Suite 316  
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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	06.30.14	SITE PLAN REVIEW
2	06.30.16	PLANNING REVISIONS
3	02.21.17	PLANNING REVISIONS

REVISION

NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		

SCALE AS NOTED

DRAWN

DATE FEBRUARY 21, 2017

SHEET

FLOOR PLAN: LEVEL 6

SHEET NUMBER

A1.05



1. SEE LANDSCAPE DRAWINGS FOR HARDSCAPE DESIGN & PLANT SPECIES

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

601 S. Main St.  
Los Angeles, CA 99014

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

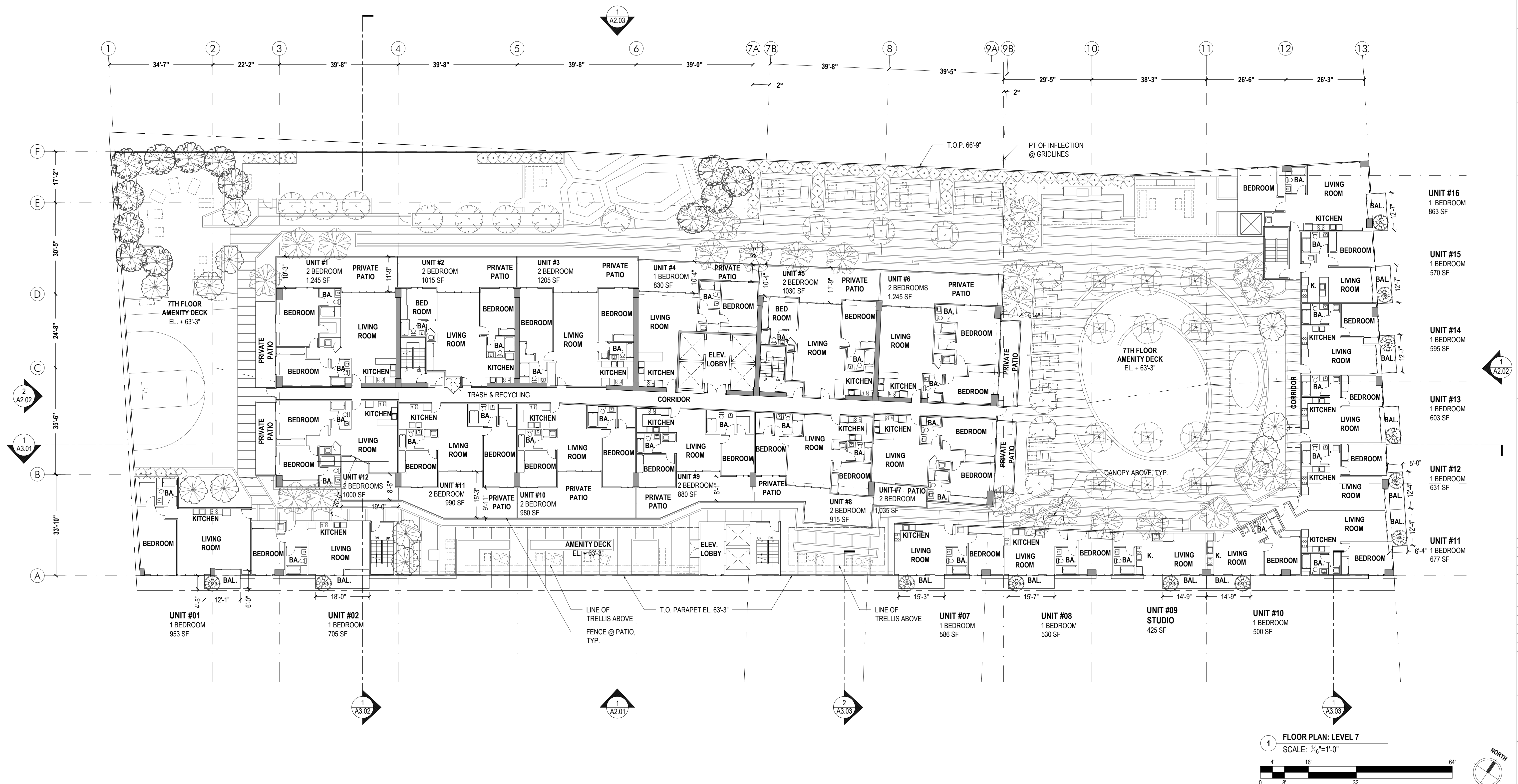
**CHARLES TAN & Assoc., SE**  
320 E. 2nd St., Suite 316  
Los Angeles, CA 90012  
213.628.8018

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

REVISION		
NO.	DATE	DESCRIPTION
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SHEET  
FLOOR PLAN:  
LEVEL 7

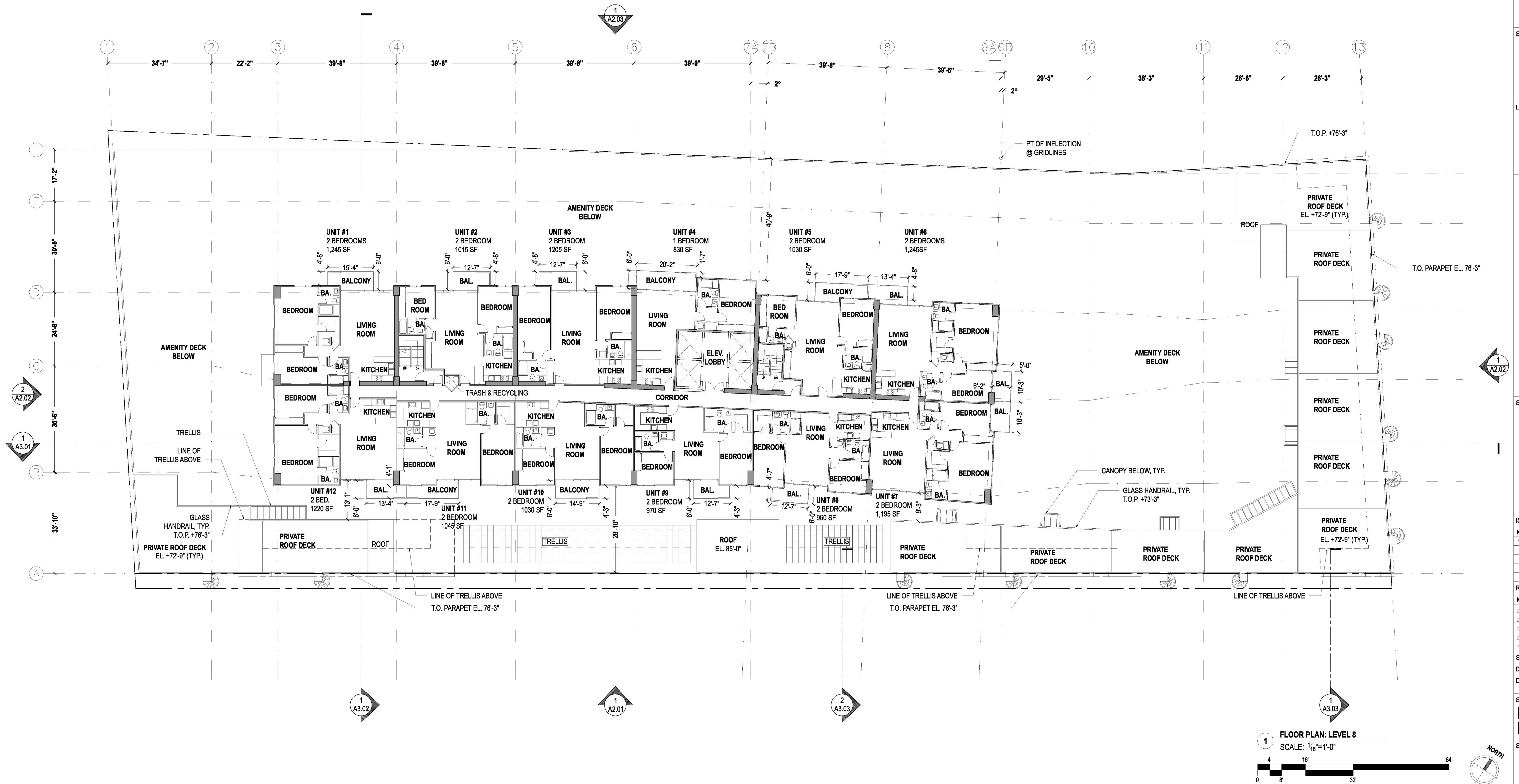
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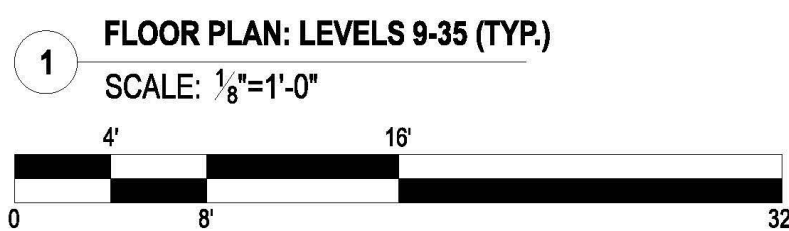
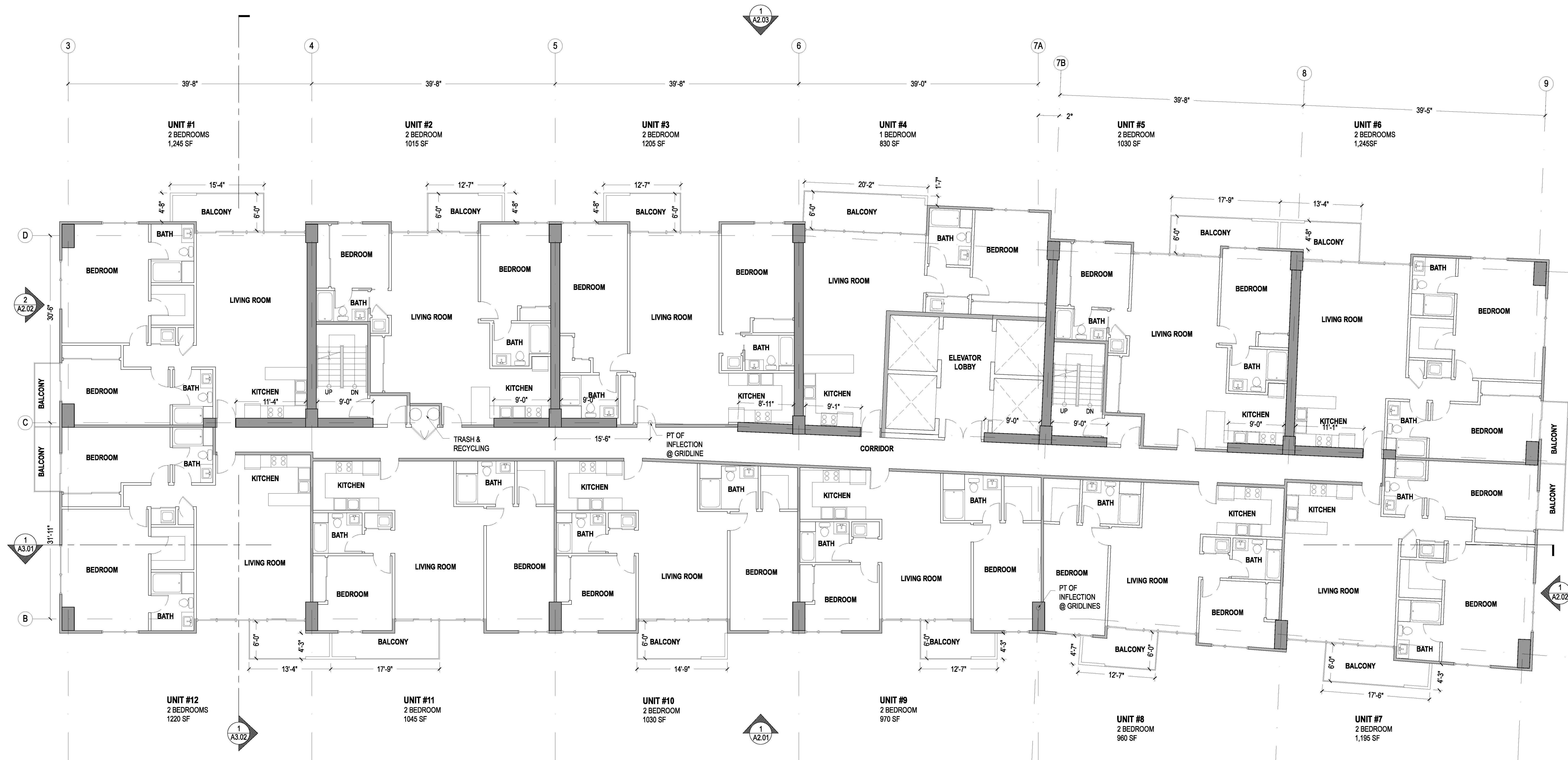
REVISION		
NO.	DATE	DESCRIPTION
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SHEET NUMBER

## A1.07







ARCHITECT

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

PROJECT

**SB OMEGA**  
601 S. Main St.  
Los Angeles, CA 99014

OWNER

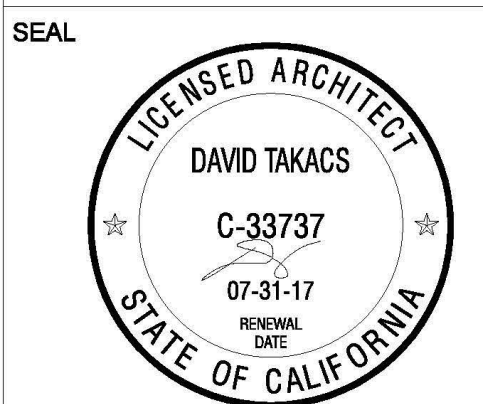
**6th & MAIN LLC**  
600 S. Spring St.  
Los Angeles, CA 90014  
213.891.1954

STRUCTURAL ENGINEER

**CHARLES TAN & Assoc., SE**  
320 E. 2nd St., Suite 316  
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LANDSCAPE ARCHITECT

**SQLA inc**  
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(562) 905-0800



ISSUE

NO.	DATE	DESCRIPTION
1	08.30.14	SITE PLAN REVIEW

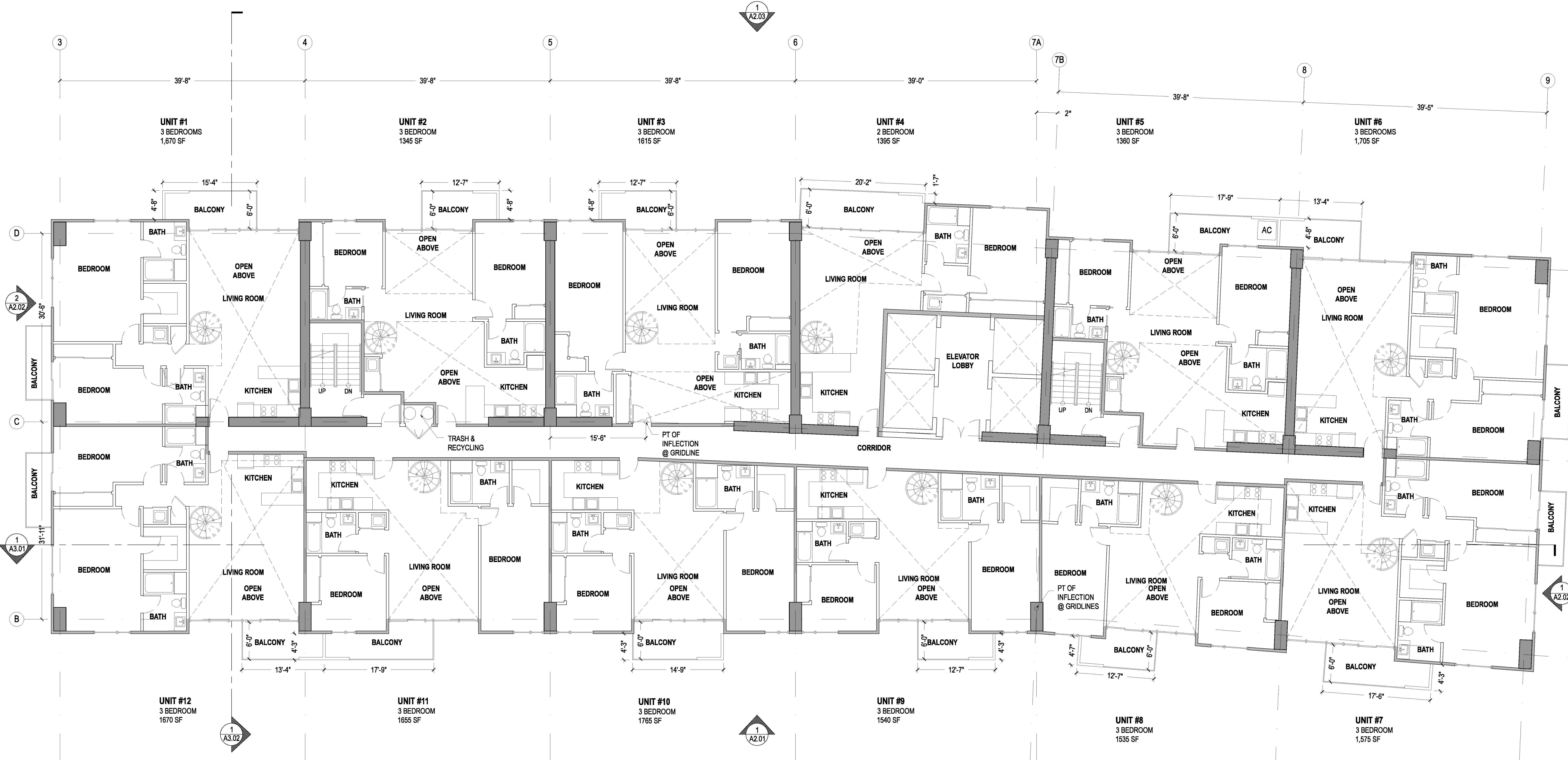
REVISION

NO.	DATE	DESCRIPTION

SCALE AS NOTED  
DRAWN  
DATE APRIL 05, 2016

SHEET  
**FLOOR PLAN:  
LEVELS 9-35(TYP)**  
SHEET NUMBER

**A1.08**



ARCHITECT

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

PROJECT

**SB OMEGA**  
601 S. Main St.  
Los Angeles, CA 99014

OWNER

**6th & MAIN LLC**  
600 S. Spring St.  
Los Angeles, CA 90014  
213.891.1954

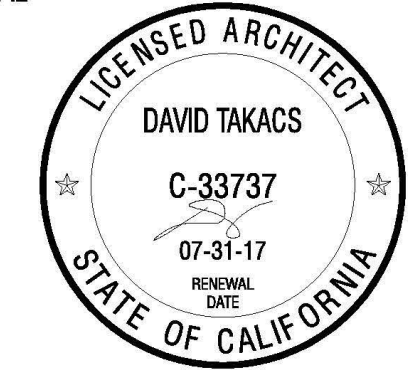
STRUCTURAL ENGINEER

**CHARLES TAN & Assoc., SE**  
320 E. 2nd St., Suite 316  
Los Angeles, CA 90012  
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Los Angeles CA 90021  
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SEAL

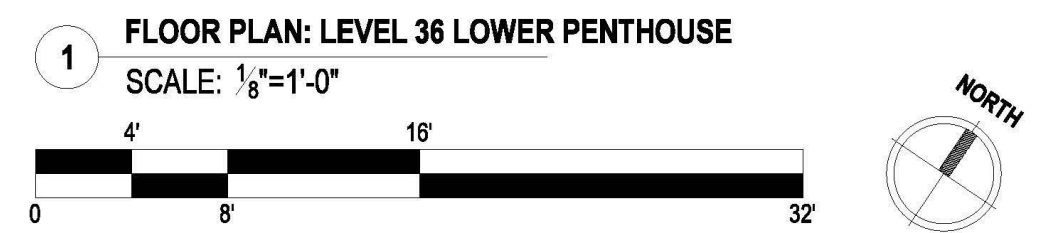


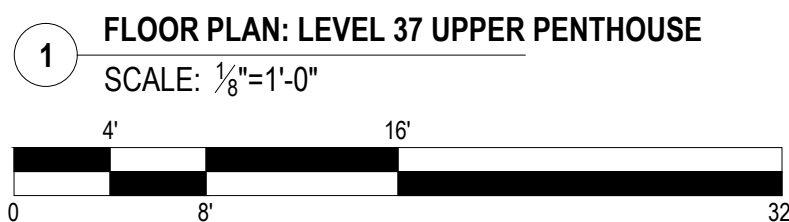
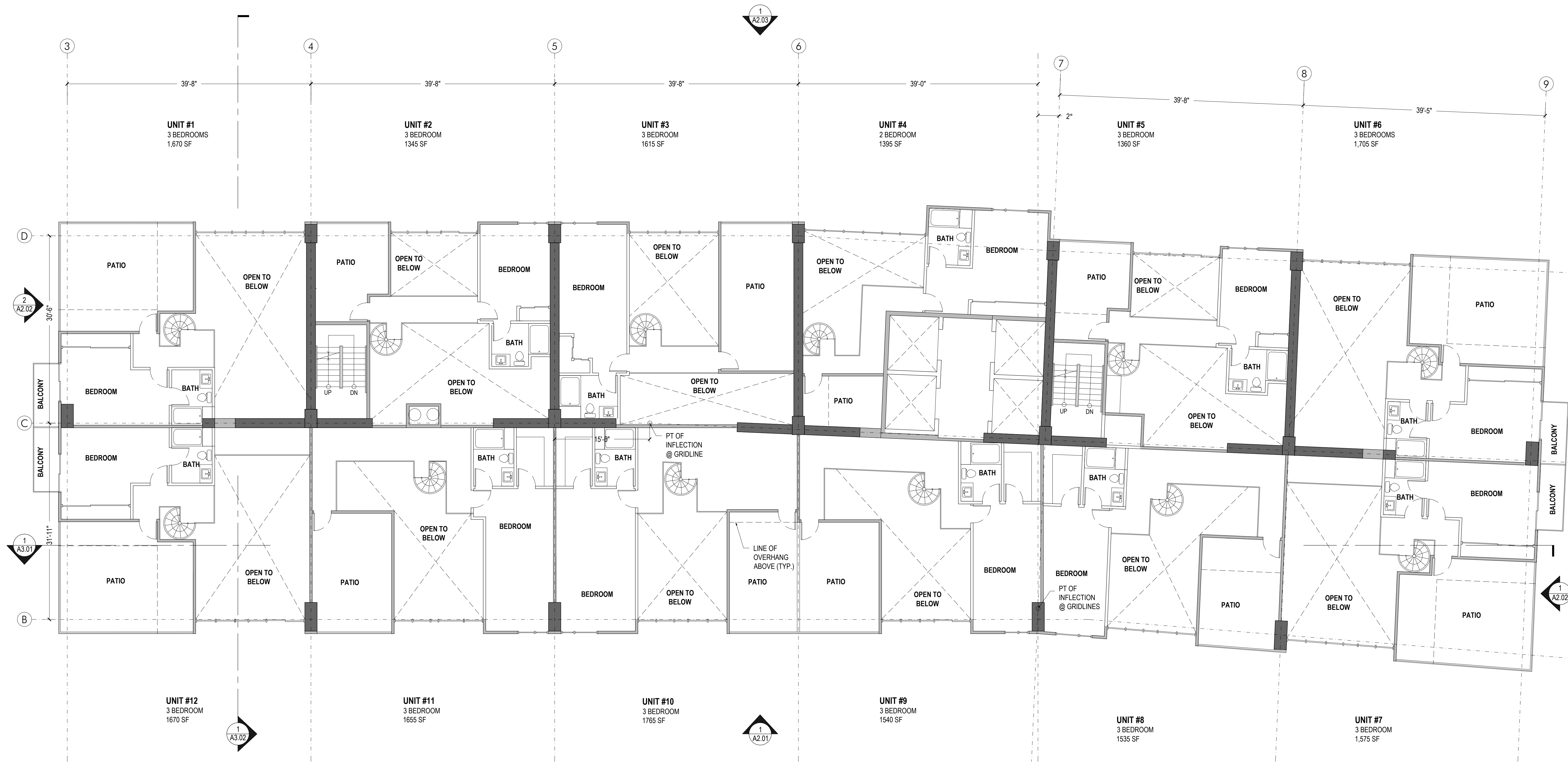
ISSUE		
NO.	DATE	DESCRIPTION
1	06.30.14	SITE PLAN REVIEW

REVISION		
NO.	DATE	DESCRIPTION

SCALE AS NOTED  
DRAWN  
DATE APRIL 05, 2016

SHEET  
**FLOOR PLAN: LEVEL 36**  
SHEET NUMBER  
**A1.09**





ARCHITECT

dt-a

DAVID TAKACS ARCHITECTURE

824 S. Los Angeles St., #305

Los Angeles, CA 90014

213.984.4019

PROJECT

SB OMEGA

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Los Angeles, CA 99014

OWNER

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818.991-9898

STRUCTURAL ENGINEER

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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

07-31-15

RENEWAL DATE

STATE OF CALIFORNIA

ISSUE

NO.	DATE	DESCRIPTION
1	06.30.14	SITE PLAN REVIEW

REVISION

NO.	DATE	DESCRIPTION
▲		
▲		
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▲		

SCALE

AS NOTED

DRAWN

DATE

JULY 18, 2014

SHEET

FLOOR PLAN: LEVEL 37

SHEET NUMBER

A1.10



NOTES

1. SEE LANDSCAPE DRAWINGS FOR HARDSCAPE DESIGN & PLANT SPECIES

ARCHITECT

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

PROJECT

**SB OMEGA**  
601 S. Main St.  
Los Angeles, CA 99014

OWNER

**6th & MAIN LLC**  
600 S. Spring St.  
Los Angeles, CA 90014  
213.891.1954

STRUCTURAL ENGINEER

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LANDSCAPE ARCHITECT

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SEAL



ISSUE

NO.	DATE	DESCRIPTION
1	06.30.14	SITE PLAN REVIEW

REVISION

NO.	DATE	DESCRIPTION

SCALE AS NOTED

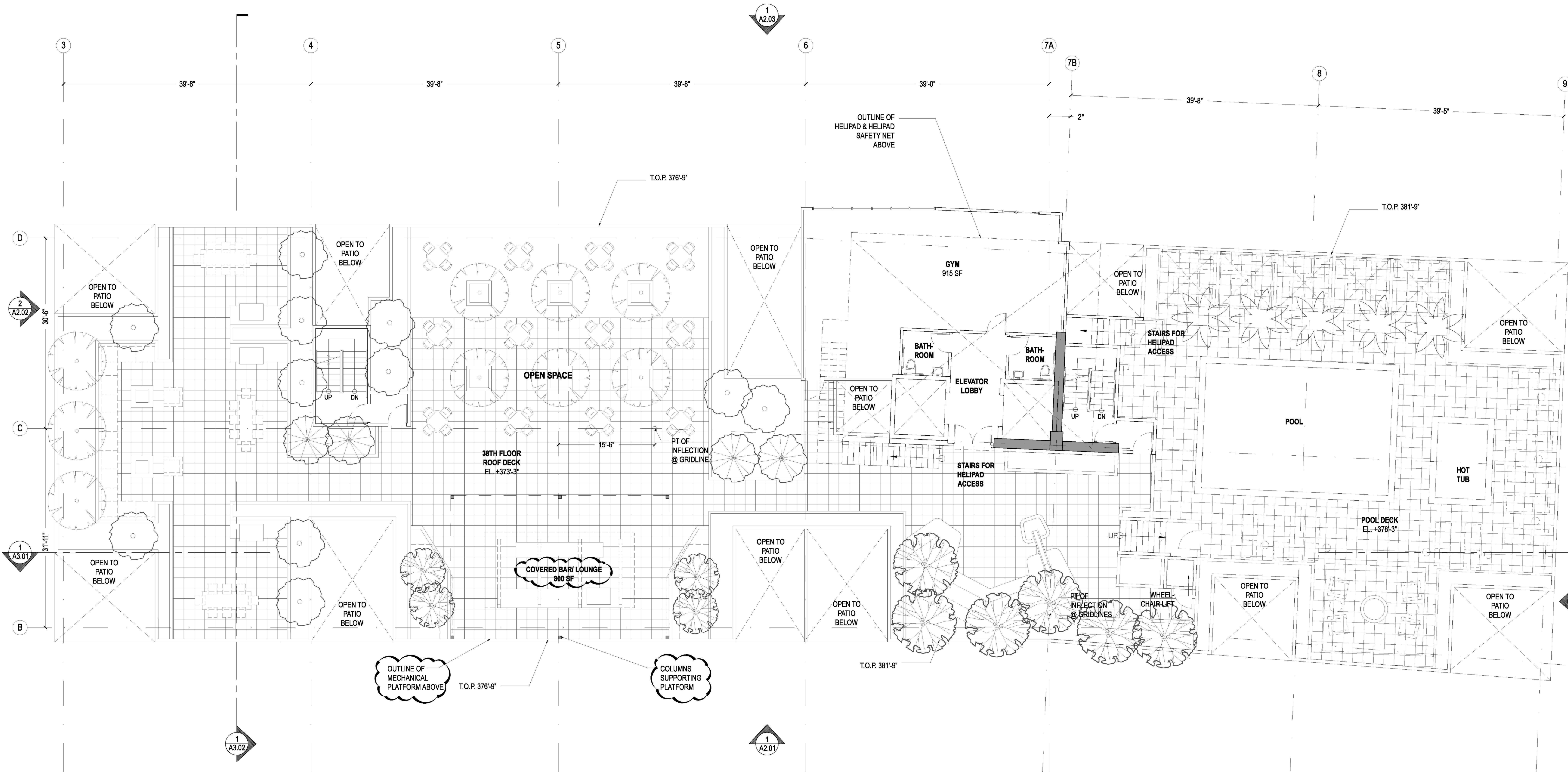
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DATE APRIL 05, 2016

SHEET

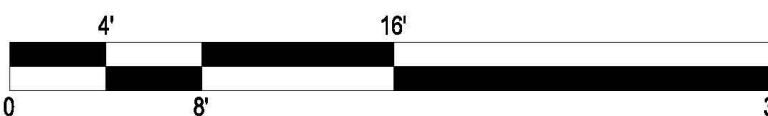
**FLOOR PLAN: LEVEL 38**

SHEET NUMBER

**A1.11**



**1 FLOOR PLAN: LEVEL 38 ROOFTOP AMENITY DECK**  
SCALE: 1/8"=1'-0"





NOTES

1. HELIPAD UNDER SEPARATE PERMIT. SIZE AND LOCATION PENDING PROJECT REVIEW BY FIRE CHIEF

ARCHITECT

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

PROJECT

**SB OMEGA**  
601 S. Main St.  
Los Angeles, CA 99014

OWNER

**6th & MAIN LLC**  
600 S. Spring St.  
Los Angeles, CA 90014  
213.891.1954

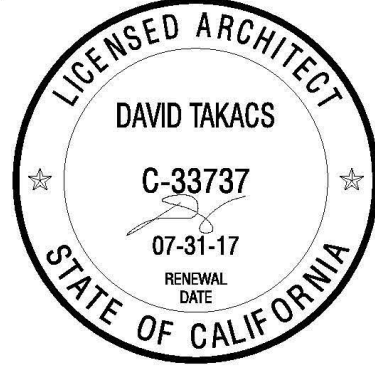
STRUCTURAL ENGINEER

**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

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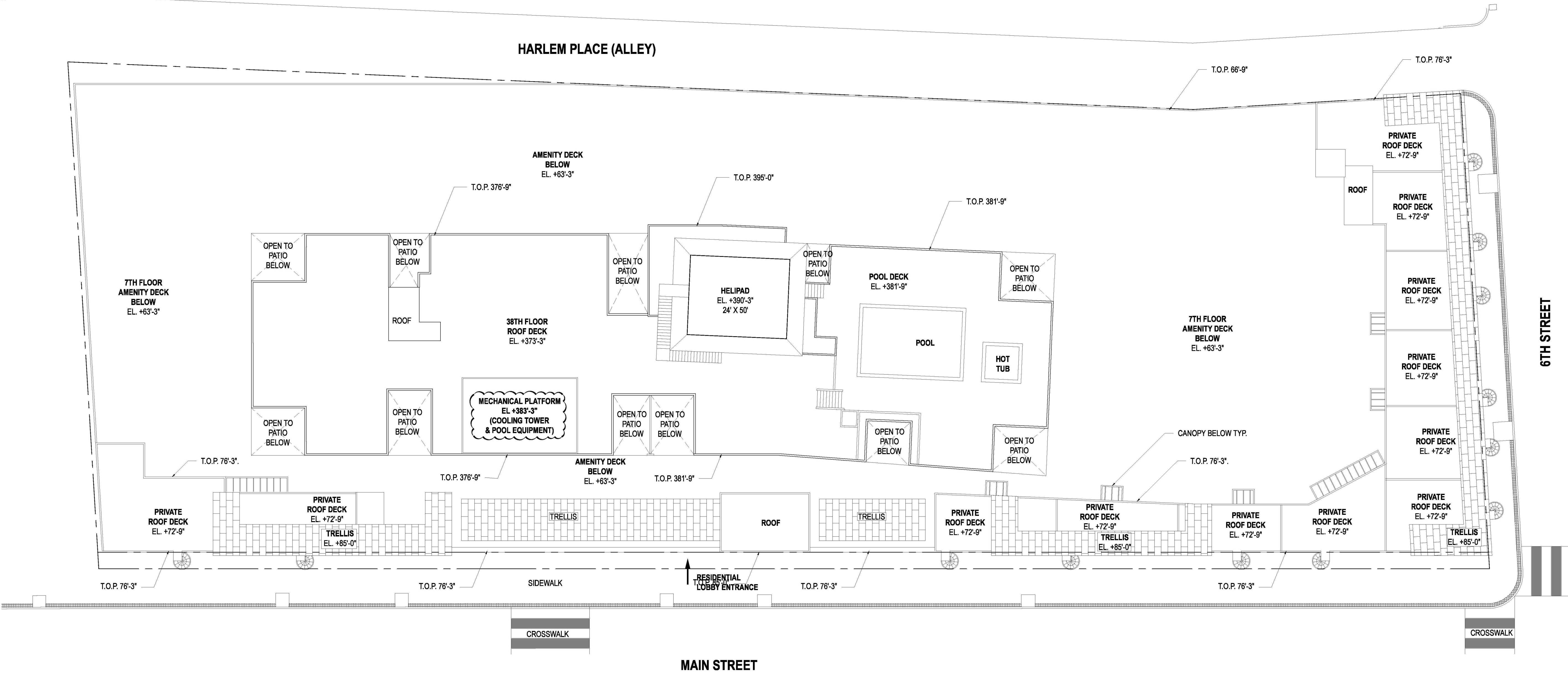
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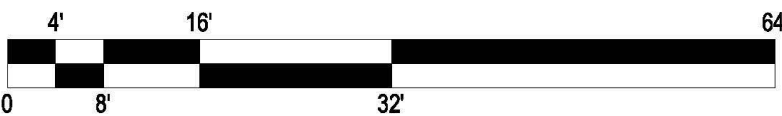
**ROOF PLAN**

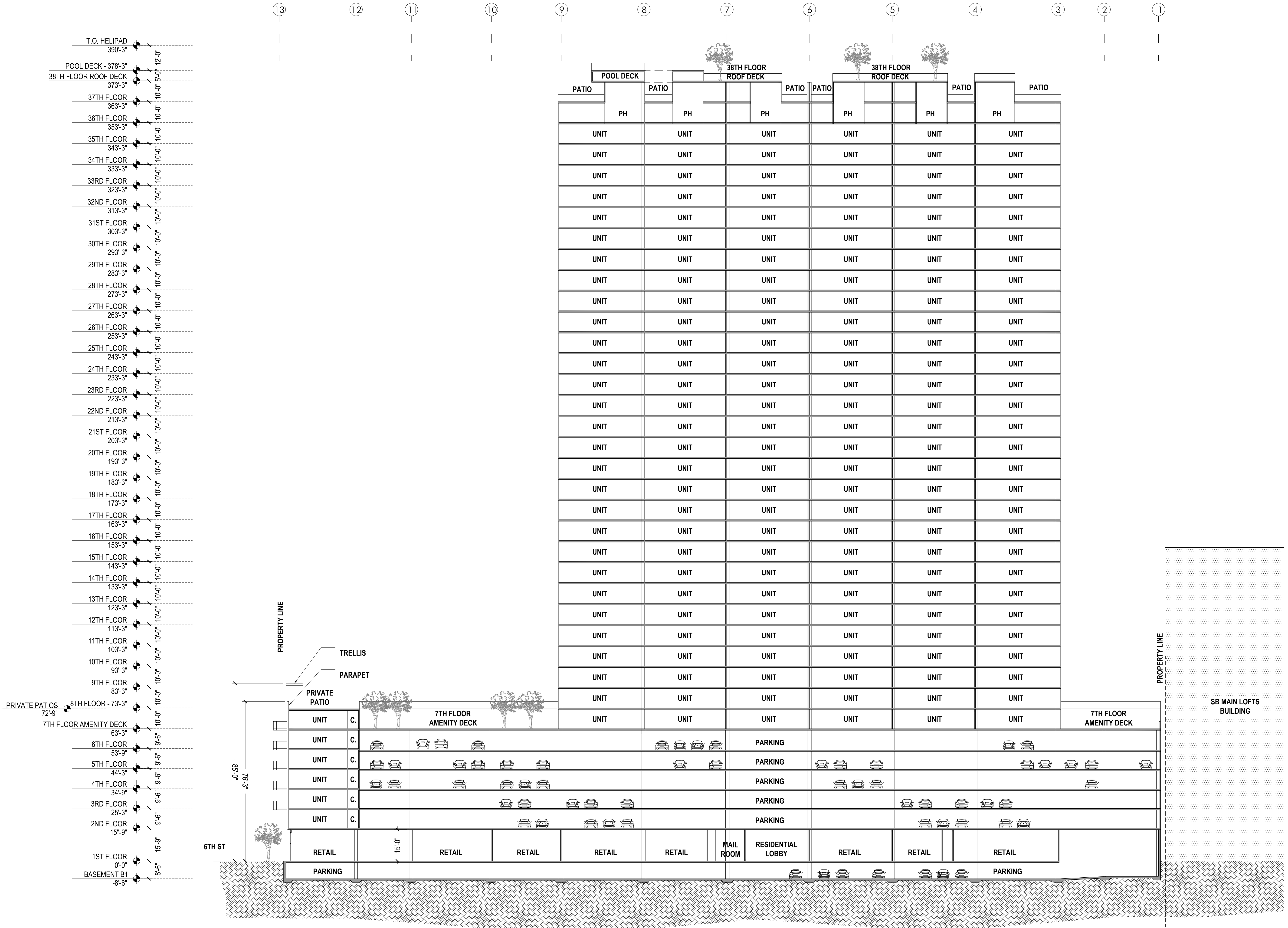
SHEET NUMBER

**A1.12**



1 ROOF PLAN  
SCALE: 1/16" = 1'-0"





ARCHITECT

dt-a

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Los Angeles, CA 90014  
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PROECT

SB OMEGA

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LICENSED ARCHITECT

DAVID TAKACS

C-33737

07-31-15

RENEWAL DATE

STATE OF CALIFORNIA

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JULY 18, 2014

SHEET

BUILDING SECTION

SHEET NUMBER

A3.01

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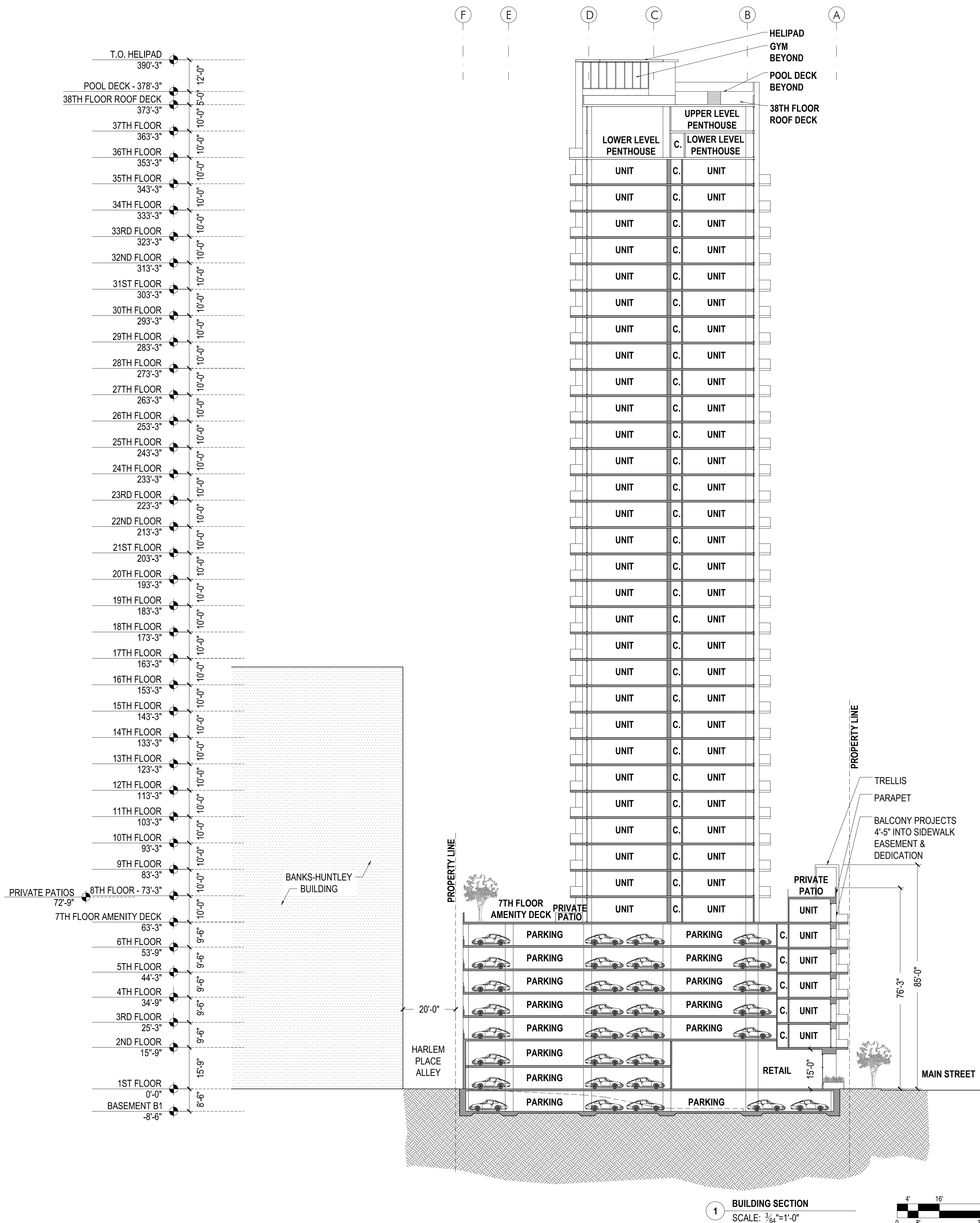
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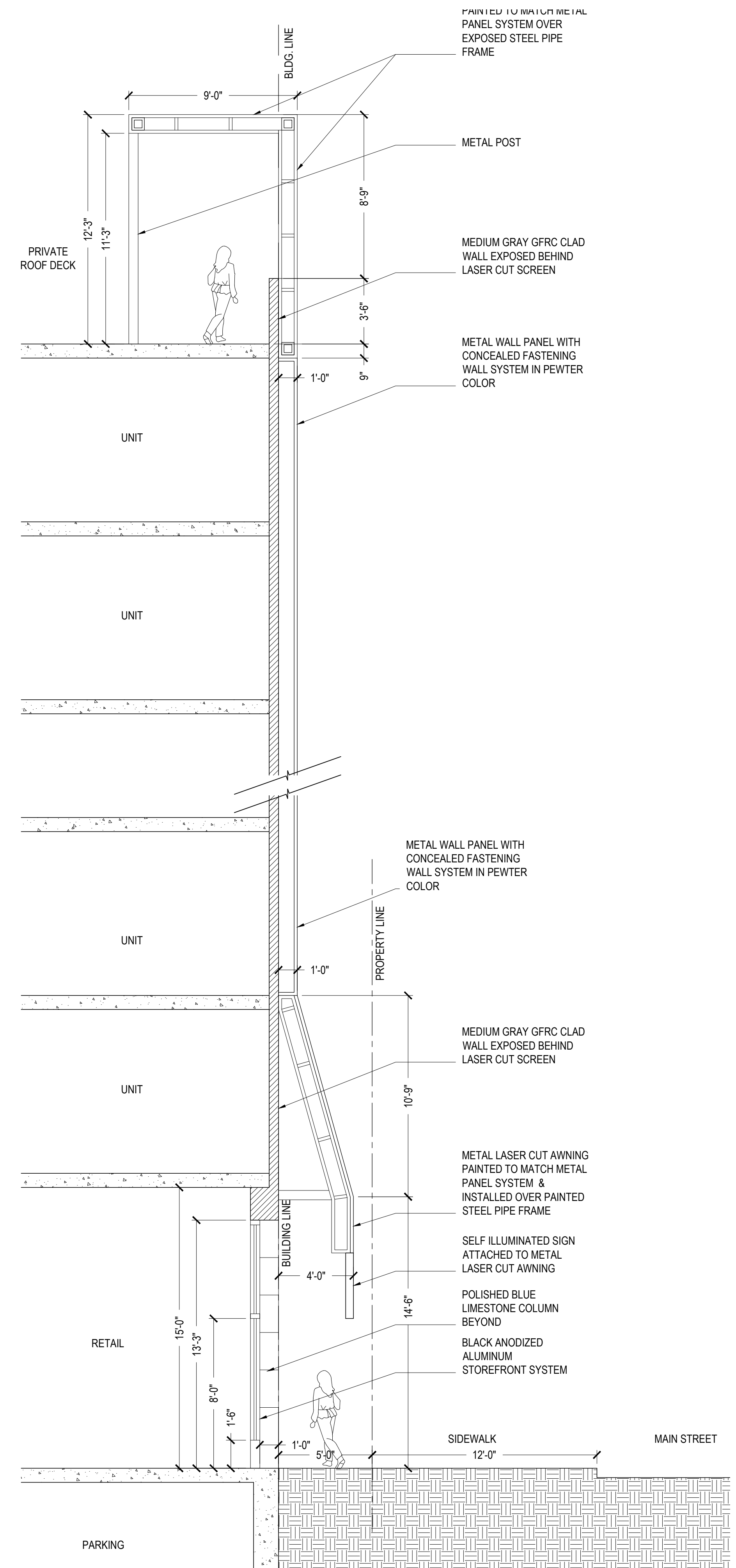
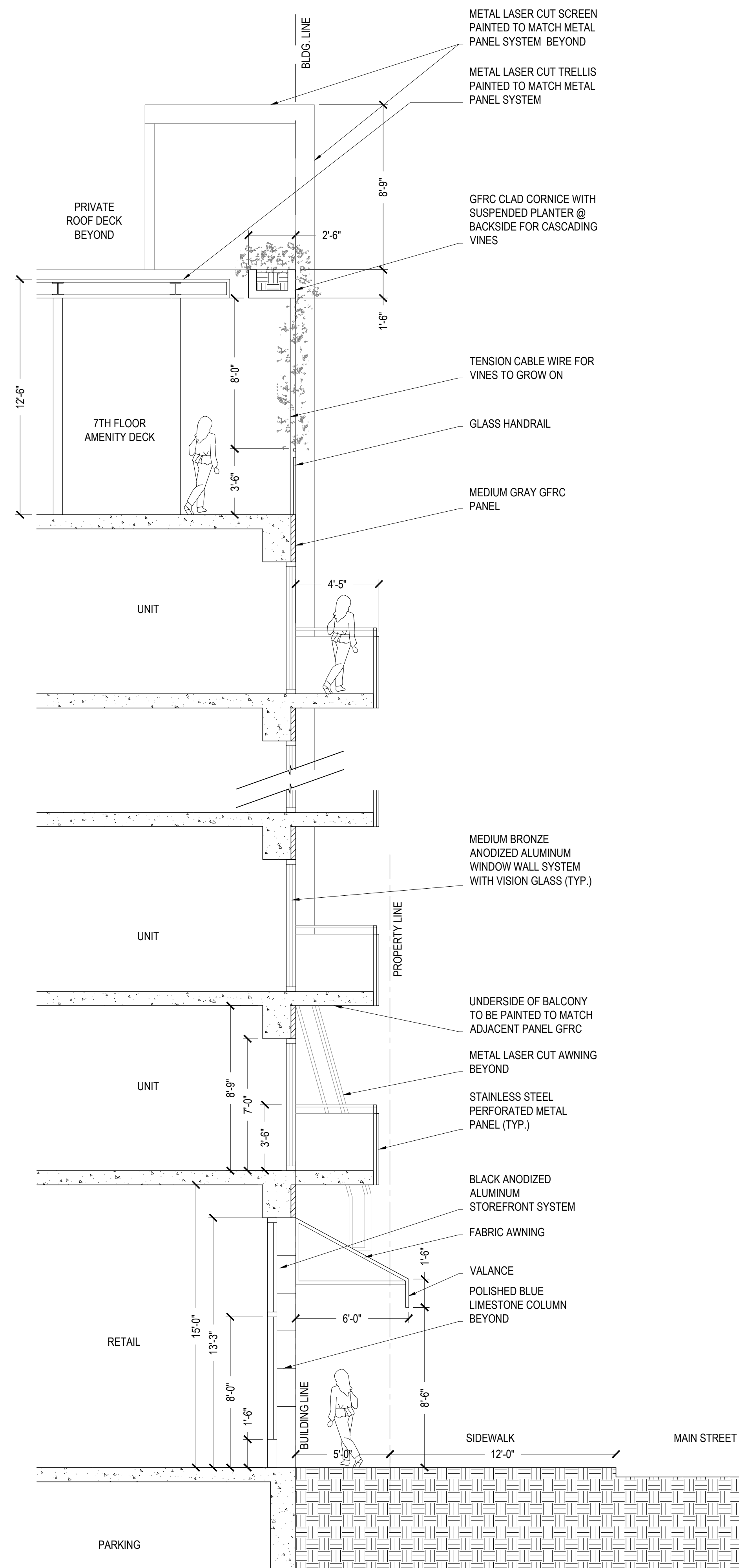
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DATE	JULY 18, 2014

BUILDING  
SECTION

A3.02





ARCHITECT

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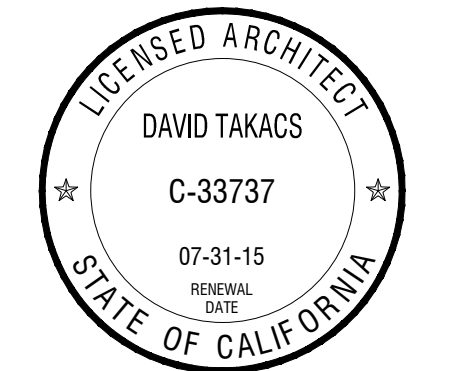
STRUCTURAL ENGINEER

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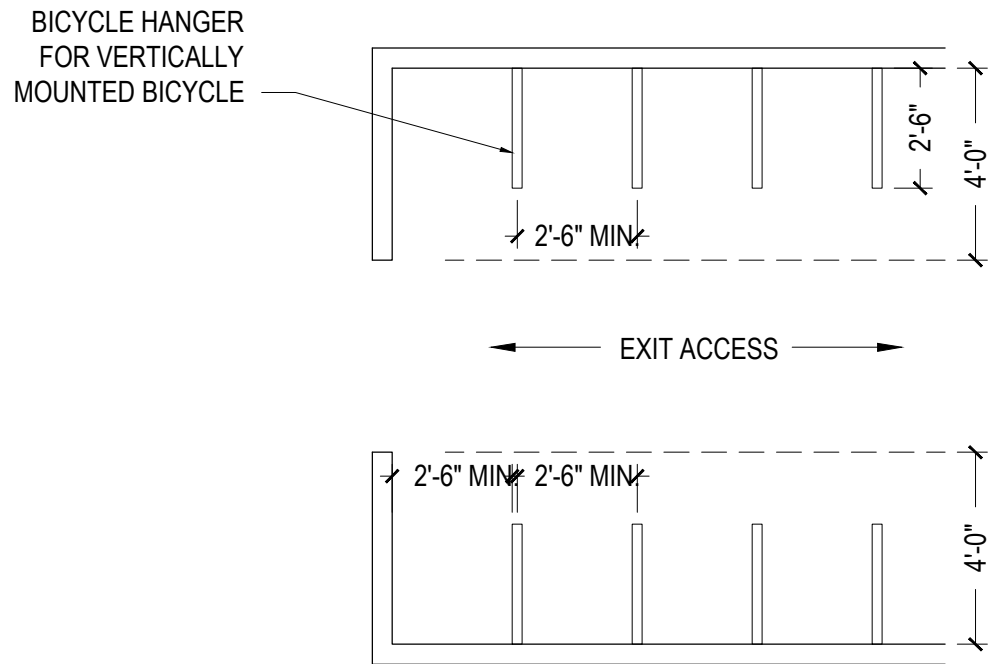
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HEET NUMBER

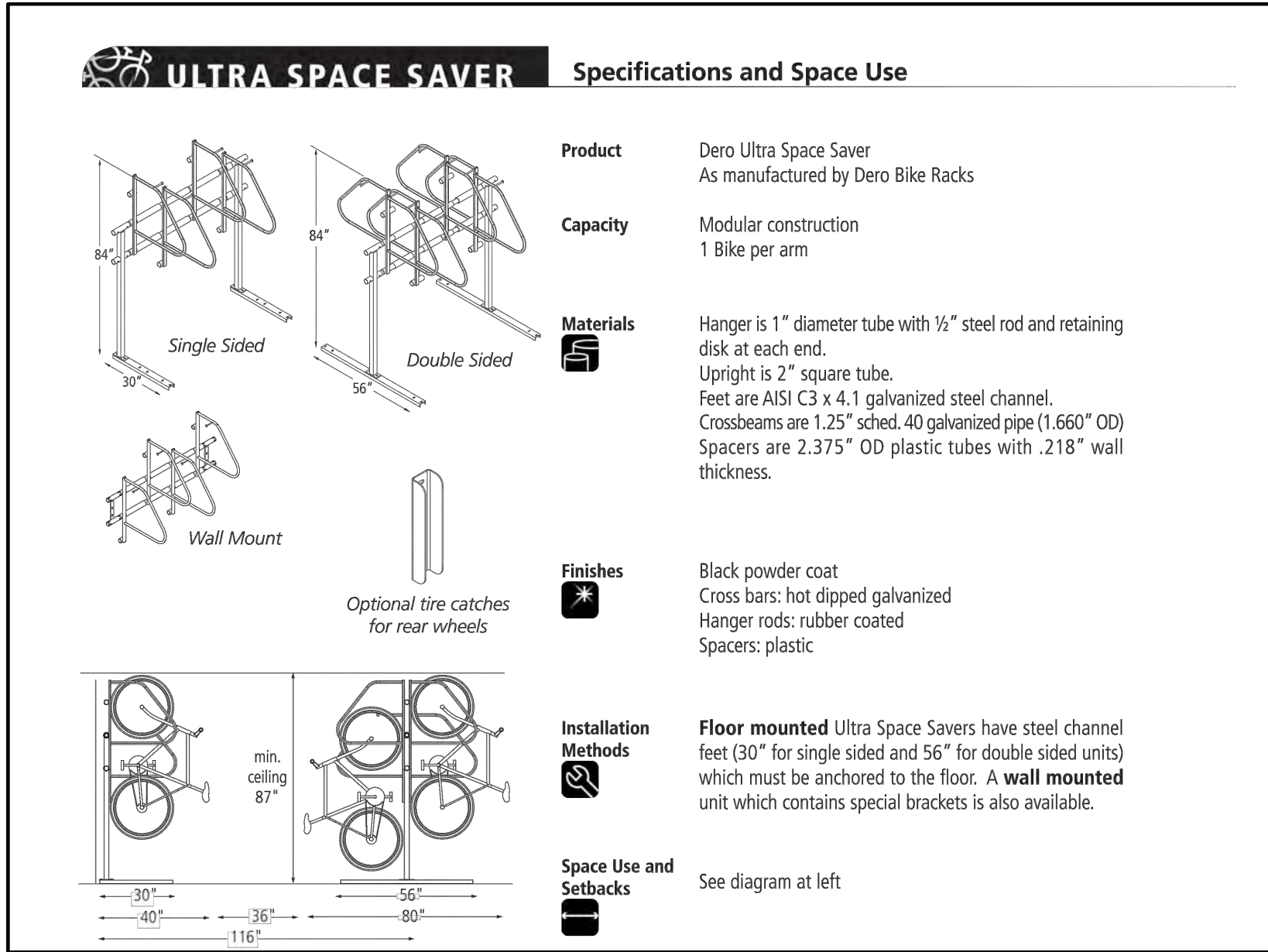
### A3.03



- 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.



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



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

BICYCLE PARKING REQUIRED: LONG TERM		
dwelling	1 per unit	452
retail	1 per 2,000 s.f.	13
total		465
BICYCLE PARKING REQUIRED: SHORT TERM		
dwelling	1 per 10 units	46
retail	1 per 2,000 s.f.	13
total		59
BICYCLE PARKING PROVIDED		
LONG TERM		
B1	238	
GROUND FLOOR	227	
TOTAL	465	
SHORT TERM		
GROUND FLOOR	59	

601 S. MAIN PARKING REQUIRED		
RESIDENTIAL		
* Residential parking for Central City per LAMC 12.21, A, 4 (p)		
Studio & 1-bedroom	unit x 1stall	121
2+ bedrooms	unit x 1.25	414
total residential		535 stalls
RETAIL		
* Retail parking for Downtown Business District per LAMC 12.21, A, 4 (i) (3)		
retail	1 per 1,000 s.f.	25
restaurant	1 per 1,000 s.f.	0
total retail		25 stalls
TOTALS		
total required parking		560 stalls
ADA dwelling	2% of total	11
ADA retail	1 for 1-25	1
ADA total**		12
**note: of total ADA provided 2 are van accessible		
601 S. MAIN RESIDENTIAL PARKING PROVIDED		
standard		441
compact		83
ADA		11
total residential		535 stalls
Includes 166 tandem spaces: 83 standard and 83 compact		
RETAIL PARKING PROVIDED		
standard		6
compact		18
ADA		1
total retail parking		25 stalls
NON-CODE REQUIRED "FLEX PARKING" PROVIDED (AVAILABLE FOR PRIVATE LEASE)		
standard		32
compact		266
ADA		0
total non-code requ'd flex parking		298 stalls
TOTAL PARKING PROVIDED		
residential code required		535
retail code provided		25
non-code required flex parking		298
total parking provided		858 stalls
PARKING PER LEVEL		
	standard	ADA compact
B1	92	0 74
Ground Floor	22	1 30
Mezzanine	17	0 6
Level 02	56	11 53
Level 03	73	0 51
Level 04	73	0 51
Level 05	73	0 51
Level 06	73	0 51
TOTAL	479	12 367
PARKING SPACE INFO		
	type	size backup
S1	standard	8'-8" x 18'-0" 26'-8"
S2	standard	9'-0" x 18'-0" 25'-4"
C1	compact	7'-6" x 15'-0" 23'-4"
C2	compact	8'-8" x 15'-0" 20'-8"

ARCHITECT

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

PROECT

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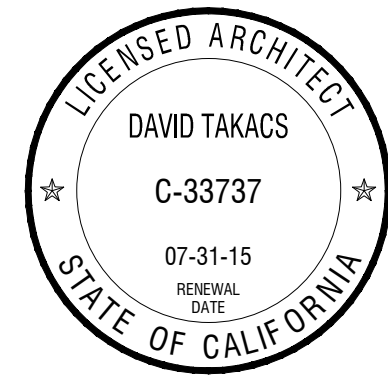
STRUCTURAL ENGINEER

**CHARLES TAN & Assoc., SE**  
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LANDSCAPE ARCHITECT

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2	12.01.14	SPR CORRECTIONS

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SCALE AS NOTED

DRAWN

DATE DECEMBER 01, 2014

SHEET

DETAILS:  
BIKE & CAR PARKING

SHEET NUMBER

**A4.03**





## MOVEMENT

- Tower and podium reflect the dynamic flow of people, cars, and bikes.
- The historic Board of Trade Building anchors the block.
- Movement flows to open corner and onwards towards city hall.





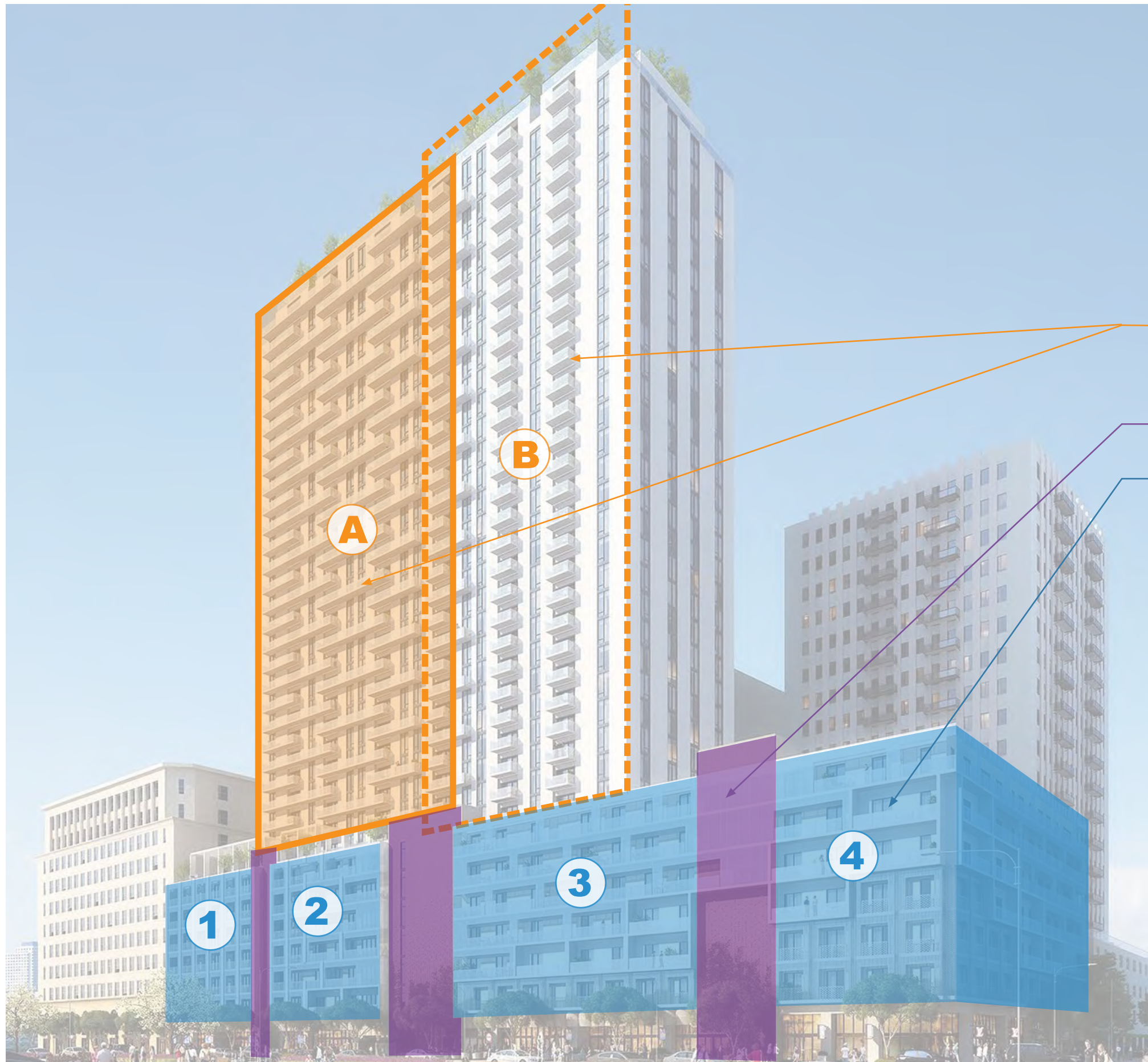
## PODIUM GRID

- The historic buildings have a clear expression of an ordered grid.
- The screen cladding over the balconies assigns order over an irregular facade with a consistent grid.
- The grid module is stacked and regular at the end of the podium, adjacent to the historic Board of Trade Building.
- The grid module doubles in width and staggers to create movement.
- Variations in the grid increases towards the corner.



## MASS REDUCTION

- Strategies for reducing the mass of both the tower and the podium.



VARYING LENGTHS OF BALCONIES IN GROUP "A" VS. THE REGULAR LENGTHS OF BALCONIES IN GROUP "B" WORK TO SPLIT THE FACADE WHILE ESTABLISHING AN OVERALL PATTERN

BRICK WALLS SUBDIVIDE PODIUM

PODIUM BLOCKS RELATE TO CONTEXT BUILDING WIDTHS



## STREET EXPERIENCE

- The stepping back of the tower from the street wall allows the podium to relate to the context of historic buildings.
- The lower portion of the podiums is articulated with elements to relate directly to the pedestrian on both sides of the street.

MINIMUM STREET WALL IS MAINTAINED, AND THE TOP OF PODIUM STEPS UP NEXT TO HISTORICAL BOARD OF TRADE BUILDING

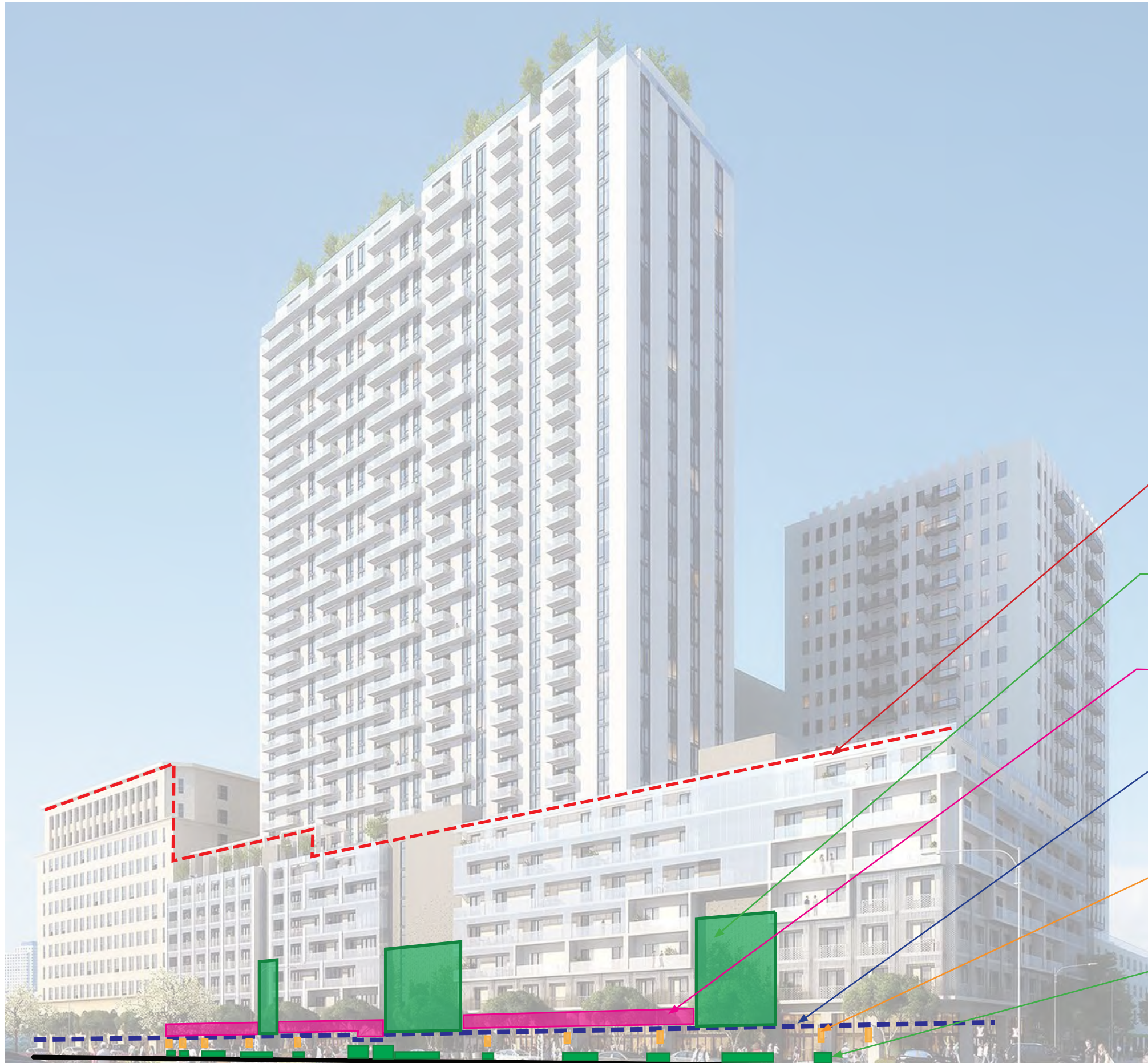
HIGH PLANT ELEMENTS ON THE BRICK WALLS BRING LANDSCAPE UP TO TREE LEVEL TO FURTHER PUNCTUATE THE PODIUM AND GREEN THE STREET

VARYING LENGTHS OF GROUND LEVEL AWNING DEFINE EACH PODIUM CLUSTER WITH FURTHER VARIATION AT THE MAIN RESIDENTIAL ENTRANCE

BOTTOM OF AWNING ALIGNS WITH ROLL DOWN GATE BOXES @ BOARD OF TRADE BUILDING

ILLUMINATED PEDESTRIAN SIGNS ARE ORIENTED TO PEDESTRIANS

RAISED PLANTER BOXES CREATE RHYTHM WHERE THEY PUNCTUATE EACH COLUMN, STRETCH ACROSS THE BOTTOM OF BRICK WALLS, AND RAISE UP HIGHER TO DEFINE RESIDENTIAL ENTRANCE





## CLASSICAL ORDER

- The neighboring Board of Trade Building and the Pacific Electric Lofts across the street are historic buildings with the classic tri-partite order of base-middle-crown.
- The design of the podium clusters which abut the Board of Trade building utilizes this order.

CROWN

MIDDLE

BASE

COLUMNS @ ROOF DECKS EXTEND  
THE VERTICALITY OF THE MIDDLE AND  
TREES BETWEEN COLUMNS  
EMPHASIZE THE BAY MODULE

THE MIDDLE IS DEFINED BY REGULAR  
REPEATING BAY MODULE IN THE AREA  
ABUTTING THE BOARD OF TRADE  
BUILDING

CURVED FABRIC AWNING DEFINES THE  
TOP OF THE BASE

STOREFRONTS ARE RECESSED  
BETWEEN BUILDING COLUMNS







## SCREEN FACADE

- White perforated metal panels cover portions of the projecting balconies in order to establish neighborhood compatibility by:
  - a) suppress the language of projecting balconies which didn't exist in a previously commercial neighborhood
  - b) provide order to a highly irregular pattern of glazing resulting from nuanced interiors
  - c) conceal the clutter of personal items on balconies

FRAMED RECTANGULAR OPENINGS ARE LIKE WINDOWS

APPEARANCE OF SOLIDITY

CONCEALS PERSONAL ITEMS FOR A MORE ORDERED FACADE

DELICATE PATTERNING OF SHADOWS





# MATERIALS + CONTEXT

• Materials are drawn from and contribute to the historic context with a contemporary interpretation.

STAGGERED DESIGN MIRRORS  
STAGGERED BOND PATTERN OF  
ADJACENT STONE, BRICK, AND TERRA  
COTTA

DENSER PERFORATED METAL HAS  
LESS TRANSPARENCY

DARK GREY BRICK RELATES TO  
CONTEXT MATERIAL AND HAS  
CONTEMPORARY PATTERN

PROJECTING VERTICALS PROVIDE  
DEPTH TO FACADE

TRANSLUCENT GLASS DEFINES  
MOVEMENT AND PROVIDES SPARKLY  
REFLECTION

LARGE PERFORATIONS EMPHASIZE  
GRID AND FRAMED OPENING

FABRIC AWNINGS RELATE TO HISTORIC  
AWNINGS AND PROVIDE MATERIAL  
SOFTNESS





# BALCONIES

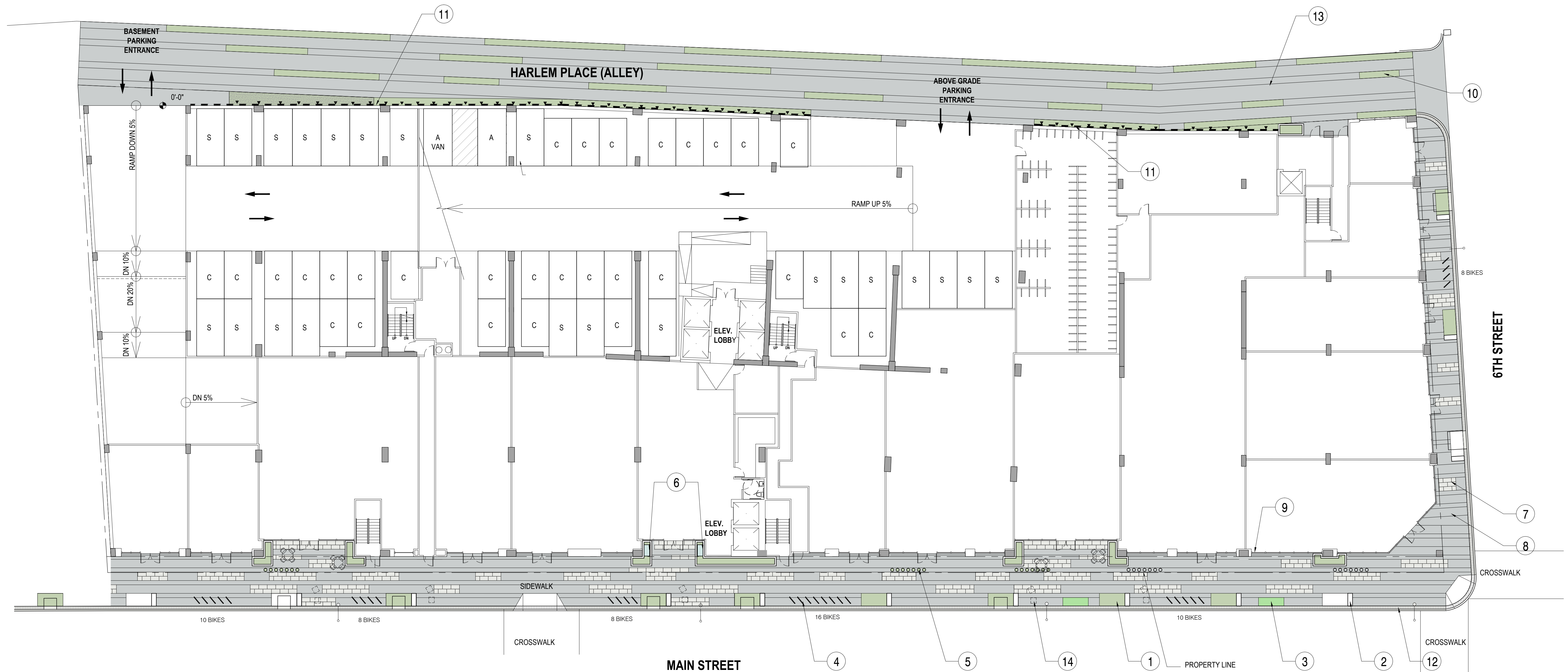
- Tower balconies emerge from recessed areas of the facade that are highlighted by linear illumination.
- Staggered balcony lengthening creates variations in outdoor deck height and resident's experience.

RECESSED FACADE

DOUBLE HEIGHT EXTERIOR SPACE

ILLUMINATED GRID





**1 HARDSCAPE PLAN - GROUND LEVEL**  
SCALE: 1/16"= 1'-0"



**LANDSCAPE REQUIREMENTS**

TOTAL PLANTED AREA : 10,014 SF.  
TOTAL BIKE PARKING : 59 EA.  
TOTAL TREES : 113 EA.

**LANDSCAPE PROVIDED**

TOTAL PLANTED AREA : 10,059 SF. ( 6TH FL. 7,018 + ROOF DECK 3,041 )  
TOTAL BIKE PARKING : 60 EA.  
TOTAL TREES : 113 EA. ( 6TH FL. 74 + ROOF DECK 39 )

**KEYNOTES**

1. 4' x 8' TREE WELL W/ LOW METAL GUARD RAIL
2. CUSTOM CONCRETE BENCH
3. SYNTHETIC GRASS
4. BIKE RACK
5. STEEL OR CONCRETE PIPE POTS W/ PLANTS
6. WATER FEATURE
7. 16" X 32" PRECAST CONCRETE TILE
8. COLORED CONCRETE PAVING
9. CONCRETE PLANTER
10. TURF BLOCK AREA FOR GREEN ALLEY
11. GREEN SCREEN OR GREEN WALL
12. 12" WIDE PRECAST CONCRETE EDGE BAND
13. NEW CONCRETE PAVING
14. STREET CHAIR



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

ARCHITECT

dt-a

DAVID TAKACS ARCHITECTURE

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

PROECT

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OWNER

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STRUCTURAL ENGINEER

CHARLES TAN & Assoc., SE

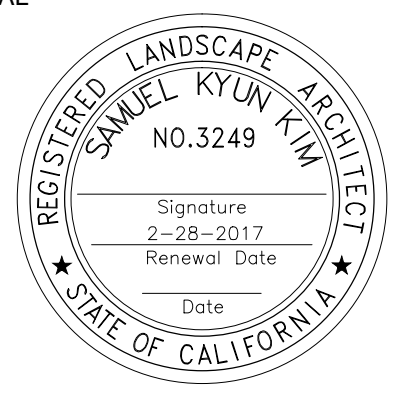
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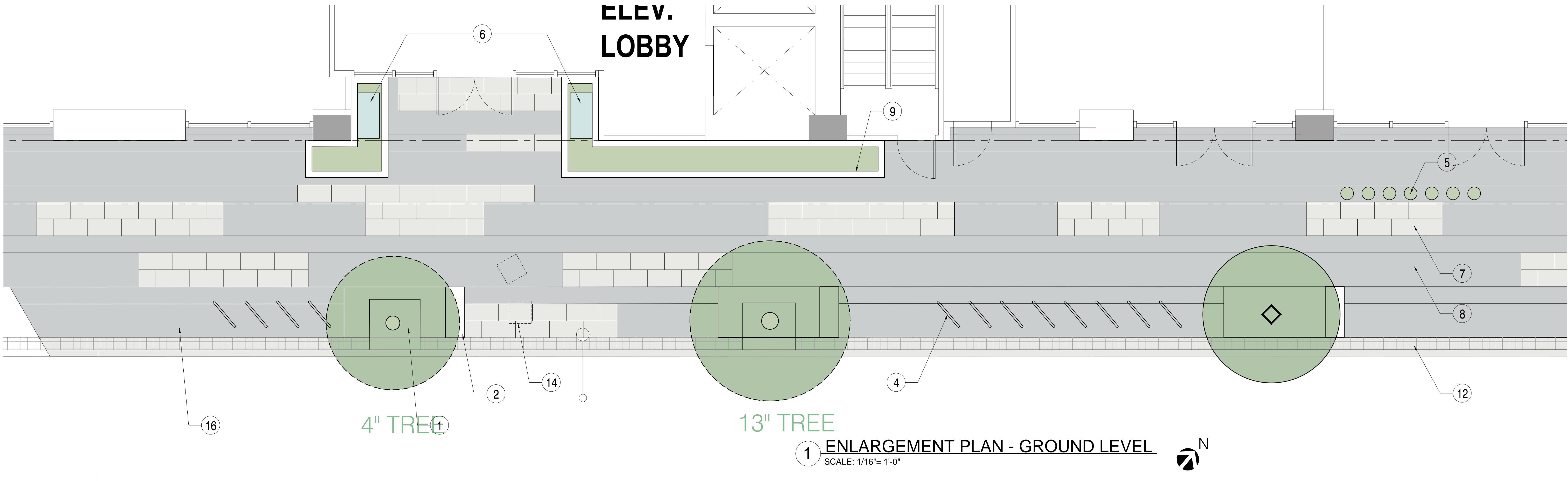
SHEET

HARDSCAPE PLAN  
-GROUND LEVEL

SHEET NUMBER

LC-1.1





1 ENLARGEMENT PLAN - GROUND LEVEL  
SCALE: 1/16" = 1'-0"

- KEYNOTES
- 1. 4' x 8' TREE WELL W/ LOW METAL GUARD RAIL
  - 2. CUSTOM CONCRETE BENCH
  - 3. SYNTHETIC GRASS
  - 4. BIKE RACK
  - 5. STEEL OR CONCRETE PIPE POTS W/ PLANTS
  - 6. WATER FEATURE
  - 7. 16" X 32" PRECAST CONCRETE TILE
  - 8. COLORED CONCRETE PAVING
  - 9. CONCRETE PLANTER
  - 10. TURE BLOCK AREA FOR GREEN ALLEY
  - 11. GREEN SCREEN OR GREEN WALL
  - 12. GRANITE BLOCK EDGE BAND
  - 13. NEW CONCRETE PAVING
  - 14. STREET CHAIR

- PLANTING LEGEND
- TREES
- EXISTING STREET TREE TO REMAIN
  - POTENTIAL NEW STREET TREES PER CITY OF LOS ANGELES URBAN FORESTRY



SKETCH



SANTA MONICA STREET CHAIR



COLORED CONCRETE PAVING  
DAVIS - DRAK GRAY



16" X 32" PRECAST CONCRETE TILE  
CONCRETE COLLABORATIVE  
TRAILS - ACIER COLOR



WATER VEIL



FRANK-GEHRY TWIST CUBE



BIKE RACK

ARCHITECT

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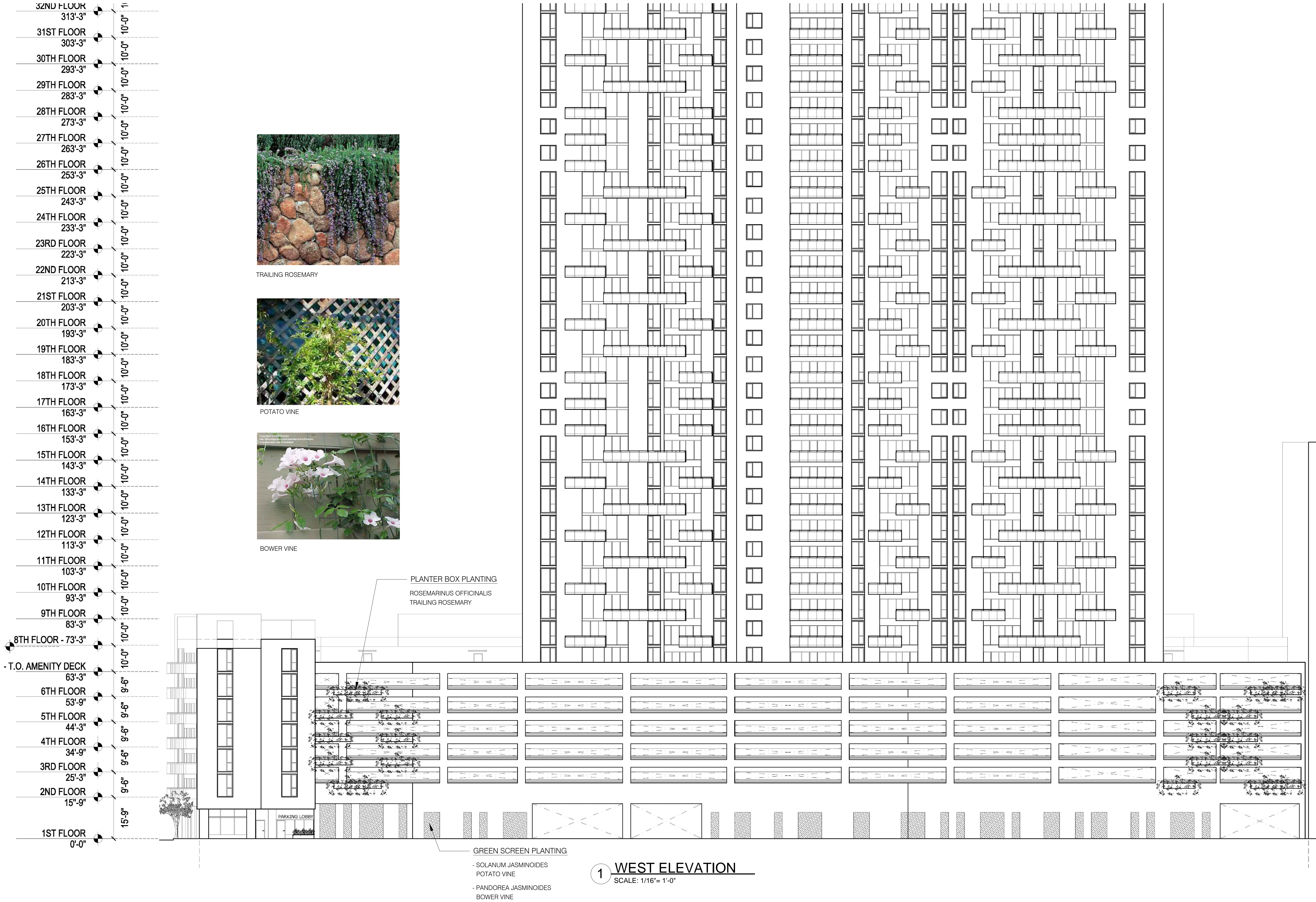
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SCALE		AS NOTED
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DATE		07-11-2014
SHEET		
ENLARGEMENT HARDSCAPE PLAN -GROUND LEVEL		
SHEET NUMBER		
LC-1.2		





TRAILING ROSEMARY



POTATO VINE



BOWER VINE

PLANTER BOX PLANTING  
ROSEMARINUS OFFICINALIS  
TRAILING ROSEMARY

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

1 WEST ELEVATION  
SCALE: 1/16" = 1'-0"

ARCHITECT

dt-a

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(562) 905-0800

SEAL

REGISTERED LANDSCAPE ARCHITECT  
SAMUEL KYUN KIM  
NO. 3249  
Signature  
2-28-2017  
Renewal Date  
Date

STATE OF CALIFORNIA

ISSUE

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SCALE

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DATE

07-11-2014

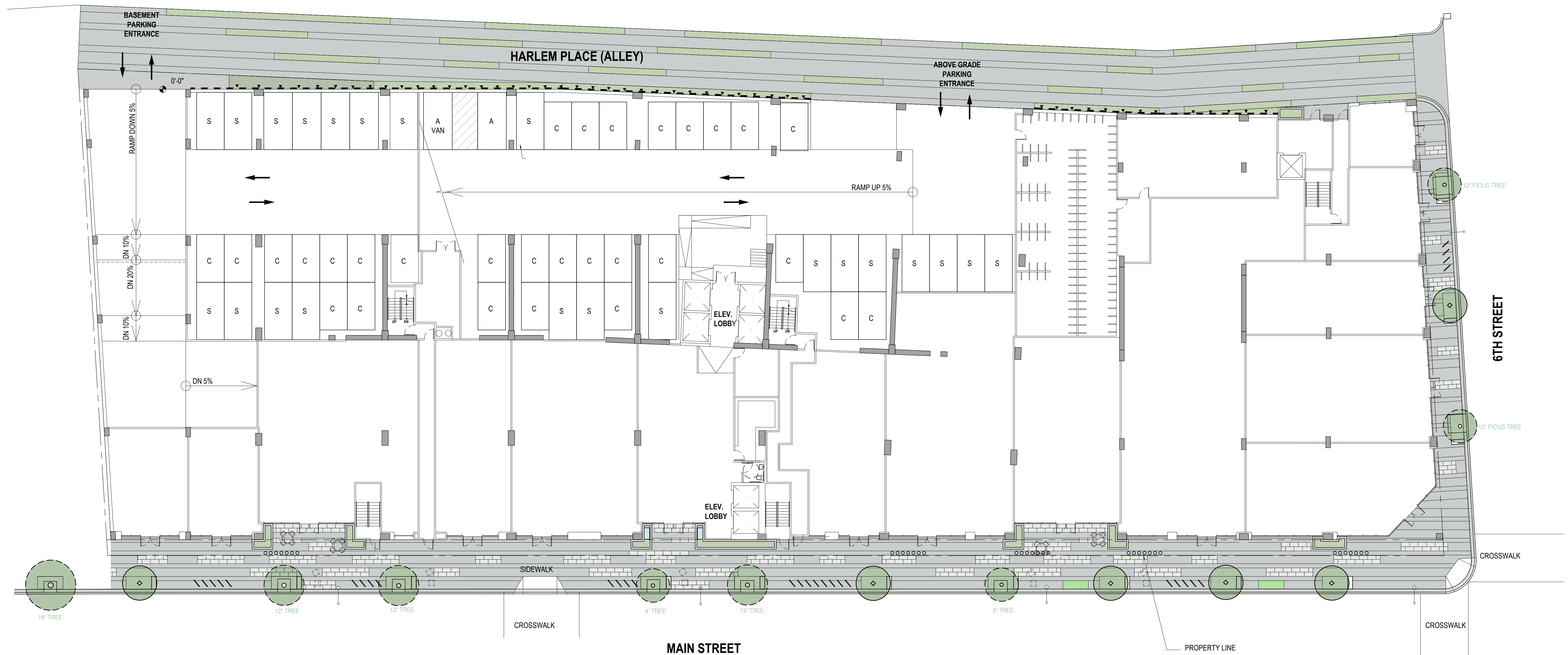
SHEET

WEST ELEVATION

SHEET NUMBER

LC-1.3





1 **PLANTING PLAN - GROUND LEVEL**  
SCALE: 1/16"= 1'-0"

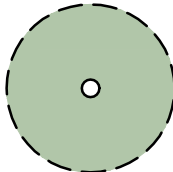


BOWER VINE

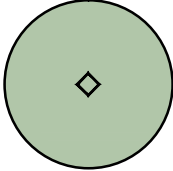


POTATO VINE

**PLANTING LEGEND**  
**TREES**



EXISTING STREET TREE  
TO REMAIN



POTENTIAL NEW STREET TREES  
PER CITY OF LOS ANGELES  
URBAN FORESTRY

**VINE**



SOLANUM JASMINOIDES  
POTATO VINE  
OR  
PANDOREA JASMINOIDES  
BOWER VINE

ARCHITECT

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818.991-9898

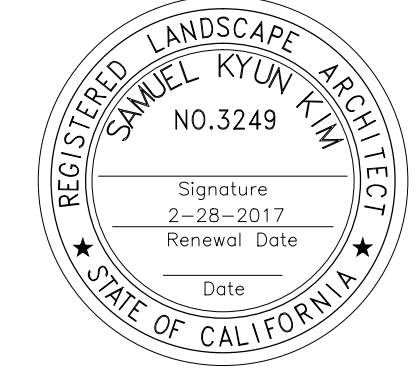
STRUCTURAL ENGINEER

**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

07-11-2014

SHEET

PLANTING PLAN  
-GROUND LEVEL

SHEET NUMBER

LP-1





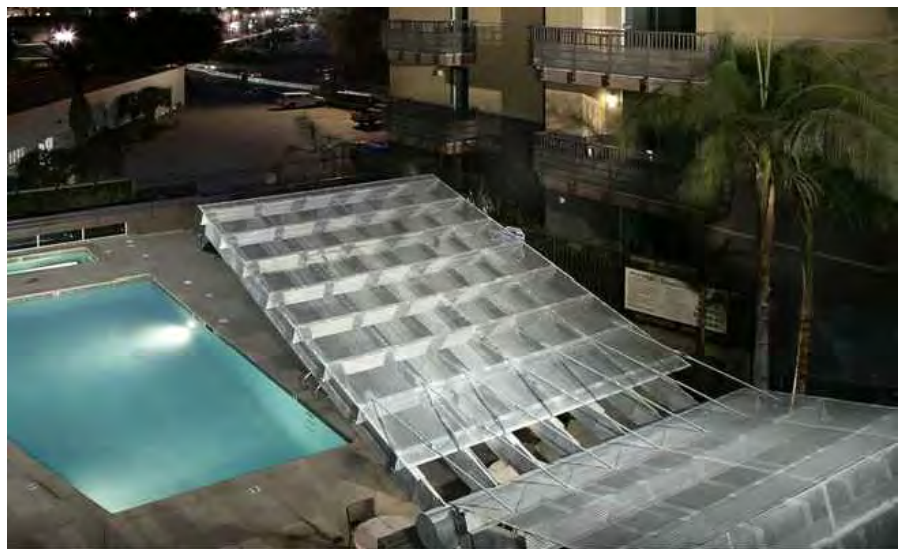
- KEYNOTES
- 1. STAGE W/ CANOPY
  - 2. WATER SCREEN
  - 3. MOBILE TREE POTS
  - 4. TOILET ( M )
  - 5. TOILET ( W )
  - 6. FIREPLACE
  - 7. BAR
  - 8. BBQ
  - 9. TRELLIS
  - 10. FIREPIT
  - 11. BENCH
  - 12. PLAY AREA W/ RUBBER SURFACING
  - 13. DOG RUN
  - 14. WORKOUT AREA W/ RUBBER SURFACING
  - 15. BASEKET BALL
  - 16. SYNTHETIC GRASS
  - 17. TRELLIS

1 HARDSCAPE PLAN - 7TH FL.  
SCALE: 1/16"= 1'-0"

LANDSCAPE  
PLANTING AREA : 7,018 SF.  
TREES PROVIDED : 74 EA.



WATER SCREEN



STAGE CANOPY



PATIO FENCE



ARCHITECT

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

PROECT

SB OMEGA

601 S. Main St.  
Los Angeles, CA 99014

OWNER

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

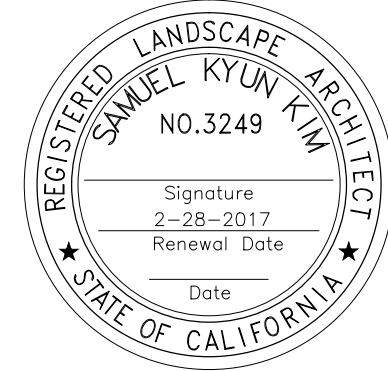
STRUCTURAL ENGINEER

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Los Angeles, CA 90012  
213.628.8018

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SEAL



ISSUE

NO.	DATE	DESCRIPTION

REVISION

NO.	DATE	DESCRIPTION

SCALE AS NOTED  
DRAWN  
DATE 07-11-2014

SHEET

HARDSCAPE PLAN  
7TH FL.

SHEET NUMBER

LC-2





LANDSCAPE  
PLANTING AREA : 7,018 SF.  
TREES PROVIDED : 74 EA.

1 PLANTING PLAN - 7TH FL.  
SCALE: 1/16"= 1'-0"



PLANTING LEGEND  
TREES

- OLEA EUROPAEA 'SWAN HILL'  
OLIVE TREE
- MELALEUCA QUINQUENERVIA  
CAJEPUT TREE
- GLEDITSIA TRIACANTHOS  
HONEY LOCUST
- ERIOBOTRIA DEFLEXA  
BRONZE LOQUAT
- TABEBULA IPE  
TRUMPET TREE
- BAMBOOSA OLDHAMII  
GIANT TIMBER BAMBOO



OLEA EUROPAEA 'SWAN HILL'  
OLIVE TREE



MELALEUCA QUINQUENERVIA  
CAJEPUT TREE



GLEDITSIA TRIACANTHOS  
HONEY LOCUST



ERIOBOTRIA DEFLEXA  
BRONZE LOQUAT



TABEBULA IPE  
TRUMPET TREE



BAMBOOSA OLDHAMII  
GIANT TIMBER BAMBOO

ARCHITECT

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

PROECT

**SB OMEGA**  
601 S. Main St.  
Los Angeles, CA 99014

OWNER

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

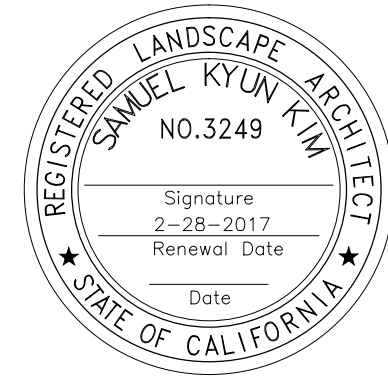
STRUCTURAL ENGINEER

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Los Angeles, CA 90012  
213.628.8018

LANDSCAPE ARCHITECT

**SQLA inc**  
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Los Angeles CA 90021  
(562) 905-0800

SEAL



ISSUE

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NO.	DATE	DESCRIPTION

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DATE 07-11-2014

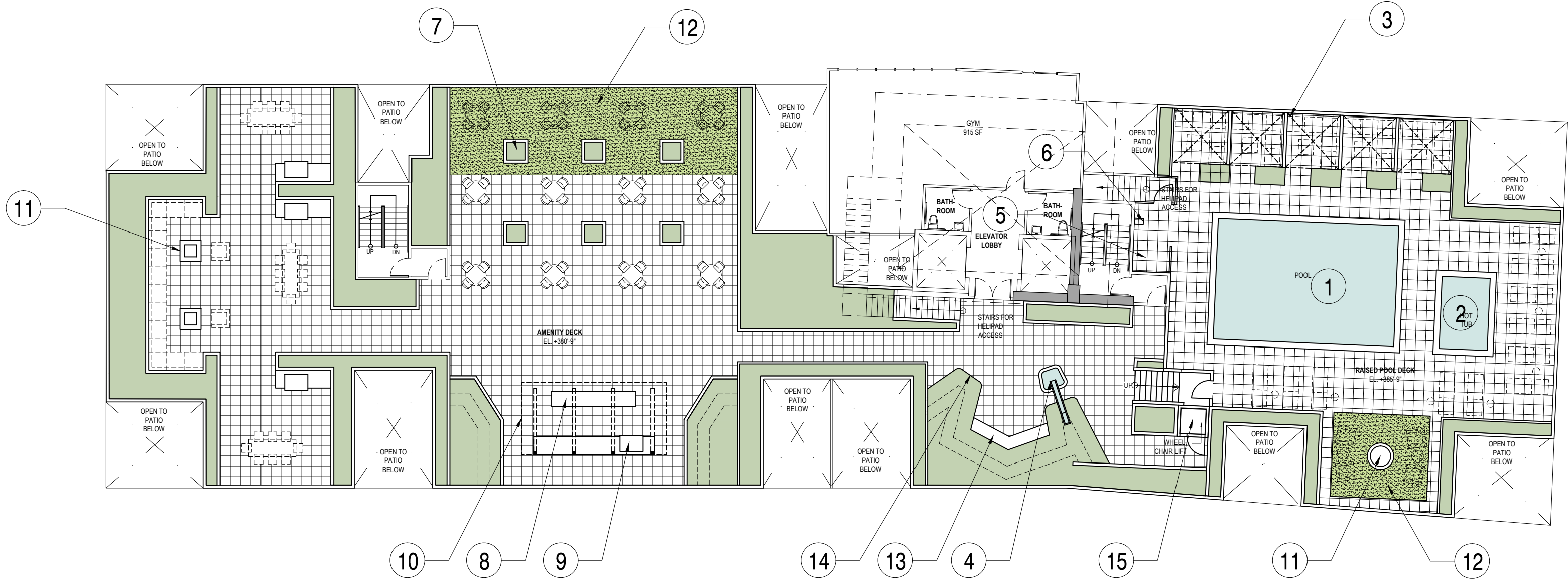
SHEET

PLANTING PLAN  
7TH FL.

SHEET NUMBER

LP-2





1 HARDSCAPE PLAN - ROOF DECK  
SCALE: 1/16"= 1'-0"



FOUNTAIN



FIREPIT



STEEL PLANTER WALL



CABANA

KEYNOTES

1. POOL
2. SPA
3. CABANAS
4. FOUNTAIN
5. SHOWER
6. DRINKING FOUNTAIN
7. MOBILE TREE POTS
8. BAR
9. BBQ
10. TRELLIS
11. FIREPIT
12. HYBRID BERMUDA GRASS W/ GRASSPAVE
13. BUILT-IN BENCH
14. 18" H. STEEL PLANTER WALL
15. WHEEL CHAIR LIFT

LANDSCAPE

PLANTING AREA : 3,041 SF. ( 25 % )  
TREES PROVIDED : 39 EA.

ARCHITECT

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

PROECT

**SB OMEGA**

601 S. Main 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**

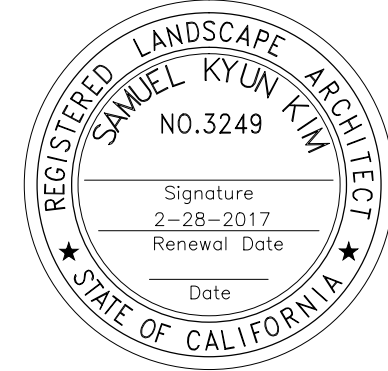
320 E. 2nd St., Suite 316  
Los Angeles, CA 90012  
213.628.8018

LANDSCAPE ARCHITECT

**SQLA inc**

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

SEAL



ISSUE

NO.	DATE	DESCRIPTION

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SCALE AS NOTED

DRAWN

DATE 07-11-2014

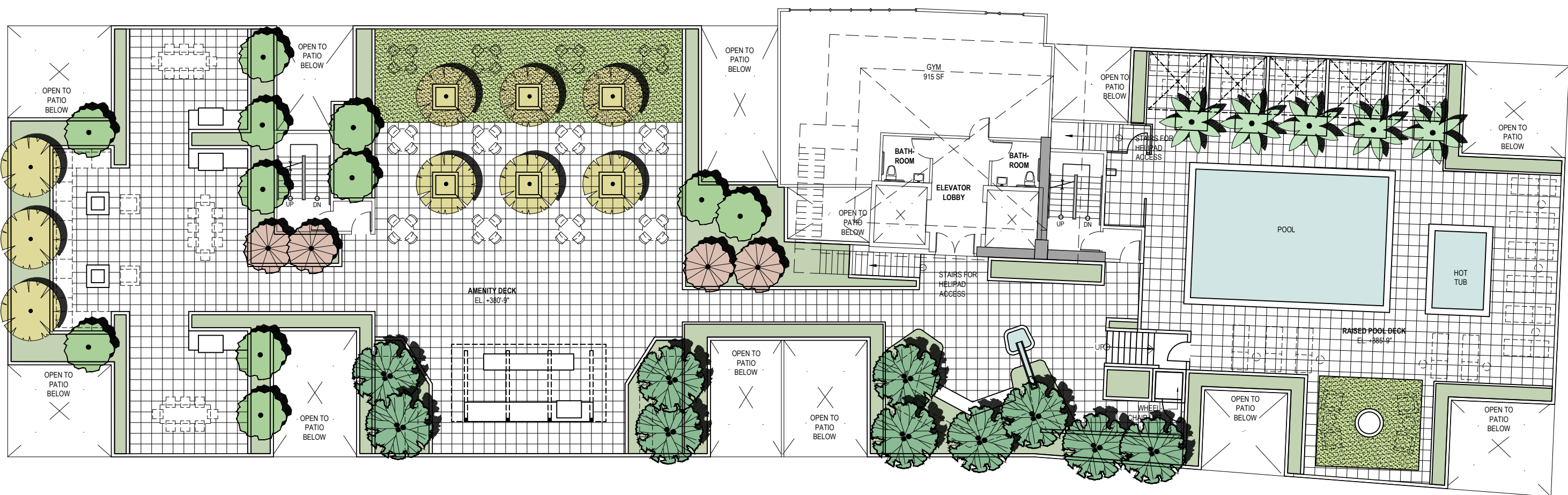
SHEET

HARDSCAPE PLAN  
-ROOF DECK

SHEET NUMBER

LC-3





- PLANTING LEGEND
- TREES
- TRACHYCARPUS FORTUNEI  
WINDMILL PALM
  - OLEA EUROPAEA 'SWAN HILL'  
OLIVE TREE
  - PODOCARPUS GRACILIOR  
FERN PINE
  - GLEDITSIA TRIACANTHOS  
HONEY LOCUST
  - ERIOBOTRIA DEFLEXA  
BRONZE LOQUAT

LANDSCAPE

PLANTING AREA : 3,041 SF. ( 25 % )  
TREES PROVIDED : 39 EA.

1 PLANTING PLAN - ROOF DECK  
SCALE: 1/16"= 1'-0"



TRACHYCARPUS FORTUNEI  
WINDMILL PALM



OLEA EUROPAEA 'SWAN HILL'  
OLIVE TREE



PODOCARPUS GRACILIOR  
FERN PINE



GLEDITSIA TRIACANTHOS  
HONEY LOCUST



ERIOBOTRIA DEFLEXA  
BRONZE LOQUAT

ARCHITECT

**dt-a**  
DAVID TAKACS ARCHITECTURE  
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PROECT

**SB OMEGA**  
601 S. Main St.  
Los Angeles, CA 99014

OWNER

**AGOURA OAKS LLC**  
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Agoura Hills, CA 91301  
818.991-9898

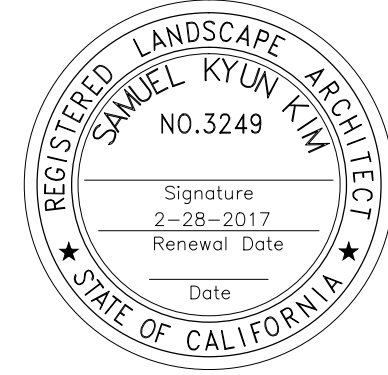
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Los Angeles, CA 90012  
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(562) 905-0800

SEAL



ISSUE

NO.	DATE	DESCRIPTION

REVISION

NO.	DATE	DESCRIPTION

SCALE AS NOTED  
DRAWN  
DATE 07-11-2014

SHEET

PLANTING PLAN  
-ROOF DECK

SHEET NUMBER

LP-3



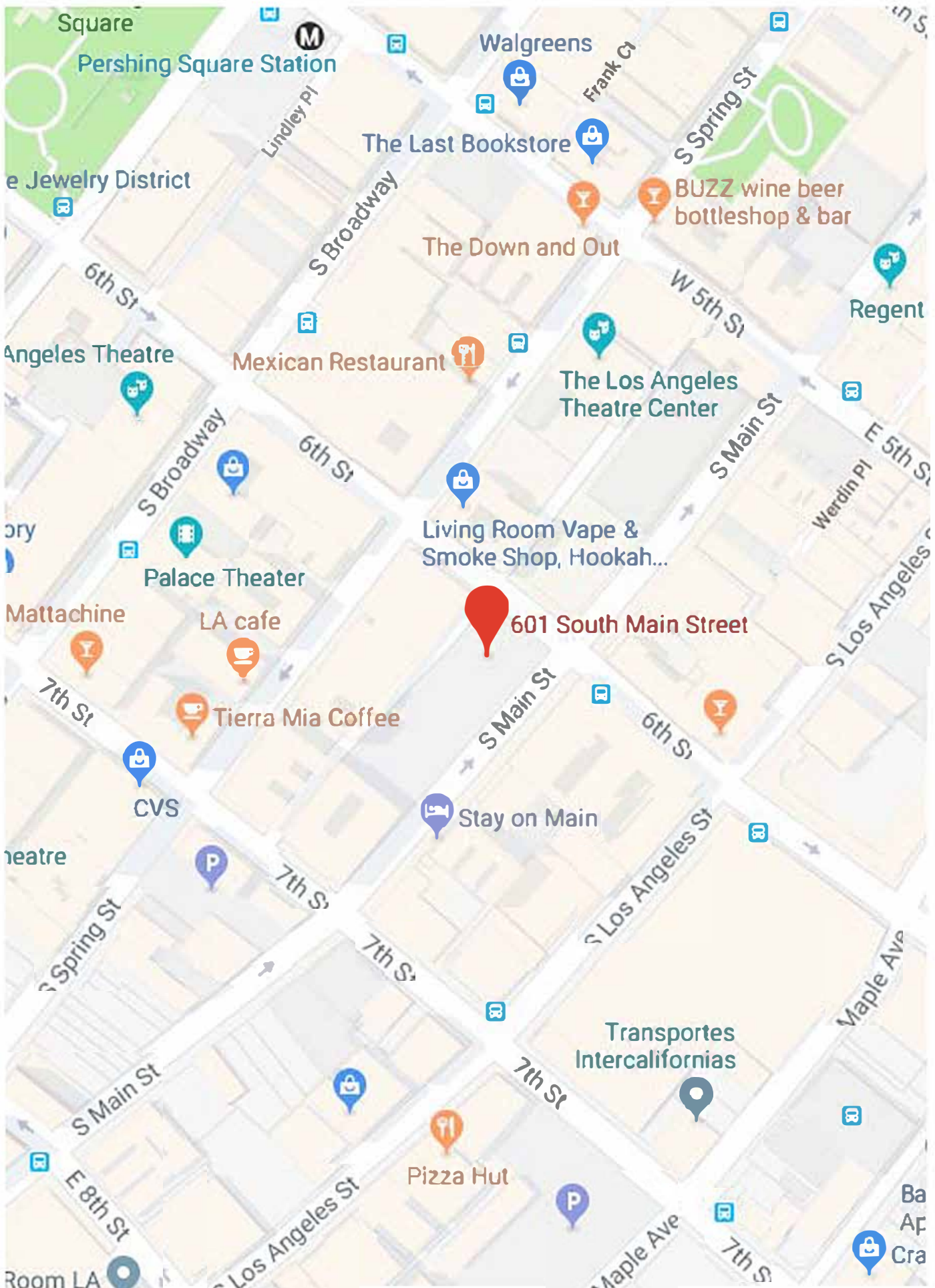


Exhibit B





C.D. 14  
C.T. 2073.02  
P.A. CENTRAL CITY

LEGAL: LOT A, THE CRIMMINS PROPERTY, M.B. 5-9, AND PORTION OF LOTS 2, 4, 5, 7, AND 9, BLK. 16, ORD'S SURVEY, M.R. 53-66-73, AND ALSO LOT A, THE CATHERINE L. EDGAR PROPERTY, M.B. 8-22. (SEE APPLICATION)

# **GC MAPPING SERVICE, INC.**

3055 WEST VALLEY BOULEVARD  
ALHAMBRA CA 91803  
(626) 441-1080 FAX (626) 441-8850

## **SITE PLAN REVIEW VESTING TENTATIVE TRACT MAP NO. 69839 FLOOR AREA TRANSFER**

1.41 NET AC.

CASE NO.  
DATE: 08-08-2014  
SCALE: 1" = 100'  
USES FIELD  
D.M. 127.5 A 211,  
129 A 211  
T.B. PAGE: 634 GRID: F-5



ORDINANCE NO. 164307

CPC 1986-0606 APC EA: 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.



1	1490	C5-4	C2-4-D	Refer to Central City Map.
2				
3	1495	C5-4	HD 4-D	Refer to Central City Map.
4	1500	C5-4 (Q)CM-4	HD 4-D C5-4-D	Refer to Central City Map.
5				
6	1520	C5-4 (T)(Q)CM-4	HD 4-D C5-4-D	Refer to Central City Map.
7				
8	1525	C5-4	HD 4-D	Refer to Central City Map.
9				
10	1530	C5-4	HD 4-D	Refer to Central City Map.
11	1535	C5-4	HD 4-D	Refer to Central City Map.
12				
13	1540	C5-4	C2-4-D	Refer to Central City Map.
14				
15	1545	C5-4	C2-4-D	Refer to Central City Map.
16	1550	C5-4 M2-4	C2-2-D C2-2-D	Refer to Central City Map.
17				
18	1560	M2-4	C2-2-D	Refer to Central City Map.
19				
20	1565	M2-4	[Q]R5-2-D	Refer to Central City Map.
21	1570	M2-4	[Q]R5-2-D	Refer to Central City Map.
22				
23	1575	M2-4	[Q]R5-2-D	Refer to Central City Map.
24	1580	M2-4	HD 2-D	Refer to Central City Map.
25				
26	1585	M2-3	HD 2-D	Refer to Central City Map.
27	1590	M2-3	HD 2-D	Refer to Central City Map.
28				



SUB AREA NO.	NEW ZONE AND/OR HEIGHT DISTRICT	D LIMITATIONS
1335	C2-4-D	The total floor area contained in all buildings on a lot shall not exceed six (6) times the buildable area of lot, except for the following: (a) Projects approved under Section 418 (Transfer of Floor Area) of the Redevelopment Plan for the Central Business District Redevelopment Project; (b) Projects approved under Section 415 (Rehabilitation and/or Remodeling of Existing Buildings) or Section 416 (Replacement of Existing Buildings) of said Redevelopment Plan; (c) Projects for which a density variation 50,000 square feet or less is granted under Section 437 of said Redevelopment Plan; (d) Projects for which a density variation of more than 50,000 square feet was granted under Section 437 of said Redevelopment Plan prior to the effective date of this ordinance; (e) Projects approved pursuant to any procedure to regulate transfers of floor area as may be adopted by the City Council. The term "floor area" shall mean floor area as defined in Municipal Code Section 12.21.1-A.5 and 12.21.1-B.4.
1340	C2-4-D	
1345	HD 4-D	
1350	HD 4-D	
1355	HD 4-D	
1365	C2-4-D	
1375	C2-4-D	
1385	C2-4-D	
1390	C2-4-D	
1395	C2-4-D	
1400	HD 4-D	
1425	HD 4-D	
1432	C2-4-D	
1440	HD 4-D	
1445	C2-4-D	
1450	C2-4-D	
1455	C2-4-D	
1460	C2-4-D	
1465	C2-4-D	
1470	C2-4-D	
1475	C2-4-D	
1480	C2-4-D	
1485	C2-4-D	
1490	C2-4-D	
1495	HD 4-D	
1500	HD 4-D	
1520	HD 4-D	
1525	HD 4-D	
1530	HD 4-D	
1535	HD 4-D	
1540	C2-4-D	
1545	C2-4-D	
1860	C2-4-D	
1865	HD 4-D	
1870	HD 4-D	
1875	C5-4-D	
1895	HD 4-D	

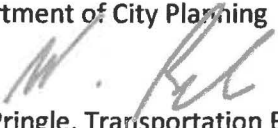


**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

601 S Main St  
DOT Case No. CEN 13-41460

Date: January 26, 2018

To: May Sirinopwongsagon, City Planner  
Department of City Planning

From:   
Wes Pringle, Transportation Engineer  
Department of Transportation

Subject: **UPDATED TRAFFIC ASSESSMENT FOR THE PROPOSED MIXED-USE DEVELOPMENT  
AT 601 SOUTH MAIN STREET (ENV-2014-2907-MND/CPC-2014-2906-TDR-ZV-SPPA-  
SPR/VT-69839-CN)**

On March 19, 2015, the Department of Transportation (DOT) issued an updated traffic assessment report to the Department of City Planning for the proposed mixed-use development at 601 South Main Street, which was subject of a supplemental traffic analysis dated March 2015 prepared by Overland Traffic Consultants, Inc. The current project has not changed since March 2015. However, because some time has passed since the last traffic analysis, an updated analysis dated January 17, 2018 was submitted to DOT by Overland Traffic Consultants, Inc. at the request of City Planning.

The previous traffic analysis determined that the project would not likely create a significant impact at any of the analyzed intersections. However, the project was close to creating a significant impact at the intersection of Main Street and 7<sup>th</sup> Street. The updated analysis evaluated the effect of the project considering other developments in the area, a new completion year of 2020, and more recent 2016 traffic volume counts at the intersection of Main Street and 7<sup>th</sup> Street and determined that the none of the analyzed intersections would be significantly impacted by project related traffic. DOT concurs with the findings of the updated analysis that the current project would not result in any significant impacts.

Therefore, all of the project requirements that are identified in DOT's March 19, 2015 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\2018\CEN13-41460\_601 S Main St\_mu\_rev\_ltr\_2018.doc

c: Kevin Ocubillo, 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.



**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

ATTACHMENT

601 S Main St  
DOT Case No. CEN 13-41460

Date: March 19, 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 601 SOUTH MAIN STREET (ENV-2014-2997-EAF/CPC-2014-2906-TDR-ZV-SPPA-SPR/VTT-69839-CN)**

The Department of Transportation (DOT) has reviewed the supplemental traffic analysis, dated March 19, 2015, prepared by Overland Traffic Consultants, Inc. for the revised development at 601 South Main Street. This analysis represents the second revision to the project since the original scope was first submitted to DOT. The original project was the subject of a traffic study prepared in February 2008 and a letter issued by DOT on November 4, 2008. The project was subsequently revised, a traffic study prepared in November 2013, and a letter was issued by DOT on December 5, 2013 to City Planning. The project and project site plan have been further refined and revised. This revision does not change the findings or recommendations of the December 5, 2013 letter.

The current proposal would change the type of residential development and decrease the retail space as follows:

Land Use	2013 Project	Revised Project
Retail	28,400 square feet	25,000 square feet
Residential	432 Apartments	452 Condominiums

The 2013 project was estimated to generate 2,957 net new daily trips with 199 net new trips in the a.m. peak hour and 274 net new trips in the p.m. peak hour. The revised project proposal is expected to generate less trips overall - 2,686 net new daily trips with 179 net new trips in the a.m. peak hour and 238 net new trips in the p.m. peak hour. The previous traffic analysis determined that none of the 19 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 5, 2013 letter (attached for reference) shall remain in effect. The current project site plan is also attached for your reference. If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

Attachments

K:\Letters\2015\CEN13-41460\_601 S Main St\_mu\_2015rev\_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.




**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

601 S. Main Street  
DOT Case No. CEN 13-41460

Date: December 5, 2013

To: Karen Hoo, City Planner  
Department of City Planning



From: Tomas Carranza, Senior Transportation Engineer  
Department of Transportation

Subject: **UPDATED TRAFFIC ANALYSIS FOR THE PROPOSED MIXED-USE  
PROJECT AT 601 S. MAIN STREET (ENV-2007-4358-EAF)**

*On November 4, 2008, the Department of Transportation (DOT) issued a report to the Department of City Planning (DCP) on the proposed mixed-use project located 601 S. Main Street. However, since the report was released, the project description has been modified and an updated traffic analysis was submitted to DOT to assess the applicability of the 2008 traffic assessment report to the revised project scope and current conditions. Therefore, DOT has prepared this traffic impact assessment report and has updated the original project requirements to be consistent with current City and DOT policies. Please replace the previous DOT assessment with this report.*

-----

DOT has reviewed the revised traffic analysis report dated November 19, 2013, and prepared by Overland Traffic Consultants, Inc., for the proposed mixed-use development located at 601 S. Main Street. The project was the subject of a traffic analysis dated February 2008 and of a DOT report dated November 4, 2008. The original study analyzed nineteen intersections and determined that none of the study intersections would be significantly impacted by project related traffic. The updated analysis was prepared to evaluate the potential traffic effects of the anticipated revisions to the project and to determine whether the results of the previous assessment are applicable to the current conditions.

The updated traffic analysis includes a revised land use proposal; evaluates current physical conditions with more recent traffic counts at nine of the original study intersections; and updates the project trip generation estimates. These nine study intersections were selected for updated analysis since the operations of these intersections have been modified since the original study was conducted – in all cases, the intersections were modified to accommodate on-street bike lanes. Overall, recent traffic counts and future traffic associated with related projects have not substantially changed when compared to the 2008 study. A comparison of the previous and new analysis indicates that the operating conditions are similar. As shown in **Attachment A**, none of the nine study intersections would be significantly impacted by project related traffic. DOT concurs with the findings of the updated traffic analysis that the revised project would not result in any significant traffic impacts at the studied intersections.



## DISCUSSION AND FINDINGS

### A. Project Description

The applicant had originally proposed a mixed-use development that included the construction of 777 condominium units and 20,000 square feet of ground floor retail space to be completed. The site is vacant and currently used for parking. The revised project reflects a scaled-down project scope with the proposal to provide up to 432 apartment dwelling units and up to 28,400 square feet of retail space. As illustrated in the conceptual site plan (**Attachment B**), access to the site will be provided via the alley (Harlem Place), which is the same as the original project. The project is expected to be completed by 2017.

### B. Trip Generation

The revised project is expected to generate approximately 3,690 daily trips, 277 trips in the a.m. peak hour, and 321 trips in the p.m. peak hour. These estimates are based on trip generation rates published by the Institute of Transportation Engineers (ITE) Trip Generation, 9<sup>th</sup> Edition, 2012. These 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. The revised project would generate fewer trips than the original approved project. As shown in **Attachment C**, the revised project would generate 733 fewer daily trips, 78 fewer trips during the a.m. peak hour and 47 fewer trips during the p.m. peak hour.

## 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:

- **6th Street** has been classified as a Modified Secondary Highway which requires a 20-foot half-width roadway within a 30-foot half-width right-of-way.
- **Main Street** has been classified as a Modified Secondary Highway which



requires a 28-foot half-width roadway within a 43-foot half-width right-of-way, and an additional 2-foot easement along the project's frontage for sidewalk/streetscape/utility purposes.

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 updated analysis did not indicate the number of 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

Access to the project's parking garage is proposed via a driveway along the Harlem Place alley that runs along the western edge of the project. The proposed site plan is acceptable to DOT; however, review of the study does not constitute approval of the parking garage access from the alley 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 Chris Hy of my staff at (213) 972-8479.

Attachments

*CEN 07-4540\_601 S Main St\_ts\_ltr\_rev.doc*

cc: Tanner Blackman, CD #14  
Taimour Tanavoli, DOT Planning  
Gregg Vandergriff, BOE Central District  
Mehrdad Moshksar, DOT Operations  
Liz Culhane, Overland Traffic Consultants, Inc.



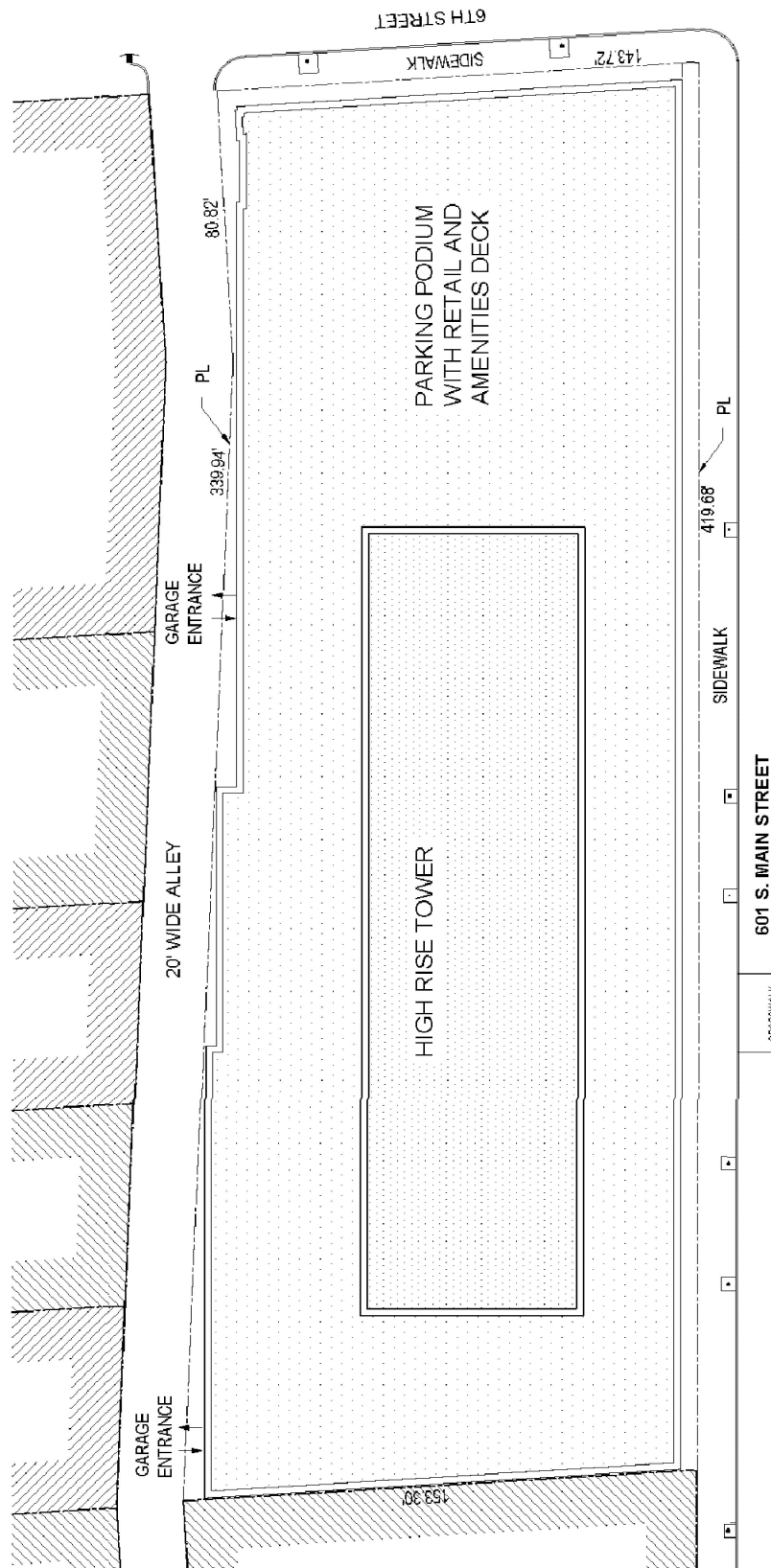
# ATTACHMENT "A"

Letter to LADOT  
November 2013  
Page Ten

Table 5  
Summary of Critical Movement Analysis (CMA) Findings

<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Existing (2013)</u>		<u>Existing +Project</u>			<u>Significant Impact</u>	<u>Future (2017) Without Project</u>		<u>Future (2017) With Project</u>			<u>Significant Impact</u>
			<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>		<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>IMPACT</u>	
1	Spring Street & 5th Street	AM	0.389	A	0.395	A	+0.006	NO	0.445	A	0.451	A	+0.006	NO
		PM	0.277	A	0.285	A	+0.008	NO	0.383	A	0.388	A	+0.005	NO
2	Main Street & 5th Street	AM	0.311	A	0.316	A	+0.005	NO	0.413	A	0.419	A	+0.006	NO
		PM	0.403	A	0.408	A	+0.005	NO	0.524	A	0.529	A	+0.005	NO
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		PM	0.382	A	0.399	A	+0.017	NO	0.463	A	0.480	A	+0.017	NO
4	Main Street & 6th Street	AM	0.315	A	0.325	A	+0.010	NO	0.392	A	0.401	A	+0.009	NO
		PM	0.395	A	0.402	A	+0.007	NO	0.475	A	0.482	A	+0.007	NO
5	Spring Street & 7th Street	AM	0.507	A	0.537	A	+0.030	NO	0.554	A	0.585	A	+0.031	NO
		PM	0.502	A	0.524	A	+0.022	NO	0.679	B	0.701	C	+0.022	NO
6	Main Street & 7th Street	AM	0.445	A	0.453	A	+0.008	NO	0.538	A	0.545	A	+0.007	NO
		PM	0.649	B	0.669	B	+0.020	NO	0.782	C	0.801	D	+0.019	NO
7	Spring Street & 8th Street	AM	0.284	A	0.289	A	+0.005	NO	0.333	A	0.338	A	+0.005	NO
		PM	0.327	A	0.331	A	+0.004	NO	0.423	A	0.426	A	+0.003	NO
8	Main Street & 8th Street	AM	0.283	A	0.283	A	+0.000	NO	0.327	A	0.329	A	+0.002	NO
		PM	0.494	A	0.499	A	+0.005	NO	0.556	A	0.561	A	+0.005	NO
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		PM	0.583	A	0.591	A	+ 0.008	NO	0.769	C	0.775	C	+0.006	NO





213 984 4019	601 MAIN ST.	date: 09.25.13 scale: 1"=600'
213 984 4019	SCHEMATIC DESIGN	SITE PLAN
213 984 4019		

10/2013

952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266  
(310) 545-1235 phone, [liz@overlandtraffic.com](mailto:liz@overlandtraffic.com)



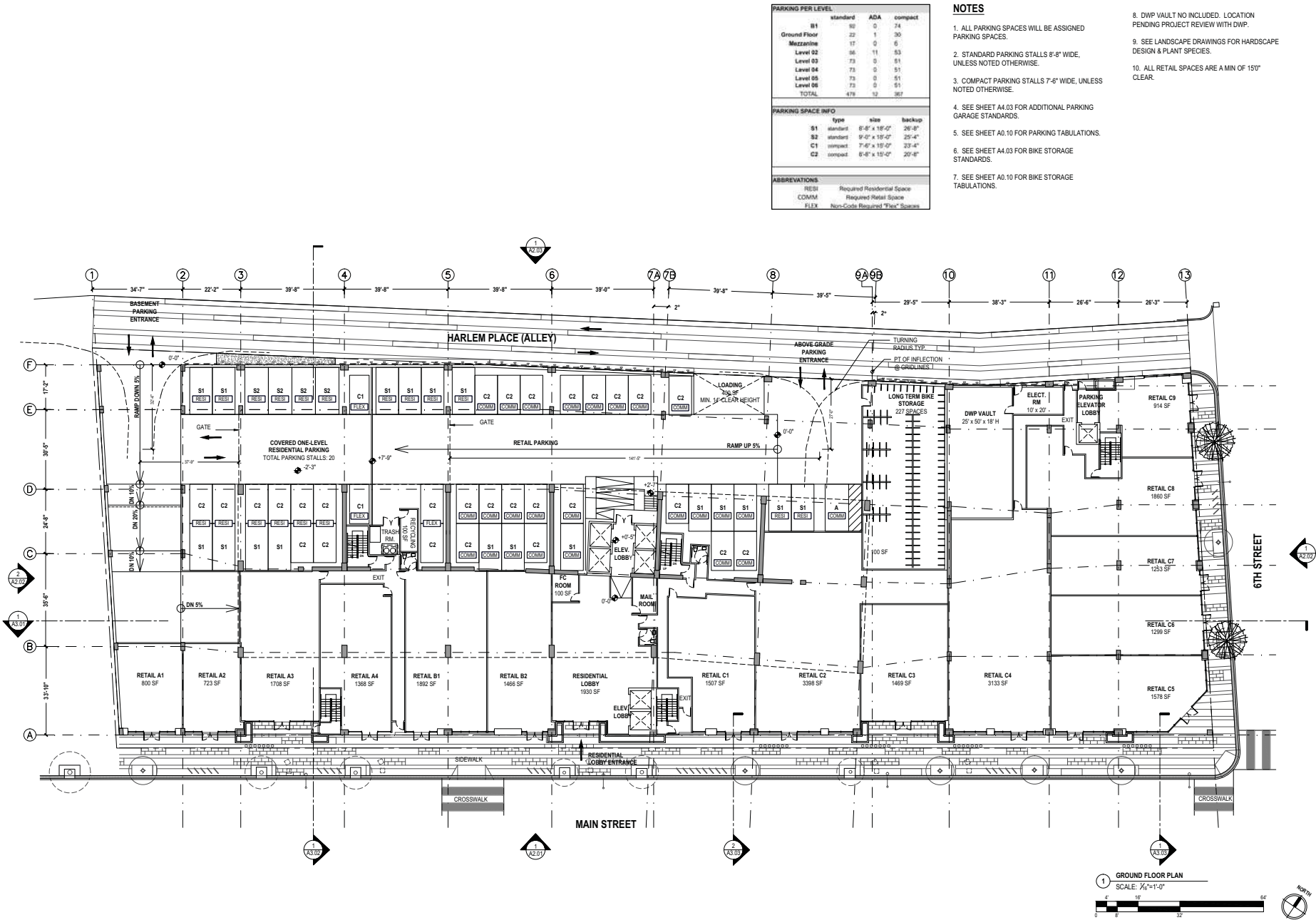
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<u>Description</u>	<u>Size</u>	<u>Daily</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
		<u>Traffic</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
<b><u>Proposed Project</u></b>								
Retail	28,400 sf	1,213	27	17	10	106	51	55
Internal/Transit/Walk Trips	15%	(182)	(4)	(2)	(2)	(16)	(8)	(8)
Pass-By	50%	<u>(516)</u>	<u>(11)</u>	<u>(7)</u>	<u>(4)</u>	<u>(44)</u>	<u>(21)</u>	<u>(23)</u>
Subtotal Commercial		515	12	8	4	46	22	24
Apartment	432 units	2,873	220	44	176	268	174	94
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\*The details regarding the trip generation for the previously proposed & reviewed project's trip generation is provided in this letter's Attachment 1, LADOT Letter pages 4 & 6.



2015 SITE PLAN



PARKING PER LEVEL				
	standard	ADA	compact	
Ground Floor	22	1	30	
Mezzanine	17	0	6	
Level 02	36	11	53	
Level 03	73	9	51	
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TOTAL	478	12	307	

PARKING SPACE INFO			
S#	type	size	backlog
S1	standard	8'-6" x 18'-0"	26'-0"
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ABBREVIATIONS	
RES	Required Residential Space
COMM	Required Retail Space
FLEX	Non-Code Required "Flex" Spaces

- 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 A4.03 FOR ADDITIONAL PARKING GARAGE STANDARDS.
  5. SEE SHEET A4.10 FOR PARKING TABULATIONS.
  6. SEE SHEET A4.03 FOR BIKE STORAGE STANDARDS.
  7. SEE SHEET A4.10 FOR BIKE STORAGE TABULATIONS.
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  9. SEE LANDSCAPE DRAWINGS FOR HARDSCAPE DESIGN & PLANT SPECIES.
  10. ALL RETAIL SPACES ARE A MIN OF 15'0" CLEAR.

ARCHITECT

**dt-a**

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

PROJECT

**SB OMEGA**  
601 S. Main St.  
Los Angeles, CA 99014

OWNER

**6th & MAIN LLC**  
600 S. Spring St.  
Los Angeles, CA 90014  
213.891.1954

STRUCTURAL ENGINEER

**CHARLES TAN & Assoc., SE**  
320 E. 2nd St., Suite 211  
Los Angeles, CA 90012  
213.628.8018

LANDSCAPE ARCHITECT

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

SEAL

REGISTERED ARCHITECT  
DAVID TAKACS  
C-33737  
07-01-15  
STATE OF CALIF. 00000

ISSUE

NO.	DATE	DESCRIPTION
1	08.30.14	SITE PLAN REVIEW
2	12.01.14	SPR CORRECTIONS

REVISION

NO.	DATE	DESCRIPTION
1		
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SCALE

AS NOTED

DRAWN

DATE

DECEMBER 01, 2014

SHEET

**FLOOR PLAN: GROUND**

SHEET NUMBER

**A1.02**



**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

601 S Main St  
DOT Case No. CEN 13-41460

Date: March 19, 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 601 SOUTH MAIN STREET (ENV-2014-2997-EAF/CPC-2014-2906-TDR-ZV-SPPA-SPR/VTT-69839-CN)**

The Department of Transportation (DOT) has reviewed the supplemental traffic analysis, dated March 19, 2015, prepared by Overland Traffic Consultants, Inc. for the revised development at 601 South Main Street. This analysis represents the second revision to the project since the original scope was first submitted to DOT. The original project was the subject of a traffic study prepared in February 2008 and a letter issued by DOT on November 4, 2008. The project was subsequently revised, a traffic study prepared in November 2013, and a letter was issued by DOT on December 5, 2013 to City Planning. The project and project site plan have been further refined and revised. This revision does not change the findings or recommendations of the December 5, 2013 letter.

The current proposal would change the type of residential development and decrease the retail space as follows:

Land Use	2013 Project	Revised Project
Retail	28,400 square feet	25,000 square feet
Residential	432 Apartments	452 Condominiums

The 2013 project was estimated to generate 2,957 net new daily trips with 199 net new trips in the a.m. peak hour and 274 net new trips in the p.m. peak hour. The revised project proposal is expected to generate less trips overall - 2,686 net new daily trips with 179 net new trips in the a.m. peak hour and 238 net new trips in the p.m. peak hour. The previous traffic analysis determined that none of the 19 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 5, 2013 letter (attached for reference) shall remain in effect. The current project site plan is also attached for your reference. If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

Attachments

K:\Letters\2015\CEN13-41460\_601 S Main St\_mu\_2015rev\_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.




**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

601 S. Main Street  
DOT Case No. CEN 13-41460

Date: December 5, 2013

To: Karen Hoo, City Planner  
Department of City Planning



From: Tomas Carranza, Senior Transportation Engineer  
Department of Transportation

Subject: **UPDATED TRAFFIC ANALYSIS FOR THE PROPOSED MIXED-USE  
PROJECT AT 601 S. MAIN STREET (ENV-2007-4358-EAF)**

*On November 4, 2008, the Department of Transportation (DOT) issued a report to the Department of City Planning (DCP) on the proposed mixed-use project located 601 S. Main Street. However, since the report was released, the project description has been modified and an updated traffic analysis was submitted to DOT to assess the applicability of the 2008 traffic assessment report to the revised project scope and current conditions. Therefore, DOT has prepared this traffic impact assessment report and has updated the original project requirements to be consistent with current City and DOT policies. Please replace the previous DOT assessment with this report.*

-----

DOT has reviewed the revised traffic analysis report dated November 19, 2013, and prepared by Overland Traffic Consultants, Inc., for the proposed mixed-use development located at 601 S. Main Street. The project was the subject of a traffic analysis dated February 2008 and of a DOT report dated November 4, 2008. The original study analyzed nineteen intersections and determined that none of the study intersections would be significantly impacted by project related traffic. The updated analysis was prepared to evaluate the potential traffic effects of the anticipated revisions to the project and to determine whether the results of the previous assessment are applicable to the current conditions.

The updated traffic analysis includes a revised land use proposal; evaluates current physical conditions with more recent traffic counts at nine of the original study intersections; and updates the project trip generation estimates. These nine study intersections were selected for updated analysis since the operations of these intersections have been modified since the original study was conducted – in all cases, the intersections were modified to accommodate on-street bike lanes. Overall, recent traffic counts and future traffic associated with related projects have not substantially changed when compared to the 2008 study. A comparison of the previous and new analysis indicates that the operating conditions are similar. As shown in **Attachment A**, none of the nine study intersections would be significantly impacted by project related traffic. DOT concurs with the findings of the updated traffic analysis that the revised project would not result in any significant traffic impacts at the studied intersections.



## DISCUSSION AND FINDINGS

### A. Project Description

The applicant had originally proposed a mixed-use development that included the construction of 777 condominium units and 20,000 square feet of ground floor retail space to be completed. The site is vacant and currently used for parking. The revised project reflects a scaled-down project scope with the proposal to provide up to 432 apartment dwelling units and up to 28,400 square feet of retail space. As illustrated in the conceptual site plan (**Attachment B**), access to the site will be provided via the alley (Harlem Place), which is the same as the original project. The project is expected to be completed by 2017.

### B. Trip Generation

The revised project is expected to generate approximately 3,690 daily trips, 277 trips in the a.m. peak hour, and 321 trips in the p.m. peak hour. These estimates are based on trip generation rates published by the Institute of Transportation Engineers (ITE) Trip Generation, 9<sup>th</sup> Edition, 2012. These 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. The revised project would generate fewer trips than the original approved project. As shown in **Attachment C**, the revised project would generate 733 fewer daily trips, 78 fewer trips during the a.m. peak hour and 47 fewer trips during the p.m. peak hour.

## 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:

- **6th Street** has been classified as a Modified Secondary Highway which requires a 20-foot half-width roadway within a 30-foot half-width right-of-way.
- **Main Street** has been classified as a Modified Secondary Highway which



requires a 28-foot half-width roadway within a 43-foot half-width right-of-way, and an additional 2-foot easement along the project's frontage for sidewalk/streetscape/utility purposes.

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 updated analysis did not indicate the number of 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

Access to the project's parking garage is proposed via a driveway along the Harlem Place alley that runs along the western edge of the project. The proposed site plan is acceptable to DOT; however, review of the study does not constitute approval of the parking garage access from the alley 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 Chris Hy of my staff at (213) 972-8479.

Attachments

*CEN 07-4540\_601 S Main St\_ts\_ltr\_rev.doc*

cc: Tanner Blackman, CD #14  
Taimour Tanavoli, DOT Planning  
Gregg Vandergriff, BOE Central District  
Mehrdad Moshksar, DOT Operations  
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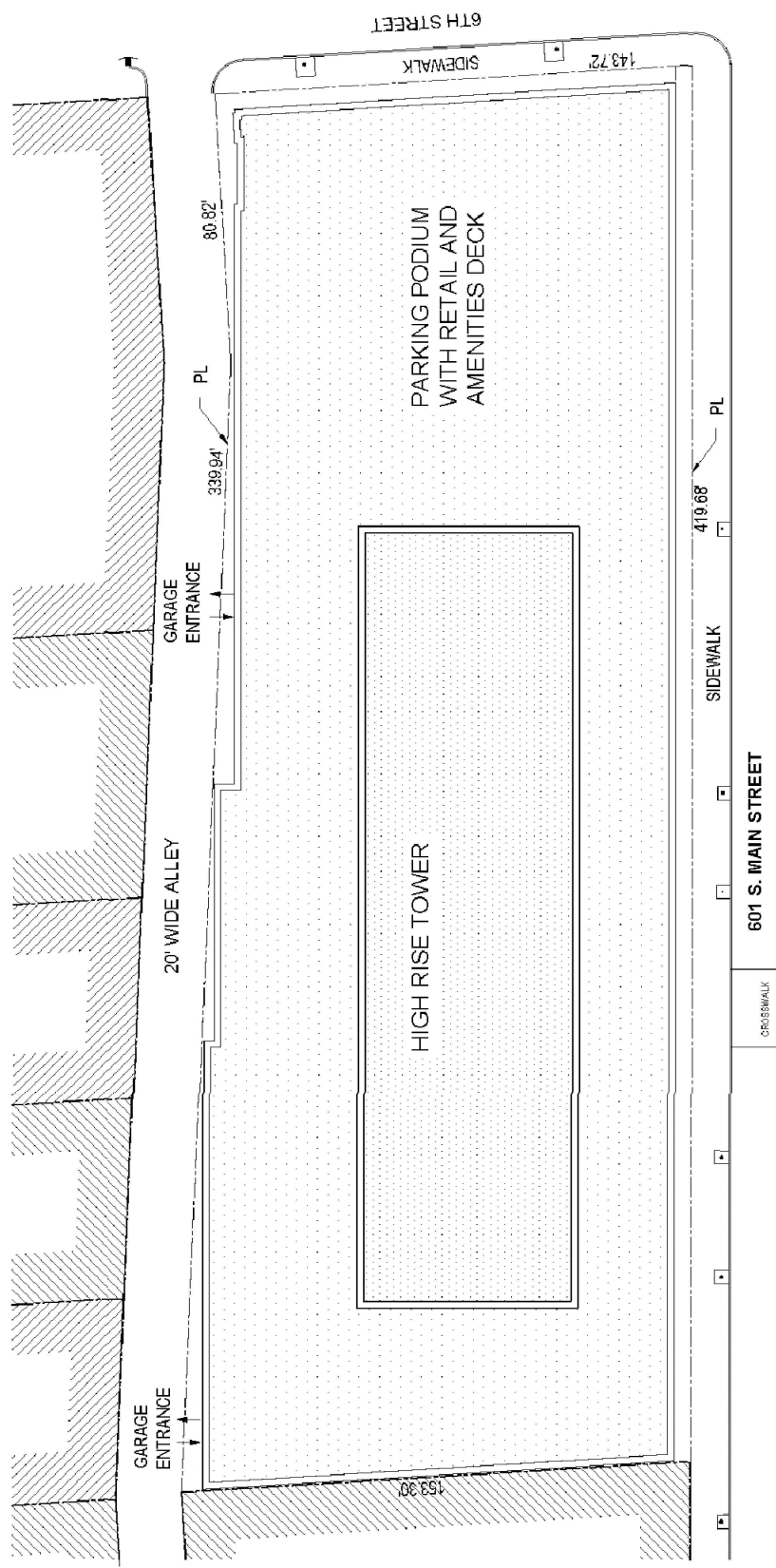
# ATTACHMENT "A"

Letter to LADOT  
November 2013  
Page Ten

Table 5  
Summary of Critical Movement Analysis (CMA) Findings

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date: 09.25.13 scale: 1" = 60'		SITE PLAN	
601 MAIN ST.		SCHEMATIC DESIGN	
213.984.4019		213.984.4019	

FIGURE 1

10/2013

PROJECT SITE PLAN



Overland Traffic Consultants, Inc.

952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266  
(310) 545-1235 phone, liz@overlandtraffic.com



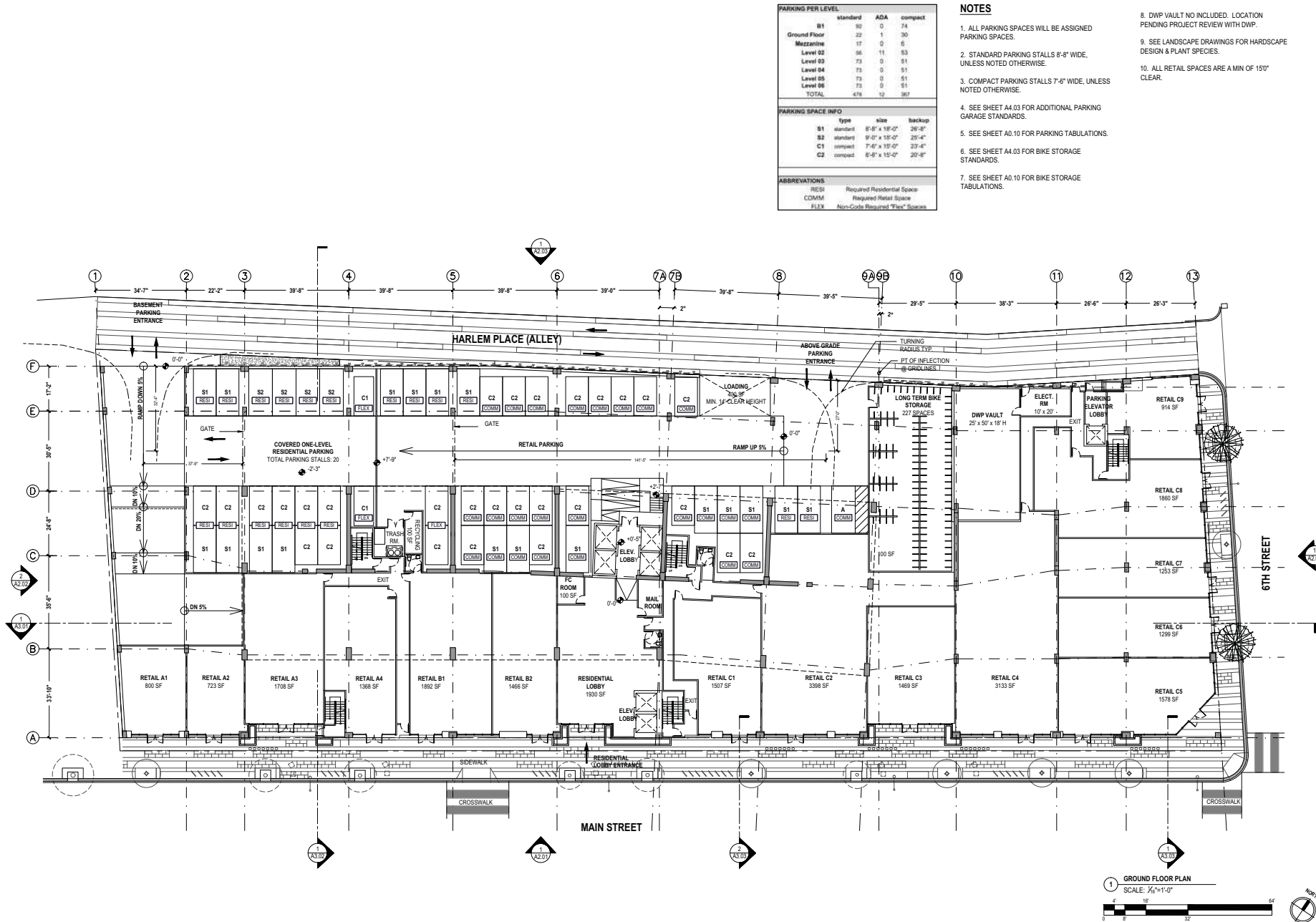
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ARCHITECT

**dt-a**

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

PROJECT

**SB OMEGA**  
601 S. Main St.  
Los Angeles, CA 99014

OWNER

**6th & MAIN LLC**  
600 S. Spring St.  
Los Angeles, CA 90014  
213.891.1954

STRUCTURAL ENGINEER

**CHARLES TAN & Assoc., SE**  
320 E. 2nd St., Suite 211  
Los Angeles, CA 90012  
213.628.8018

LANDSCAPE ARCHITECT

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

SEAL

REGISTERED ARCHITECT  
DAVID TAKACS  
C-33737  
07-01-15  
STATE OF CALIF. 00000

ISSUE

NO.	DATE	DESCRIPTION
1	08.30.14	SITE PLAN REVIEW
2	12.01.14	SPR. CORRECTIONS

REVISION

NO.	DATE	DESCRIPTION

SCALE: AS NOTED

DRAWN

DATE: DECEMBER 01, 2014

SHEET

**FLOOR PLAN: GROUND**

SHEET NUMBER

**A1.02**



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**

<b>LEAD CITY AGENCY</b> City of Los Angeles	<b>COUNCIL DISTRICT</b> CD 14 - JOSE HUIZAR
<b>PROJECT TITLE</b> ENV-2014-2907-MND	<b>CASE NO.</b> CPC-2014-2906-TDR-ZV-SPPA-SPR, VTT-69839-CN

**PROJECT LOCATION**  
601, 603, 611, 619, 619 ½, 620, 625, 627, 629, 631, 637, 639, 641 S. Main Street and 108, 114 W. 6th Street

**PROJECT DESCRIPTION**  
The project includes the demolition of a surface parking lot and the construction, use and maintenance of a 38-story, 390-foot three-inch mixed-use high-rise development on a 60,819-square-foot-site, consisting of 452 residential condominium units and 15 commercial condominium units with 21,514 square feet of commercial space. The project proposes a total floor area of 551,349 square feet and a Floor Area Ratio (FAR) of 9.1:1. The commercial space is located on the ground floor along 6th Street and Main Street and the residential condominium units are located above on floors two through 37. The project provides 521 residential parking spaces, 21 commercial parking and 318 non-code required "flex" parking spaces for a total of 860 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 the alley (Harlem Place) by two driveways. Pedestrian access to the residential lobby is provided on Main Street, while pedestrian access to commercial/retail space is provided along Main Street and Sixth Street. The project requests the following approvals: a Transfer of Floor Area Rights (TFAR) of 186,435 square feet from the Convention Center to the project site to allow a 9.1:1 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 lots with 452 residential condominium units and 15 commercial condominium units totaling 21,514 square feet and a haul route for the export of approximately 32,656 cubic yards of dirt.

**NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY**  
Barry Shy Six and Main, LLC  
600 S. Spring Street, Unit Office  
Los Angeles, CA 90013


**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.

<b>NAME OF PERSON PREPARING THIS FORM</b>  JENNIFER CAIRA	<b>TITLE</b>  City Planning Associate	<b>TELEPHONE NUMBER</b>  (213) 978-1165
<b>ADDRESS</b>  200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012	<b>SIGNATURE (Official)</b>  	<b>DATE</b>  OCTOBER 12, 2016



**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)**

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- 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.

**V-50. Cultural/Historic Resources**

- The project will result in an impact on identified cultural/historical resources. However, the impact can be reduced to a less than significant level though compliance with the following measure(s):
- The performance standards of the structure monitoring plan shall include the following:
  - o Documentation shall consist of video and/or photographic documentation of accessible and visible areas on the exterior and select interior facades of the building. A registered civil engineer or certified engineering geologist shall develop recommendations for the adjacent structure monitoring program that will include, but not be limited to, vibration monitoring, elevation and lateral monitoring points, crack monitors and other instrumentation deemed necessary to protect the historic resources from construction-related damage.
  - o 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.
  - o The structure monitoring program shall be submitted to the Department of City Planning, the Office of Historic Resources, and the Department of Building and Safety and received into the case file for the associated discretionary action permitting the project prior to initiating any construction activities.
  - o The Applicant shall retain a qualified vibration consultant to take vibration monitoring measurements regularly in order to assess the actual



impact of vibration on adjacent structures and to incorporate and adjust techniques as necessary to reduce impact.

- All new construction work shall be performed so as not to adversely affect the historic designations of the Board of Trade building located immediately adjacent to the site at 111 West 7th Street, the Los Angeles Stock Exchange Building located across the alley at 610-618 South Spring Street, the Banks-Huntley Building located across the alley from the site at 634 South Spring Street, or the Bank of America Building located at 117 West 7th Street. Preconstruction surveys shall be performed to document conditions of the adjacent historic structures. The structural monitoring program shall be implemented and recorded during construction.
- The Applicant shall retain an experienced vibration engineer to plan for and monitor vibration impacts on the adjacent historic buildings during site clearing, earthmoving and foundation construction, and structural construction, to the extent that the adjacent historic buildings allow the Applicant to conduct monitoring within the building and to understand the baseline vibration impacts prior to site-clearing. The engineer shall insure the incorporation of maximum vibration mitigation into every phase of Project development.

**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.
- To encourage carpooling and the use of electric vehicles by Project residents and visitors, at least twenty (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 future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed 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 ampacity. Only raceways and related components are required to be installed at the time of construction. When the application of the 20% results in a fractional space, round up to the next whole number. A label stating "EV CAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

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

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- 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 project contractor shall erect a minimum 8-foot high temporary noise barrier around the perimeter of the site for the purpose of attenuating construction noise impacts. The temporary noise barrier shall be a solid surface material with a minimum of 4 lbs. per square foot capable of achieving a sound level 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-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)

<b>LEAD CITY AGENCY:</b> City of Los Angeles	<b>COUNCIL DISTRICT:</b> CD 14 - JOSE HUIZAR	<b>DATE:</b>
<b>RESPONSIBLE AGENCIES:</b> Department of City Planning		
<b>ENVIRONMENTAL CASE:</b> ENV-2014-2907-MND	<b>RELATED CASES:</b> CPC-2014-2906-TDR-ZV-SPPA-SPR, VTT-69839-CN	
<b>PREVIOUS ACTIONS CASE NO.:</b>	<input type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions	
<b>PROJECT DESCRIPTION:</b> NEW, 38 STORY MIXED USE BUILDING WITH 452 RESIDENTIAL CONDOMINIUM UNITS AND 15 COMMERCIAL CONDO UNITS AND 858 PARKING SPACES.		
<b>ENV PROJECT DESCRIPTION:</b> The project includes the demolition of a surface parking lot and the construction, use and maintenance of a 38-story, 390-foot three-inch mixed-use high-rise development on a 60,819-square-foot-site, consisting of 452 residential condominium units and 15 commercial condominium units with 21,514 square feet of commercial space. The project proposes a total floor area of 551,349 square feet and a Floor Area Ratio (FAR) of 9.1:1. The commercial space is located on the ground floor along 6th Street and Main Street and the residential condominium units are located above on floors two through 37. The project provides 521 residential parking spaces, 21 commercial parking and 318 non-code required "flex" parking spaces for a total of 860 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 the alley (Harlem Place) by two driveways. Pedestrian access to the residential lobby is provided on Main Street, while pedestrian access to commercial/retail space is provided along Main Street and Sixth Street. The project requests the following approvals: a Transfer of Floor Area Rights (TFAR) of 186,435 square feet from the Convention Center to the project site to allow a 9.1:1 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 lots with 452 residential condominium units and 15 commercial condominium units totaling 21,514 square feet and a haul route for the export of approximately 32,656 cubic yards of dirt.		
<b>ENVIRONMENTAL SETTINGS:</b> The project site is comprised of eight lots (Lots: FR 5, FR 4 Arb 2 and 3, LT A, FR 2 Arb 1 and PT 7 Arb 1) totaling 60,819 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: 601, 603, 611, 619, 619 ½, 620, 625, 627, 629, 631, 637, 639, 641 S. Main Street and 108, 114 W. 6th Street. The project site is located within the boundaries of the Central City Community Plan Area, the Downtown Design Guide Historic Downtown District and the City Center Redevelopment Project Area. The project site is zoned C2-4D and designated as Regional Center Commercial. The project site is also located within Fire District No. 1 and within 1.01 km of the Puente Hills Blind Thrust Fault Zone.  The project site is bounded by Main Street to the east, Harlem Place (named alley) to the west, Sixth Street to the north and a 10-story mixed use residential building with commercial uses on the ground floor to the south. Surrounding properties to the north, south, and west are in the C2-4D zone and designated Regional Center Commercial, while the properties to the east are in the C2-2D zone and designated Community Commercial. The project site is surrounded by historic districts and historic properties. Historic districts listed in the National Register of Historic Places include the Spring Street Financial District at 354-704 S. Spring Street and the Broadway Theater and Commercial District at 300-849 S. Broadway. Adjacent historic structures listed in either the National Register, California Register or designated locally as a City of Los Angeles Historic Cultural Monument include: Lloyd's Bank at 548 S. Spring Street, the Pacific Stock Exchange at 618 S. Spring Street, Mortgage Guarantee Building at 626 S. Spring Street, Banks and Huntley Building at 630 S. Spring Street, Bank of America at 117 W. 7th Street, the Board and Trade Building/Bank of America at 111 W. 7th Street, the Pacific Electric Building at 600 S. Main Street, the Main/Mercantile Building at 620 S. Spring Street and Hotel Cecil/Metropolitan Hotel at 640 S. Main Street.		



The project site is located at the southwest corner of Main Street and Sixth Street. Main Street is designated as an Avenue II with three travel lanes and a bike lane in a one-way northbound direction. Sixth Street is a Modified Avenue III with four travel lanes in a one-way eastbound direction. Harlem Place is a named alley that runs north-south.

**PROJECT LOCATION:**

601, 603, 611, 619, 619 ½, 620, 625, 627, 629, 631, 637, 639, 641 S. Main Street and 108, 114 W. 6th Street

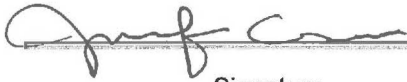
<b>COMMUNITY PLAN AREA:</b> CENTRAL CITY <b>STATUS:</b>  <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	<b>AREA PLANNING COMMISSION:</b> CENTRAL	<b>CERTIFIED NEIGHBORHOOD COUNCIL:</b> DOWNTOWN LOS ANGELES
<b>EXISTING ZONING:</b> C2-4D	<b>MAX. DENSITY/INTENSITY ALLOWED BY ZONING:</b> 6:1 FAR by-right and up to 13:1 FAR with TFAR	LA River Adjacent:
<b>GENERAL PLAN LAND USE:</b> REGIONAL CENTER COMMERCIAL	<b>MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:</b> 6:1 FAR by-right and up to 13:1 FAR with TFAR	
	<b>PROPOSED PROJECT DENSITY:</b> 9.07:1 FAR	



## 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 Planning Associate

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

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

### Background

**PROPONENT NAME:**

Barry Shy  
Six and Main, LLC

**PHONE NUMBER:**

(213) 891-1954

**APPLICANT ADDRESS:**

600 S. Spring Street, Unit Office  
Los Angeles, CA 90013

**AGENCY REQUIRING CHECKLIST:**

Department of City Planning

**DATE SUBMITTED:**

08/11/2014

**PROPOSAL NAME (if Applicable):**

SB Omega



Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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#### 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
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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?			✓	
e.	Cause a substantial adverse change in the significance of a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe that is listed or determined eligible for listing on the California register of historical resources, listed on a local historical register, or otherwise determined by the lead agency to be a tribal cultural resource?			✓	

#### 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?				✓



Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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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?				✓
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?		✓		
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Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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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?		✓		
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



Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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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?		✓	
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. 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?		✓	

#### XVIII. 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?		✓	
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-2014-2907-MND** and the associated case(s),

**CPC-2014-2906-TDR-ZV-SPPA-SPR, VTT-69839-CN**. 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/](http://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 Cairra	City Planning Associate	(213) 978-1165	09/15/2016



Impact?	Explanation	Mitigation Measures
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## 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 0.4 miles from the Pershing Square Station that serves Metro's Purple and Red 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.,</p>



Impact?	Explanation	Mitigation Measures
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		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.	
b.	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 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 0.4 miles from the Pershing Square Station that serves Metro's Purple and Red 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	



Impact?	Explanation	Mitigation Measures
	<p>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 historic or cultural resources, per Section 21099 of the Public Resources Code (PRC). The proposed project involves the construction of a mixed-use development</p>	

Impact?	Explanation	Mitigation Measures
	<p>located approximately 0.4 miles from the Pershing Square Station that serves Metro's Purple and Red 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.</p>	
d. 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</p>	



Impact?	Explanation	Mitigation Measures
	<p>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 0.4 miles from the Pershing Square Station that serves Metro's Purple and Red 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.</p>	

## II. AGRICULTURE AND FOREST RESOURCES

a.	NO IMPACT	<p>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 any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would occur.</p>	
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Impact?	Explanation	Mitigation Measures
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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 C2-4D. 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 C2-4D. 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 C2-4D. 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.	
<b>III. AIR QUALITY</b>			
a.	LESS THAN SIGNIFICANT IMPACT	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	



Impact?	Explanation	Mitigation Measures
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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 0.35 miles (walking distance) from the Pershing Square Metro Station and is served by 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

Impact?	Explanation	Mitigation Measures
	<p>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 RTP/SCS, the Project impacts would be less than significant.</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 September 15, 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 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</p>	



Impact?	Explanation	Mitigation Measures
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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.

c. LESS THAN SIGNIFICANT IMPACT

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 (O<sub>3</sub>), Respirable Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>), 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 (NO<sub>2</sub>), Sulfur Oxides (SO<sub>x</sub>), and lead (Pb). Because the Basin is designated as a State and/or federal nonattainment air basin for O<sub>3</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and NO<sub>2</sub>, 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 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

Impact?	Explanation	Mitigation Measures
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		<p>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 September 15, 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 1.4 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 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</p>	



Impact?	Explanation	Mitigation Measures
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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.

e. LESS THAN SIGNIFICANT IMPACT

Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Construction of the proposed project would not cause an odor nuisance. According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed land uses would not result in activities that create objectionable odors. 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 and would be subject to SCAQMD Rules 1108 and 1113, which limit the amount of volatile organic 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

Impact?	Explanation	Mitigation Measures
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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 sidewalks are six street trees on Main Street and two street trees on Sixth 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, IV-90 The attached mitigation measures would reduce any impacts from the loss of trees on the site or in the right-of-way to a less than significant level.</p>
b.	NO 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) or the United States Fish and Wildlife Services (USFWS), and no impacts would occur.</p>	



Impact?	Explanation	Mitigation Measures
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c.	NO IMPACT	<p>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.</p>	
d.	NO IMPACT	<p>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 no impact would occur.</p>	
e.	NO IMPACT	<p>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. The proposed project would be required to 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</p>	

Impact?	Explanation	Mitigation Measures
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		any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands), and no impacts would occur.	
f.	NO 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 no impacts would occur.	

#### V. CULTURAL RESOURCES

a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>The project site is surrounded by historic districts and historic properties. Historic districts listed in the National Register of Historic Places include the Spring Street Financial District at 354-704 S. Spring Street and the Broadway Theater and Commercial District at 300-849 S. 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. Across Sixth Street to the north is Lloyd's Bank at 548 S. Spring Street. Across Harlem Place (alley) to the west is the Pacific Stock Exchange at 618 S. Spring Street, Mortgage Guarantee Building at 626 S. Spring Street, Banks and Huntley Building at 630 S. Spring Street and Bank of America at 117 W. 7th Street. Abutting the site to the south is the Board and Trade Building/Bank of America at 111 W. 7th Street. Across Sixth Street to the east is the Pacific Electric Building at 600 S. Main Street, the Main/Mercantile Building at 620 S. Spring Street and Hotel Cecil/Metropolitan Hotel at 640 S. Main Street. A Historic Resources Assessment and Impacts Analysis was prepared by Chattel, Inc., on September 28, 2015. The assessment studied impacts of the project on nearby historic buildings and determined whether the project site is located in a potential historic district. The assessment determined that the stretch of Main Street between Fourth and Ninth Streets does not possess</p>	<p><b>V-50</b> The attached mitigation measures will ensure potential vibration impacts to nearby historic buildings during construction will be reduced to a less than significant level.</p>
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Impact?	Explanation	Mitigation Measures
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		<p>the linkage, historic association, or integrity required for a potential historic district. In addition, projects that are in conformance with the Secretary of Interior's Standards for the Treatment of Historic Properties (Secretary's Standards) are generally considered mitigated to a less than significant level or exempt under CEQA. The proposed project is found to conform with the Secretary's Standards, although it has the potential to cause direct and indirect impacts to identified historic resources. These impacts will be reduced to a less than significant level, however, by application of the attached mitigation measure for vibration protection during construction. Therefore, the project will have a less than significant impact on historic resources.</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 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.</p>	

Impact?	Explanation	Mitigation Measures
c.	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 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.</p>
d.	LESS THAN SIGNIFICANT IMPACT	<p>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</p>



Impact?	Explanation	Mitigation Measures
	during project construction, compliance with state laws, which fall within the jurisdiction of the Native American 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.	
e.	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.

#### VI. GEOLOGY AND SOILS

a.	NO 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.
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Impact?	Explanation	Mitigation Measures
b.	<p><b>LESS THAN SIGNIFICANT IMPACT</b></p>	<p>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. Consequently, development of the proposed project could expose people and structures to strong seismic ground shaking. The project site is located approximately 1.09 kilometers from the nearest fault, the Puente Hills Blind Thrust fault. 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), 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.</p>
c.	<p><b>NO IMPACT</b></p>	<p>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.</p>
d.	<p><b>NO IMPACT</b></p>	<p>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,</p>



Impact?	Explanation	Mitigation Measures
	<p>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.</p>	
e. LESS THAN SIGNIFICANT IMPACT	<p>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 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 (LARWQCB) 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</p>	

Impact?	Explanation	Mitigation Measures
	<p>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 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.</p>	
g. LESS THAN SIGNIFICANT IMPACT	<p>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.</p>	
h. NO IMPACT	<p>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</p>	



Impact?	Explanation	Mitigation Measures
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alternative wastewater disposal systems.  
Therefore, no impact would occur.

## VII. GREEN HOUSE GAS EMISSIONS

a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and human generated, that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. GHGs, such as carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O), keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°F). Without the greenhouse effect, the Earth would be a frozen globe with an average surface temperature of about 5°F. The City has adopted the LA Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No. 179,890). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. As the LAGBC includes applicable provisions of the State's CALGreen Code, a new development project that can demonstrate it complies with the LAGBC is considered consistent with statewide GHG reduction goals and policies including AB32 (California Global Warming Solutions Act of 2006). Through required implementation of the LAGBC, the proposed project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs. In addition the project will comply with the attached mitigation measures requiring low VOC paints and increased electric vehicle parking in order to further reduce volatile organic compounds and mobile emissions. Therefore, the proposed project's generation of GHG emissions would not make a</p>	<p>VII-10 The attached mitigation measures will reduce emissions from VOCs and promote the use of electric vehicles, further reducing vehicle emissions.</p>
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Impact?	Explanation	Mitigation Measures
	cumulatively considerable contribution to emissions and impacts would be less than significant.	
b.	<p><b>LESS THAN SIGNIFICANT IMPACT</b></p> <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 and Purple Line Pershing Square Station at Fifth and Hill Streets, 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>	
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS</b>		



Impact?	Explanation	Mitigation Measures
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a.	LESS THAN SIGNIFICANT IMPACT	<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.	NO IMPACT	<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. Therefore, the proposed project would not result in a significant hazard to the public</p>	

Impact?	Explanation	Mitigation Measures
		or environment, and no impact would occur.
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. The project site is located within one-quarter mile of the Jardin De La Infancia school at 307 E. 7th Street. 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 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.</p>



Impact?	Explanation	Mitigation Measures
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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 San Pedro Street, approximately 0.4 mile to the east 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 involving wildland fires, and no impact would occur.	

#### IX. HYDROLOGY AND WATER QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	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	
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Impact?	Explanation	Mitigation Measures
	<p>governed by the Los Angeles Regional Water Quality Control Board (LARWQCB). The proposed project is a mixed-use development with 452 residential units and 25,000 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>	
b.	<p>NO IMPACT</p> <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.</p>	



Impact?	Explanation	Mitigation Measures
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		<p>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 off-site erosion or siltation.</p>	
d.	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 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</p>	

Impact?	Explanation	Mitigation Measures
	<p>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. LESS THAN SIGNIFICANT IMPACT	<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.</p> <p>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>	
f. NO IMPACT	<p>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.</p>	



Impact?	Explanation	Mitigation Measures
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g.	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. Therefore, the proposed project would not be located in such areas, and no impact related to flood zones would occur.	
h.	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. Therefore, the proposed project would not be located in such areas, and no impact related to flood zones would occur.	
i.	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 related to flooding.	
j.	NO IMPACT	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 16 miles east of	

Impact?	Explanation	Mitigation Measures
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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 C2-4D, with a General Plan land use designation of Regional Center Commercial. The proposed project would be comprised of 452 residential dwelling units and 21,514 square feet of commercial retail uses. Both Commercial and Residential uses are permitted in C2 zoned lots. 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), 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 project will determine whether discretionary requests will conflict with applicable plans/policies. Impacts related to land use have been mitigated elsewhere, or are addressed through	



Impact?	Explanation	Mitigation Measures
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		compliance with existing regulations. Therefore, the impact would be less than significant.	
c.	NO IMPACT	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.	

#### XI. MINERAL RESOURCES

a.	NO IMPACT	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 Regional Center Commercial 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.	
b.	NO IMPACT	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 Regional Center Commercial 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.	

#### XII. NOISE

a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A Noise Impact Report was prepared by Parker Environmental Consultants, dated August 26, 2016 for the proposed project for the construction of a new 551,349-square-foot mixed use building with 452 residential condominium units and 21,514 square feet of commercial/retail space. A	XII-20 The attached mitigations will reduce noise levels during construction to a less than significant level.
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Impact?	Explanation	Mitigation Measures
	<p>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. Eleven 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 SB Tower (600 S. Spring Street), the Pacific Stock Exchange (618 S. Spring Street), the Mortgage Guarantee Building (626 S. Spring Street), the Banks and Huntley Building (630 S. Spring Street), and the Board of Trade Building (111 W. 7th Street). The remaining sensitive receptors would experience peak construction noise levels ranging from 78.4 to 82.8 dBA Leq at the exteriors of the buildings. Interior noise levels within the adjacent residential units fronting the alley would be reduced by a factor of 10 dBA for all building types with open windows and up to 25 dBA for single-glazed closed windows in masonry buildings. As shown in Table 8 of the Noise Impact Report, interior noise levels in sensitive receptors are estimated to be 12.6 dBA above exterior ambient noise levels with windows open and up to 2.6 dBA above ambient noise levels with closed windows. 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.</p>	



Impact?	Explanation	Mitigation Measures
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b.	<p>LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED</p>	<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 annoyance for groundborne vibration impacts. Therefore, this analysis uses the Federal Transit Administration's (FTA) vibration impacts thresholds for human annoyance and building damage. Identified historical structures in the immediate project vicinity include the adjacent National Register-listed Board of Trade building to the south (111 W. 7th Street); and three properties located to the west along Harlem Place (alley) that are listed in the National Register as contributors to the Spring Street Financial District: Pacific Stock Exchange building (618 S. Spring Street), the Mortgage Guarantee Building (626 S. Spring Street), and the Banks and Huntley Building (630 S. Spring Street). Construction of the project will entail typical construction equipment and activities for the development of a high-rise residential building. Excavation and earthwork activities during the construction of the proposed project have the potential to generate low levels of groundborne vibration. Tiebacks and soldier piles will be installed during the foundation excavation process to protect the foundation and structural stability of adjacent properties. Table 9 in the Noise Impact Report identifies that vibration velocities could range from 0.003 to 0.089 inch/sec PPV at 25 feet from the source activity, with corresponding vibration levels ranging from 58 VdB to 87 VdB, depending on the type of equipment in use. Caltrans has set thresholds for vibration damage potential for structures of</p>	<p>Mitigation Measure V-50, included in Section V. Cultural Resources will ensure potential damage or annoyance from vibration during construction is reduced to a less than significant level.</p>
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Impact?	Explanation	Mitigation Measures
	<p>varying conditions. The threshold for extremely fragile historic buildings is 0.12 PPV for transient sources and 0.08 PPV for continuous/frequent intermittent sources and the threshold for historic and some old buildings is 0.5 PPV for transient sources and 0.25 PPV for continuous/frequent intermittent sources. Both the California Civil Code and the LAMC impose affirmative obligations on excavating landowners to protect against damage to adjacent structures. In addition, the attached mitigation measure will ensure that all construction work is performed so as not to adversely affect the historic properties surrounding the project site. The measure includes pre-construction surveys and active structural monitoring by a qualified engineer during construction to ensure the adjacent structures are not adversely impacted by construction vibration or earthwork activities. Therefore impacts will be mitigated to a less than s</p>	
c. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>The proposed project involves the construction of a new 551,349-square-foot mixed use building with 452 residential condominium units and 21,514 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</p>	<p>XII-40, XII-230 Operation noise impacts due to the project will be reduced to less than significant levels with the attached mitigation measures regarding parking ramps and placement of HVAC units.</p>



Impact?	Explanation	Mitigation Measures
	<p>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 0.2 dBA CNEL during the PM at the Spring Street/6th Street and Main Street/6th Street intersections. The proposed project provides two driveways 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 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.</p>	
d. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<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 less than significant for construction noise and vibration, and operational noise and vibration. The implementation of Mitigation Measures V-50, XII-20, XII40, and XII-230 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>	

Impact?	Explanation	Mitigation Measures
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e.	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 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 10 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.	
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 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 452 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.	
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Impact?	Explanation	Mitigation Measures
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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 occur.	

#### XIV. PUBLIC SERVICES

a.	LESS THAN SIGNIFICANT IMPACT	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 3, located at 108 N. Fremont Avenue (approximately 1.6 miles northwest of the project site), Fire Station 9, located at 430 E. 7th Street (approximately 0.4 miles southeast of the project site), and Fire Station 10, located at 1335 S. Olive Street (approximately 1.1 miles southwest of the project site). The proposed project would result in a net increase of 452 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	
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Impact?	Explanation	Mitigation Measures
	<p>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>	
<p>b. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED</p>	<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 452 units and could increase demand for police service. The project site and the surrounding area are currently served by LAPD's Central Community Police Station, located at 251 E. 6th Street (approximately 0.2 miles east 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>	<p>XIV-20</p>



Impact?	Explanation	Mitigation Measures
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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 452 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>	
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 452 units, which could result in increased demand for parks and recreation facilities. The proposed project would include approximately 40,370 square feet of project amenities, including a 7th floor amenity deck, roof and pool deck and gym. The project also provides 20,850 square feet of balconies and patios. 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 or new or altered parks facilities. Accordingly, the proposed project would result in a less-than-significant impact on park facilities.</p>	

Impact?	Explanation	Mitigation Measures
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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 452 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. Therefore, the proposed project would result in a less-than-significant impact on other public facilities.</p>	
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#### 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 61,220 square feet of open space areas, including private open space on balconies</p>	
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Impact?	Explanation	Mitigation Measures
	<p>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. Notable new additions to the downtown area are Grand Park, at the LA Civic Center, and Spring Street Park, a pocket park recently developed at 426 S. Spring Street. The proposed project would not substantially 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 and impacts would be less than significant.</p>	
b. LESS THAN SIGNIFICANT IMPACT	<p>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 61,220 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. Recently constructed parks within the downtown area include Grand Park at the LA Civic Center and Spring Street Park, a pocket park recently developed at 426 S. Spring Street. 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</p>	

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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

A significant impact could occur if a project were to result in substantial increases in traffic volumes in the vicinity of the project such that the existing street capacity experiences a decrease in the existing volume to capacity ratios, or experiences increased traffic congestion exceeding the Los Angeles Department of Transportation's (LADOT) recommended level of service. A Traffic Impact Assessment was prepared in February 2008 by Overland Traffic Consultants for a mixed-use project at this site. The proposed project contained 777 condominium units and 20,000 square feet of retail. The traffic study was reviewed and approved by LADOT in a letter dated November 4, 2008. The project was later reduced in size to 432 apartment units with up to 28,400 square feet of retail space. At this time LADOT requested the nine intersections that were evaluated in the 2008 study be modified to include bike lanes and reevaluated using current traffic conditions, the current project, and updated related projects. A revised study by Overland Traffic Consultants, dated November 19, 2013 found that impacts were still less than significant and LADOT issued an updated letter approving the traffic study on December 5, 2013. The project was further revised to include 452 condominiums and 25,000 square feet of retail. A supplemental analysis by Overland from March 19, 2015 was approved by LADOT in a letter dated March 19, 2015. The revised project resulted in fewer daily trips. LADOT recommends that the project requirements as stated in their memo dated December 5, 2013 be adopted as conditions of project approval. These requirements must be completed and/or guaranteed before the issuance of any building permits for the proposed project. The project would construct 452 dwelling units and 21,514 square feet of commercial/retail on a site that is currently improved with a surface parking lot. According to the updated Los Angeles



Impact?	Explanation	Mitigation Measures
	<p>Department of Transportation's (LADOT) Traffic Assessment Letter, dated December 5, 2013 and updated on March 19, 2015, the proposed 452 residential units and 25,000 square feet of ground floor commercial/retail uses are estimated to generate approximately 2,686 net new daily trips with 179 net new trips in the a.m. peak hour and 238 net new trips in the p.m. peak hour. Because the proposed project will result in an increase in traffic, the project will incorporate the requirements identified in LADOT's Traffic Assessment letters. 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.</p>	
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 two nearest CMP arterial monitoring locations are the following intersections: Alameda Street/Washington Boulevard and Alvarado Street/Sunset Boulevard, both of which are over two miles from the project site. Per Figure 6 of the February 2008 Traffic Impact Assessment by Overland Traffic Consultants, the project would not contribute 50 or more peak-hour trips at intersections near the CMP locations. The 2008 study was for a larger project with 777 condominium units and 20,000 square feet of ground floor retail space. With Project traffic contributions well below the 50-trip threshold, no significant Project impacts to CMP arterial monitoring locations are forecast and no additional</p>	

Impact?	Explanation	Mitigation Measures
	<p>arterial intersection analysis is necessary. In addition, in terms of CMP freeway monitoring segment analysis, the project would not generate more than 96 peak-hour trips on the Harbor Freeway (I-110) or 48 peak-hour trips on the Santa Monica Freeway (I-10), well below the 150 directional-trip threshold to all CMP freeway monitoring segments. Therefore, no significant Project impacts to CMP freeway monitoring locations are forecast, and no additional freeway analysis is necessary. 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 Basin. Therefore, no impact would occur.</p>	
d. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p><b>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 Harlem Place (alley) along the west property line via 6th Street or 7th Street. With proper site planning and implementation of requirements identified in LADOT's Traffic Assessment letters, as well as incorporation of the mitigation measures attached requiring pedestrian access be maintained during construction, potential vehicle-pedestrian conflicts will be mitigated to a less than significant level.</b></p>	<p><b>XVI-80</b>  <b>The attached mitigation measure will reduce potential conflicts between pedestrians and bicyclists and cars during construction.</b></p>



Impact?	Explanation	Mitigation Measures
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e.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if the project design would not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of emergency vehicles to access and serve the project site or adjacent uses. The proposed project is not located on or near an adopted emergency response or evacuation plan. Development of the project site may require temporary and/or partial street closures due to construction activities. However, any such closures would be temporary in nature and would be coordinated with the Departments of Transportation, Building and Safety, and Public Works. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. Therefore, the proposed project would not cause permanent alterations to vehicular circulation routes and patterns, impede public access or travel upon public rights-of-way. The proposed project would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles. The proposed project would satisfy the emergency response requirements of the LAFD. Furthermore, as discussed above, there are no hazardous design features included in the access design or site plan for the proposed project that could impede emergency access. With implementation of requirements identified in LADOT's Traffic Assessment letter dated December 5, 2013, impacts to emergency access will be mitigated to a less than significant level.</p>	
f.	LESS THAN SIGNIFICANT IMPACT	<p>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 require the disruption of public transportation services or the alteration of public transportation routes. Furthermore, the proposed project would not interfere with any class I or class II bikeway systems. Since the proposed project would not modify or conflict with any alternative transportation policies,</p>	

Impact?	Explanation	Mitigation Measures
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plans or programs, it would have a less than significant impact on such programs.

#### XVII. UTILITIES AND SERVICE SYSTEMS

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB). It is important to consider the existing and anticipated wastewater generation of the project in relation to current average daily flows experienced at Hyperion Treatment Plant (HTP), as well as in proportion to remaining capacity of the system. The HTP experiences an average daily flow of 362 million gallons per day (mgd), below a capacity of 450 mgd. As a proportion of total average daily flow experienced by the HTP, the wastewater generation of the proposed project would account for a small percentage of average daily wastewater flow. This increase in wastewater flow would not jeopardize the HTP to operate within its established wastewater treatment requirements. Furthermore, all wastewater from the project would be treated according to requirements of the NPDES permit authorized by the LARWQCB. Therefore, the proposed project would result in a less-than-significant impact related to wastewater treatment requirements.</p>	
b.	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 452 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 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed</p>	



Impact?	Explanation	Mitigation Measures
	<p>project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. 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. Since the project site is entirely impervious, 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, 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</p>	

Impact?	Explanation	Mitigation Measures
	<p>growth. The addition of 452 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 2010 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. 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 452 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 2010 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. Prior</p>	



Impact?	Explanation	Mitigation Measures
	<p>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>	
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</p>	

Impact?	Explanation	Mitigation Measures
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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.

#### **XVIII. MANDATORY FINDINGS OF SIGNIFICANCE**

a.	LESS THAN SIGNIFICANT IMPACT	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.	
b.	LESS THAN SIGNIFICANT IMPACT	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.	
c.	LESS THAN SIGNIFICANT IMPACT	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.	





# MITIGATION MONITORING PROGRAM

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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

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## Aesthetics

## 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

## **Cultural Resources**

### **V-50 Cultural/Historic Resources**

The project will result in an impact on identified cultural/historical resources. However, the impact can be reduced to a less than significant level through compliance with the following measure(s):

- The performance standards of the structure monitoring plan shall include the following:

- Documentation shall consist of video and/or photographic documentation of accessible and visible areas on the exterior and select interior facades of the building. A registered civil engineer or certified engineering geologist shall develop recommendations for the adjacent structure monitoring program that will include, but not be limited to, vibration monitoring, elevation and lateral monitoring points, crack monitors and other instrumentation deemed necessary to protect the historic resources from construction-related damage.
- 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 City Planning, the Office of Historic Resources, and the Department of Building and Safety and received into the case file for the associated discretionary action permitting the project prior to initiating any construction activities.
- The Applicant shall retain a qualified vibration consultant to take vibration monitoring measurements regularly in order to assess the actual impact of vibration on adjacent structures and to incorporate and adjust techniques as necessary to reduce impact.
- All new construction work shall be performed so as not to adversely affect the historic designations of the Board of Trade building located immediately adjacent to the site at 111 West 7th Street, the Los Angeles Stock Exchange Building located across the alley at 610-618 South Spring Street, the Banks-Huntley Building located across the alley from the site at 634 South Spring Street, or the Bank of America Building located at 117 West 7th Street. Preconstruction surveys shall be performed to document conditions of the adjacent historic structures. The structural monitoring program shall be implemented and recorded during construction.
- The Applicant shall retain an experienced vibration engineer to plan for and monitor vibration impacts on the adjacent historic buildings during site clearing, earthmoving and foundation construction, and structural construction, to the extent that the adjacent historic buildings allow the Applicant to conduct monitoring within the building and to understand the baseline vibration impacts prior to site-clearing. The engineer shall insure the incorporation of maximum vibration mitigation into every phase of Project development.

**Enforcement Agency:** Los Angeles Department of Building and Safety, Department of City Planning, Office of Historic Resources

**Monitoring Agency:** Los Angeles Department of Building and Safety, Department of City Planning, Office of Historic Resources

**Monitoring Phase:** Pre-Construction, Construction

**Monitoring Frequency:** Once during Plan Check; Ongoing during field inspection



**Action Indicating Compliance:** Submittal of structure monitoring program prior to construction; Compliance report submitted by engineer; Issuance of Certificate of Occupancy or Use of Land

## Green House Gas Emissions

### VII-10 Green House Gas Emissions

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.
- To encourage carpooling and the use of electric vehicles by Project residents and visitors, at least twenty (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 future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed 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 ampacity. Only raceways and related components are required to be installed at the time of construction. 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.

**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 barrier such as, but not limited to, plywood structures or flexible sound control curtains extending eight feet in height and capable of sound attenuation of at least 10 dBA shall be erected around the perimeter of the construction site (excluding the northern property line where adequate space is not available) to minimize the amount of noise during construction on the nearby noise-sensitive uses.

**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-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.

**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)

## **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 Transportation/Traffic**

- 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

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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 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-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- Deleted**

- ~~**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

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<http://planning.lacity.org>

Decision Date: February 14, 2017

Appeal End Date: February 27, 2017

Barry Shy (A)(O)  
Sixth and Main, LLC  
600 South Spring Street, Unit Office  
Los Angeles, CA 90013

Kate Bartolo (R)  
Kate Bartolo & Associates  
645 West 9<sup>th</sup> Street, Suite 110  
Los Angeles, CA 90017

RE: Vesting Tentative Tract No. 69839-CN  
Related Case: CPC-2014-2906-TDR-SPR  
601-641 South Main Street and 108-114  
West 6<sup>th</sup> Street  
Central City Planning Area  
Zone : C2-4D  
D.M. : 127-5A211  
C.D. : 14  
CEQA: ENV-2014-2907-MND  
Legal Description: Ord's Survey Tract,  
Block 16, Lots FR 2 Arb1, FR 4 Arbs 2  
and 3, FR 5, PT 7 Arb1; Lot A of the  
Crimmins Property Tract, Lot A;  
Lot A of the Catherine L. Edgar Tract, Lot A

In accordance with provisions of Section 17.03 of the Los Angeles Municipal Code (LAMC), the Advisory Agency adopted Mitigated Negative Declaration ENV-2014-2907-MND as the environmental clearance, adopted the Mitigation Monitoring Program, and approved Vesting Tentative Tract No. 69839-CN composed of one (1) master lot and two (2) airspace lots, located at 601-641 South Main Street and 108-114 West 6<sup>th</sup> Street for a maximum 452-unit residential condominium and 15-unit commercial condominium as shown on revised map stamp-dated July 29, 2016 in the Central City Community Plan. This unit density is based on the Greater Downtown Housing Incentive Area. 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**

1. That a 3-foot wide right-of-way be dedicated along Main Street adjoining the tract to complete a 43-foot wide half right-of-way including a 20-foot radius property line return at the intersection with 6<sup>th</sup> Street in accordance with Avenue II of LA Mobility Plan Street Standards. Also additional 2-foot wide public sidewalk easement be provided along the above street dedication, per Downtown Streetscape Standards.
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 air space 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, ZONING DIVISION**

5. 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. Show compliance with the D condition as applicable or Department of City Planning approval is required.
  - b. Provide a copy of affidavit AFF-6703, AFF-28364, AFF-49419, 49555-A, AF-91-149800-RS, AF-91-149801-RS, and AFF-10725. Show compliance with all the conditions/requirements of the above affidavit(s) as applicable. Termination of above affidavit(s) may be required after the Map has been recorded. Obtain approval from the Department, on the termination form, prior to recording.
  - c. Provide a copy of CPC case CPC-2014-2906-TDR-ZV-SPPA-SPR. Show compliance with all the conditions/requirements of the CPC as applicable.
  - d. Show all street dedication(s) 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.
  - e. 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:**

Each Air Space lot shall have access to a street by one or more easements or other entitlements to use in a form satisfactory to the Advisory Agency and the City Engineer.

This property is located within the Greater Downtown Housing Incentive Area.

The proposed project shall comply with the conditions/requirements of the AF-20091736160 to provide one off-site on the subject site for the benefit of the building on the adjacent lot. Termination of above affidavit may be required after the Map has been recorded. Obtain approval from the Department, on the termination form, prior to recording.

The submitted Map may not comply with the number of parking spaces required by Section 12.21 A 4 (a) based on number of habitable rooms in each unit. If there are insufficient numbers of parking spaces, obtain approval from the Department of City Planning.

The submitted Map may not comply with the number of guest parking spaces required by the Advisory Agency.

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

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

An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Laura Duong at (213) 482-0434 to schedule an appointment.

**DEPARTMENT OF TRANSPORTATION**

6. That the project be subject to any recommendations from the Department of Transportation.

**FIRE DEPARTMENT**

7. 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. During demolition, the Fire Department access will remain clear and unobstructed.
- c. Access for Fire Department apparatus and personnel to and into all structures shall be required.
- d. Entrance to the main lobby shall be located off the address side of the building.

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**

8. 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**

9. Street Lighting clearance for this Street Light Maintenance Assessment District condition is conducted at 1149 S. Broadway Suite 200. Street Lighting improvement condition clearance will be conducted at the Bureau of Engineering District office, see condition S-3. (c).

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**

- 10 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 September 26, 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**

11. To assure that cable television facilities will be installed in the same manner as other required improvements, please email [cabletv.ita@lacity.org](mailto: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**

12. That the Quimby fee be based on the C2 Zone.

#### **DEPARTMENT OF CITY PLANNING-SITE SPECIFIC CONDITIONS**

13. 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 452 residential condominium units and 15 commercial condominium units with a total of 21,514 square feet of commercial floor area.
- b. Residential parking shall be provided per LAMC Sections 12.21-A.4, and 12.21-A.4,(p). Commercial parking shall be provided per LAMC Section 12.21-A.4,(i),(3).

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, 4<sup>th</sup> Floor).

- c. The applicant shall install an air filtration system(s) to reduce the effects of diminished air quality on occupants of the project.
- d. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit.
- e. 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.
- f. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.

## g. 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 \$25,000. 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.

14. That prior to the issuance of the building permit or the recordation of the final map, a copy of Case No. CPC-2014-2906-TDR-SPR shall be submitted to the satisfaction of the Advisory Agency. In the event that CPC-2014-2906-TDR-SPR is not approved, the subdivider shall submit a tract modification.

#### **DEPARTMENT OF CITY PLANNING-ENVIRONMENTAL MITIGATION MEASURES**

15. 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 Nos. 16 and 17 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, postconstruction/maintenance) to ensure continued implementation of the above mentioned mitigation items.
16. 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. 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-2. 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.

- MM-3. Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- MM-4. 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-5. 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-6. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.



- MM-7. 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-8. To encourage carpooling and the use of electric vehicles by Project residents and visitors, at least twenty (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 future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed 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 ampacity. Only raceways and related components are required to be installed at the time of construction. When the application of the 20% results in a fractional space, round up to the next whole number. A label stating "EV CAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.
- MM-9. Concrete, not metal, shall be used for construction of parking ramps.
- MM-10. The interior ramps shall be textured to prevent tire squeal at turning areas.
- MM-11. Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.
- MM-12. 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.
17. **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. The project will result in an impact on identified cultural/historical resources. However, the impact can be reduced to a less than significant level through compliance with the following measure(s):

The performance standards of the structure monitoring plan shall include the following:

- o Documentation shall consist of video and/or photographic documentation of accessible and visible areas on the exterior and select interior facades of the building. A registered civil engineer or certified engineering geologist shall develop recommendations for the adjacent structure monitoring program that will include, but not be limited to, vibration monitoring, elevation and lateral monitoring points, crack monitors and other instrumentation deemed necessary to protect the historic resources from construction-related damage.
- o 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.
- o The structure monitoring program shall be submitted to the Department of City Planning, the Office of Historic Resources, and the Department of Building and Safety and received into the case file for the associated discretionary action permitting the project prior to initiating any construction activities.
- o The Applicant shall retain a qualified vibration consultant to take vibration monitoring measurements regularly in order to assess the actual impact of vibration on adjacent structures and to incorporate and adjust techniques as necessary to reduce impact.

CM-3. All new construction work shall be performed so as not to adversely affect the historic designations of the Board of Trade building located immediately adjacent to the site at 111 West 7th Street, the Los Angeles Stock Exchange Building located across the alley at 610-618 South Spring Street, the Banks-Huntley Building located across the alley from the site at 634 South Spring Street, or the Bank of America Building located at 117 West 7th Street. Preconstruction surveys shall be performed to document conditions of the adjacent historic structures. The structural monitoring program shall be implemented and recorded during construction.

CM-4. The Applicant shall retain an experienced vibration engineer to plan for and monitor vibration impacts on the adjacent historic buildings during site clearing, earthmoving and foundation construction, and structural



construction, to the extent that the adjacent historic buildings allow the Applicant to conduct monitoring within the building and to understand the baseline vibration impacts prior to site-clearing. The engineer shall insure the incorporation of maximum vibration mitigation into every phase of Project development.

- CM-5. 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.
- CM-6. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- CM-7. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- CM-8. The project contractor shall erect a minimum 8-foot high temporary noise barrier around the perimeter of the site for the purpose of attenuating construction noise impacts. The temporary noise barrier shall be a solid surface material with a minimum of 4 lbs. per square foot capable of achieving a sound level attenuation of 10 dBA.
- CM-9. 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-10. 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-11. 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-12. Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- CM-13. 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 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 Division of Land 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, a covenant and agreement satisfactory to the Advisory Agency guaranteeing the submission of such plan before obtaining any permit shall be recorded.

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%.

- (i) 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 street lights: two (2) on 6<sup>th</sup> Street.
    - b. Construct new pedestrian lights: two (2) on 6<sup>th</sup> Street and eight (8) on Main Street.
    - c. If street widening per BOE improvement conditions, relocate and upgrade street lights; four (4) on Main 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 condition S-3 (i), requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

- (d) Plant street trees and remove any existing trees 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 Main Street being dedicated and adjoining the subdivision by the construction of an additional sidewalk to complete a 15-foot full width concrete sidewalk with tree wells including any necessary removal and reconstruction of existing improvements.
  - b). Improve the alley with any necessary removal and reconstruction of existing bad order 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-2014-2907-MND was prepared and published for circulation on September 22, 2015. The circulation period ended on October 12, 2016. 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, cultural 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 three comment letters from two parties after the circulation period ended. The comments are summarized below.

#### *Los Angeles Conservancy*

The Los Angeles Conservancy submitted two comment letters. The initial comments were submitted on October 19, 2016 and supplemental comments were submitted on January 25, 2017. The comments received on October 19, 2016 focused on three issues: 1) Acceleration of new, high-rise development in Downtown Los Angeles; 2) Proposed new construction within and immediately adjacent to Downtown's Historic Core should be



compatible and adhere to the Downtown Design Guide; and 3) Cumulative impacts of proposed new high-rise construction in Downtown should be analyzed.

- Acceleration of new, high-rise development in Downtown Los Angeles – The Conservancy commented that they strongly support the current wave of Downtown development and believe there is an important role for new construction in helping to revitalize and reinforce the unique historic character of Downtown as a whole.
- Proposed new construction within and immediately adjacent to Downtown's Historic Core should be compatible and adhere to the Downtown Design Guide – The proposed project at 601 S. Main Street presents unique challenges due to its context, location, and site at 6<sup>th</sup> and Main Streets. The project site is adjacent to the National Register-listed Spring Street Financial District and is surrounded by individually-designated historic landmarks. Although the existing use of the site is a surface parking lot and does not contain any eligible historic resources, it is centrally located within the Historic Core. As such, the Conservancy believes that the design for the new construction should address the site's surrounding neighborhood context and aesthetics by adhering to guidelines intended to respect and reinforce the existing character of the Historic Core. As currently proposed, the 38-story tower approximately 390 feet in height represents a stark departure from the immediate surroundings. Although the MND discusses potentially significant impacts on historic resources from construction vibration and proposes several mitigation measures to address those concerns, it does not elaborate on the compatibility of the proposed new construction within its historic setting. In addition to the tower height, the Conservancy is concerned about the introduction of projecting balconies on the primary facades of the development – a design element that greatly deviates from the character and overall compatibility of the Historic Core.
- Cumulative impacts of proposed new high-rise construction in Downtown should be analyzed – The Conservancy questions the cumulative impacts of high-rise projects on the historic parts of Downtown. In addition to the potential visual and shade/shadow impacts, high-rise towers of this scale greatly exceed the height of surrounding properties and introduce a new set of proportions to the neighborhood and the National Register-listed districts. The Conservancy concluded that in their previous comments on these types of projects, they have strongly urged the City to conduct a full analysis of cumulative impacts as part of the environmental analysis, examining the potential long-term effects of new construction at this scale on the integrity of the Spring Street Financial District and the Broadway Theatre and Commercial District – National Register-listed districts.

In their subsequent comments submitted on January 25, 2017, the Los Angeles Conservancy indicated that they have been in conversations with the applicant's representatives and believe that many of their concerns are being addressed. The Conservancy stated their comments are not an attempt to oppose the project, but rather press the City to engage in a broad dialogue that can eventually result in modifications and an overall update to the Downtown Design Guide standards. The Conservancy acknowledges and appreciates the applicant's thorough environmental analyses and efforts to comply with the various necessary design standards and regulations.

*Holland & Knight*  
*On behalf of Sixth and Main, LLC ("Applicant")*

One comment letter was submitted on November 9, 2016 by Holland & Knight on behalf of the applicant. Holland & Knight stated that the property is located in a dense, urban infill location, which has been the subject of multiple, significant environmental reviews conducted pursuant to the California Environmental Quality Act over the years. Extensive environmental analysis has been conducted in connection with a General Plan Framework Element, prepared in June 1996, followed by an Environmental Impact Report (EIR) prepared for re-adoption of the Framework Element in 2001; the City Center Redevelopment Plan EIR, dated April, 2002; the Central City Community Plan MND adopted in 1998 and updated in January 2003; and the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy EIR (2016-2040 RTP/SCS EIR), certified on April 7, 2016, in addition to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy EIR. Holland & Knight commented further that CEQA Guidelines Section 15162, and the corresponding Public Resources Code Section 21166, provides that no further environmental impact report of a previously considered project may be performed unless "major revisions" of the EIR are needed to reflect substantial (i) changes to the project, (ii) change to the circumstances under which the project is undertaken, or (iii) new information that could not have been known at the time when the EIR was certified.

Given the extensive historical environmental analysis conducted in connection with the property, Holland & Knight stated there are a number of CEQA exemptions, tiering and streamlining mechanisms that apply to the Project development. These include the General Plan and Zoning, Redevelopment Plan, Community Plan and Class 32 Infill exemptions. The Project also qualifies for tiered environmental analysis from the General Plan Framework EIR, Redevelopment Plan EIR, Community Plan Mitigated Negative Declarations and SCAG 2016-20240 RTP/SCS EIR. The Project also qualifies for CEQA streamlining under SB 375 as both a consistent residential/mixed use project, as well as a Transit Priority Project, as well as CEQA streamlining under AB 226 as a qualifying infill project. Holland & Knight concluded that where, as in this case, project level detail is included in the Project MND for the purpose of refining analysis, the program EIR can be incorporated by reference to deal with regional influences, secondary effects, cumulative impacts, broad alternatives and other factors that apply to the program as a whole.

The Deputy Advisory Agency, certifies that Mitigated Negative Declaration No. ENV-2014-2907-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 **Nos. 16 and 17** 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. 15.



**FINDINGS OF FACT (SUBDIVISION MAP ACT)**

In connection with the approval of Vesting Tentative Tract No. 69839-CN, 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 Regional Center Commercial land use with the corresponding zones of CR, C1.5, C2, C4, C5, R3, R4, R5, RAS3, and RAS4. The property is approximately 1.39 net acres (60,819 net square feet) and is presently zoned C2-4D. Per the requirements of the C2 Zone the lot area requirements of the R4 Zone shall apply to all portions of buildings used for residential purposes. The R4 Zone requires every lot to have a minimum width of 50 feet and a minimum area of 5,000 square feet. The lot has a width of over 100 feet and an area of 60,819 square feet. The proposed vesting tentative tract map is consistent with the area requirements of the zone and therefore consistent with the Central City Community Plan. The proposed map is not located in a Specific Plan area.

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

The adopted Central City Community Plan designates the subject property for Regional Center Commercial land use with the corresponding zones of CR, C1.5, C2, C4, C5, R3, R4, R5, RAS3 and RAS4. The property contains approximately 1.39 net acres (60,819 net square feet after required dedication) and is presently zoned C2-4D. The proposed subdivision for three lots (one master lot and two airspace lots) is allowable under the current adopted zone and the land use designation.

The Bureau of Engineering has reviewed the proposed subdivision and found the subdivision layout generally satisfactory. As a condition of approval, the subdivider is required to make a 3-foot wide right-of-way dedication along Main Street adjoining the tract to complete a 43-foot wide half right-of-way, including a 20-foot radius property line return at the intersection with 6<sup>th</sup> Street, in accordance with Avenue II of LA Mobility Plan Street Standards.

The applicant is also required to make improvements to Main Street by constructing additional sidewalk to complete a 15-foot full-width concrete sidewalk with tree wells, including any necessary removal and reconstruction of existing improvements. In addition if necessary, the adjoining alley (Harlem Place) is required to be improved with reconstruction of existing improvements. 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 area, high erosion hazard area, or a fault-rupture study area. 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).

The Grading Division of the Department of Building and Safety reviewed the proposed subdivision and determined that a geology/soils report is not required prior to planning approval of the tract map as the property is located outside of a City of Los Angeles Hillside Area; is exempt or located outside of a State of California liquefaction, earthquake induced landslide, or fault-rupture hazard zone; and does not require any grading or construction of an engineered retaining structure to remove potential geologic hazards. The site is therefore physically suitable for the type of development.

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

The site is a level parcel of land, having frontages of approximately 145 feet on the north side of 6<sup>th</sup> Street and 420 feet on the east side of Main Street. The site is currently improved with a surface parking lot. The development of this site is an infill of an otherwise mid-to-high density area of downtown Los Angeles. The site fronts on Main Street and 6<sup>th</sup> Street – major arterials for public transit.

The proposed development is a mixed-use, 38-story building, comprised of 452 residential condominium units and 15 commercial condominium units with a total of 21,514 square feet of commercial space. The proposed building will contain 551,349 square feet of floor area.

The adopted Central City Community Plan designates the site for Regional Center Commercial land use with the corresponding zones of CR, C1.5, C2, C4, C5, R3, R4, R5, RAS3, and RAS4. The site is approximately 1.39 net acres (60,819 net square feet) and is presently zoned C2-4D. The property is located within the Greater Downtown Housing Incentive Area which permits unlimited density within the confines of the permitted floor area ratio (FAR). The subdivision involves an accompanying Transfer of Floor Area Rights (Case No. CPC-2014-2906-TDR-SPR) from the Los Angeles Convention Center for the approximate amount of 186,435 square feet, to the project site permitting a Floor Area Ratio (FAR) of 9.1:1 and 551,349 square feet of floor area, in lieu of a 6:1 FAR which permits 364,914 square feet of floor area.

The Grading Division of the Department of Building and Safety determined that because of the site's location a geology/soils report were not required for the proposed subdivision. Therefore, based on its location and size, the proposed site is physically suitable for the proposed density of development.

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



The Deputy Advisory Agency, certifies that Mitigated Negative Declaration No. ENV-2014-2907-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 Nos. 16 and 17 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.

- (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.

No such easements are known to exist. Needed public access for roads and utilities will be acquired by the City prior to recordation of the proposed tract.

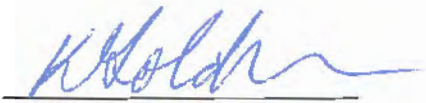
- (h) THE DESIGN OF THE PROPOSED SUBDIVISION SHALL PROVIDE, TO THE EXTENT FEASIBLE, FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES IN THE SUBDIVISION. (REF. SECTION 66473.1)

- 1) In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the applicant has prepared and submitted materials which consider the local climate, contours, configuration of the parcel(s) to be subdivided and other design and improvement requirements.
- 2) Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the tentative map was filed.
- 3) The lot layout of the subdivision has taken into consideration the maximizing of the north/south orientation.

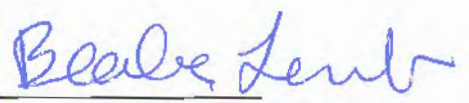
- 4) The topography of the site has been considered in the maximization of passive or natural heating and cooling opportunities.
- 5) In addition, prior to obtaining a building permit, the subdivider shall consider building construction techniques, such as overhanging eaves, location of windows, insulation,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

These findings shall apply to both the tentative and final maps for Vesting Tract No. 69839-CN.

Vincent P. Bertoni, AICP  
Advisory Agency



KEVIN S. GOLDEN  
Deputy Advisory Agency



BLAKE E. LAMB  
Senior City Planner

VPB:BEL:KSG:JV

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 90<sup>th</sup> day following the date on which the City's decision becomes final.



January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

Dear Commissioners,

I live in the 600 S Spring street building and rely on the surface parking lot at 601 S. Main for my parking needs. I am in support of the new high-rise project's request to add more parking than is required by code.

My Historic Core neighborhood is an area with mostly historic buildings. These buildings have no parking on site, much less additional parking for lease. I appreciate that the 601 Main developer is providing replacement parking. He is also offering to help residents find other parking options while the project is under construction. Losing my parking space permanently will pose a hardship for me.

I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name Ken Wales

Address 600 S. Spring St. # 570 Los Angeles

Email KennethFWales@gmail.com

Exhibit F

January 29, 2018

Los Angeles City Planning Commission  
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Los Angeles, CA 90012

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Sincerely,

Name Claudia Oliveira

Address 600 S SPRING ST #1001

Email VICTORIAVANDANN@GMAIL.COM



January 29, 2018

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Los Angeles, CA 90012

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Sincerely,

Name

Bmm

Address

600 S Spring St #506 LA CA 90014

Email

Brielle.Murray@me.com

January 29, 2018

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Sincerely,

Name Ramon Fisher

Address 600 S. Spring St.

Email Ramon.Fisher@aol.com



January 29, 2018

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Sincerely,

Name Francis Sillone

Address 650 S. Spring St #710

Email francis.sillone@gmail.com

January 29, 2018

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Los Angeles, CA 90012

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Sincerely,

Name

Daniel McNabb

Address

650 S. Spring St. Stk, Los Angeles, CA 90014

Email

Danny@andrewxPaul.com



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Sincerely,

Name

Leah Harf

Address

650 S. Spring St

Email

Leahharf@gmail.com

January 29, 2018

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Sincerely,

Name

JENNIFER M. QUINTEROS

Address

650 S. SPRING STREET LA, CA 90014

Email

jg-quinteros@gmail.com



January 29, 2018

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Sincerely,

Name Vickia Ramirez

Address 650 S. Spring #708

Email Vicky-0585@yahoo.com

January 29, 2018

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Sincerely,

Name

Kenneth Lee

Address

Penthouse 13

Email

kennethlee@gmail.com



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Sincerely,

Name Brooke Kidner

Address 650 S. Spring St

Email brookekidner@yahoo.com

January 29, 2018

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Sincerely,

Name EMILIE PARYLAK

Address 650 SOUTH SPRING ST #616

Email emilieparylak@gmail.com

January 29, 2018

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Sincerely,

Name Tommy Drakeman

Address 650 S. Spring

Email Tommy.br@gmail.com



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Sincerely,

Name MICHIYO ITAYA

Address 650 S. Spring St #710

Email michiyo.itaya@gmail.com

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Sincerely,

Name

Ramon Fisher

Address

600 S Spring St #317

Email

Ramon.fish@aol.com

January 29, 2018

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200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

Dear Commissioners,

I live in the SB Manhattan building and rely on the surface parking lot at 601 S. Main for my parking needs. I am in support of the new high-rise project's request to add more parking than is required by code.

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Sincerely,

Name ELISAH LONG

Address 215 W 6th

Email elisah-long@outlook.com



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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name Tatjana Magaña

Address 215 W 6th St.

Email tatjana\_magana@yahoo.com

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

Dear Commissioners,

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name

B. Thomas

Address

215 W 6th St #210 90014

Email

cultofbreyn@yaho.com

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name EMILY GRUBER

Address 215 W 6th St #705

Email GRUBER.emily@gmail.com



January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name PAUL CUELLAR

Address 215 W 6TH ST #1209

Email PAULCUELLAR87@GMAIL.COM

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

Dear Commissioners,

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name ADRIANA MARTINEZ

Address 215 WEST #1209, LOS ANGELES, CA 90014

Email OFFICIALMARTINEZ@GMAIL.COM

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name Tracy D. Taylor

Address 215 W. 6<sup>th</sup> St. # 704, Los Angeles, CA 90014

Email tracydtaylor66@gmail.com





January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

Dear Commissioners,

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name 

Address 111 W. 7<sup>th</sup> St. #611

Email gtblink@gmail.com

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

Dear Commissioners,

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name Greg Cassius

Address 111 W 7<sup>th</sup> St / Unit 1110 / L.A., 90014

Email Supermanmce@yahoo.com

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

Dear Commissioners,

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name ANDO PNOLAN

Address 111 W. 7<sup>TH</sup> ST #602 LACA 90014

Email \_\_\_\_\_



January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

Dear Commissioners,

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name Natasha Gman

Address Natasha.rosegman@gmail.com

Email 111 w 7th St 910 20044

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name Eric Burt

Address 111 W 7th, 90014

Email EBURT.SMA@gmail.com

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name Angelei Star

Address 111 W. 7th apt. 1105

Email anfeleistar85@gmail.com



January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

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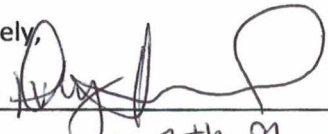
I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name

Address

Email

  
\_\_\_\_\_  
111 W 7th St #217  
\_\_\_\_\_  
\_\_\_\_\_

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name Richard Martinez

Address 111 W 7<sup>th</sup> St. LA, CA 90041

Email DollyPhotos@gmail.com

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name Tyler Vestal

Address 111 W 7<sup>th</sup> Str., 90014 Los Angeles, CA

Email tvestal@gmail.com



January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name Alper Ozpinar

Address Ste. 605

Email \_\_\_\_\_

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name NIKLAS WITZIGMANN  
Address 111 W 7TH ST, STE 717, LOS ANGELES, CA 90014  
Email NIKLASWITZIGMANN@GMAIL.COM

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

Dear Commissioners,

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name Ken Wales

Address 600 S. Spring St. # 570 Los Angeles

Email KennethFWales@gmail.com



January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name Claudia Oliveira

Address 600 S SPRING ST #1001

Email VICTORIAVANDANN@GMAIL.COM

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name

Bmm

Address

600 S Spring St #506 LA CA 90014

Email

Brielle.Murray@me.com

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

Dear Commissioners,

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name

CORY MARRERO

Address

111 w 7TH ST. 90014 "306"

Email

CORRYMARRERO@GMAIL.COM



January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

Dear Commissioners,

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name Lucia Lopez

Address 111 W 7<sup>th</sup> St. #1114 L.A. CA 90014

Email Lulopez99@yahoo.com  
(Lulopez99@yahoo.com)

Note: Resident is on the DLANC Board:

February 9, 2018

Los Angeles City Planning Commission

200 N. Spring Street, Room 340

Los Angeles, CA 90012

Re: CPC hearing, February 22, 601 S. Main Street, CPC-2014-2906-TDR-SPR

Dear Commissioners,

I am writing in support of the above-referenced mixed use high rise project which includes 452 residential units and 22,000 square feet of retail, for these reasons:

1. The project will provide additional non-code required parking for a neighborhood that is already largely parking-free. Existing residents of four adjacent historic, ARO buildings presently rely on the parking in the site's existing surface lot. Losing that parking would work a hardship on those residents. If they work outside of downtown, they may well need to either change jobs or get a new apartment—at a potentially higher rent.
2. Providing replacement parking meets the founding intent of the City's Adaptive Reuse, which was always intended to allow ARO building residents to rely on existing parking lots for parking.
3. The Downtown Design Guidelines explicitly allows parking over code "for adjacent buildings that lack adequate parking".
4. Requiring a significant increase in EV parking stalls for non-code required parking will only result in loss of the badly needed neighborhood parking.

The City's investment in mass transit will take years to realize. Allowing a developer to provide non-code required parking in a neighborhood that has little to no parking, just makes sense.

We urge your support of the project as requested.

Sincerely,

Name: Claudia Oliveira

Address: 600 S Spring St. #1001 Los Angeles, CA 90014

Phone/Email: 2133218264 [claudia.oliveira@dlanc.com](mailto:claudia.oliveira@dlanc.com)

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

Dear Commissioners,

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name Devante Roper

Address 215 W 6th St

Email ~~Devante.Roper~~

Ropersmoney@gmail.com



January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

Dear Commissioners,

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name Angel Alane

Address 215 W 6th St

Email angel.alane@valoo.com

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name Valeezrina Pham

Address 215 W 6th St #1107, Los Angeles CA 90014

Email Valeezrina@yahoo.com

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name JOSH DOMINGO

Address JOSHADOMINGO@GMAIL.COM

Email 215 W 6<sup>th</sup> St #1107 Los Angeles, CA 90014



January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name Francis Guina

Address 215 W 6th St Unit 203 LA, CA 90014

Email Francisg323@yahoo.com

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name

Josava Hogue

Address

215 W 6th St LA, CA 90014

Email

jogue52@gmail.com

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name Erica Rivera

Address 215 W 6th St # 311

Email ERICA.RIVERA 89



January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name Nima Christensen

Address 211 W 4th St #508

Email nimachristensen@yahoo.com

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

Dear Commissioners,

I live in the SB Manhattan building and rely on the surface parking lot at 601 S. Main for my parking needs. I am in support of the new high-rise project's request to add more parking than is required by code.

My Historic Core neighborhood is an area with mostly historic buildings. These buildings have no parking on site, much less additional parking for lease. I appreciate that the 601 Main developer is providing replacement parking. He is also offering to help residents find other parking options while the project is under construction. Losing my parking space permanently will pose a hardship for me.

I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name Eduardo Zapata

Address 215 W. 6th St #102

Email Eddie J Zapata@gmail.com

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name

Stuart Robinson

Address

111 W 7<sup>th</sup> St. PH 14

Email

Stu@colorin.com



January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

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I support the request for adding more parking than is required by code: ~~It just makes sense.~~

it is needed!

Sincerely,

Name CATHERINE ASANOV

Address parking@catherineasanov.com

Email 111 W. 7<sup>th</sup> St. PH5, 90014

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name

Alyssa Young

Address

111 W. 7th St #813 LA, CA 90014

Email

alyssa.young82@gmail.com

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name Barry Wilkins

Address bwilkin009@gmail.com

Email 111 W 7<sup>th</sup> St. 1106  
LA, CA, 90014



January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name Pierce Lopatic

Address 111 W 7th St Apt 206 Los Angeles, CA 90014

Email pierce.lopatic@gmail.com

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

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Sincerely,

Name Gabriel Carmones

Address 111 west 7th st

Email gabrielcarmones@gmail.com

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name Rosalyn Lasbeur

Address #411

Email r.lasbeur@gmail.com



January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name

Angelika A. Lapichka

Address

111 7<sup>th</sup> St. LA

Email

alapichka@gmail.com

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name Amy Bond Amy Bond  
Address 111 7<sup>th</sup> St  
Email amy.e.bond@gmail.com

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name WHIT BRAYTON

Address 111 W 7th #1104

Email whitbrayton@janor.com



2/5/18



January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name

Brandi Howe

Address

111 W 7th St #1014

Email

BHowe188@gmail.com

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name Toshika Ito

Address 111 W 7th St # 716 LA, CA 90014

Email toshikaife0627@gmail.com

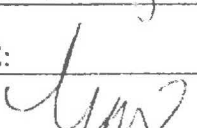
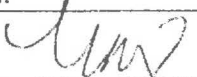
SB Main  
PARKING LICENSE AGREEMENT  
111 W. 7<sup>th</sup> Street at Joe's

1. This is a month to month parking licensing agreement and may be terminated by either party with 30 days notice.
2. Payment to be \$150 per month payable monthly on the first of each month (i.e. January 1<sup>st</sup>, February 1<sup>st</sup>, etc.)
3. If payment is not received on the first of the month, this agreement will be terminated without further notice and lessee's car will be towed away at lessee's expense.
4. Be sure to always have your pass visible in the front window or you will be subject to tow, even if the pass is paid for.

THIS CONTRACT LIMITS OUR LIABILITY

Management assumes no liability for theft, fire, damage or loss of use, to any car, equipment or articles in the car or liability. Failure to make claim before leaving premises and commence action within 90 days constitutes waiver of claim. We reserve the right to refuse service. The management hereby declares itself NOT RESPONSIBLE for fire, theft, damage or loss of car or any article left in same. All of such risk is being assumed by the LICENSEE. Only a LICENSE is granted hereby and no bailment is created.

MAKE/MODEL OF CAR: Toyota Prius
COLOR/YEAR OF CAR: Green 2005
LICENSE PLATE #: 6PPZL33

TENANT PRINT NAME: Morgan Clary	DATE: 2/3/18
TENANT SIGNATURE: 	UNIT #: PH10
TENANT PHONE #: 	

(503) 706  
4644



January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name

Peet Montzinger

Address

111 W 7th St #911 LA, CA 90014

Email

peetmontzinger@gmail.com

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name Jan Barkle  
Address 111 W 7<sup>th</sup> St  
Email EMAIL JAN BARKLE @ GMAIL .COM

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

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Sincerely,

Name Marguitta Dorsey  
Address 111 7th Ave Ste 1102  
Email marguitta.dorsey@gmail.com



January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name Ron Dertson

Address 111 W 7th #107

Email Ron.Dertson@yahoo.com

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

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Sincerely,

Name KATIE WINCOR

Address 111 W 7th St #417

Email katiwinco@gmail.com

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,  
Name Josee Walker  
Address 111 W 7th St  
Email ONEHUNDRED@GMAIL.COM

403



January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: CPC hearing, February 8, 601 S. Main Street, CPC-2014-2906-TDR-SPR

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Sincerely,

Name

Dylan Bynum

Address

111 W 7th St STE 514

Email

dylan.bynum@yahoo.com

January 29, 2018

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200 N. Spring Street, Room 340  
Los Angeles, CA 90012

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Sincerely,

Name Andrew Duggan  
Address 111 W 7<sup>th</sup> St., Los Angeles, 90014  
Email A.DUGGAN@ME.COM

January 29, 2018

Los Angeles City Planning Commission  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

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I support the request for adding more parking than is required by code. It just makes sense.

Sincerely,

Name ALEX GAUDIO

Address 111 W 7TH ST 317

Email alexander.gaudio@gmail.com





January 25, 2017

**Submitted electronically**

Ms. Jennifer Caira  
City of Los Angeles  
Department of City Planning, City Hall  
200 N. Spring Street, Room 621  
Los Angeles, CA 90012  
Email: [jennifer.caira@lacity.org](mailto:jennifer.caira@lacity.org)

523 West Sixth Street, Suite 826  
Los Angeles, CA 90014

213 623 2489 OFFICE  
213 623 3909 FAX  
[laconservancy.org](http://laconservancy.org)

**Re: 601 S. Main SB Omega project, ENV-2014-2907-MND**

Dear Ms. Caira,

On behalf of the Los Angeles Conservancy, I'm writing to provide additional comments on the Mitigated Negative Declaration (MND) for the proposed 601 S. Main SB Omega project, in follow-up to our previous comments submitted on October 19, 2016 and the applicant's letter from December 8, 2016. I understand a hearing on this project is scheduled for this week.

We have been in conversations with the applicant's representatives on this project and believe many of our previous concerns are being addressed. They have listened to us and have been very willing to offer corresponding modifications to the project design. We feel these conversations are headed in a positive direction and greatly appreciate their willingness to reconsider some of the design aspects.

As we have stated previously to the City, the proposed project and others already approved or currently being reviewed represents an important opportunity to reexamine the role of new infill construction in Downtown L.A.'s historic urban setting. While the Conservancy does not often comment or weigh in on new construction projects unless there is a clear and direct impact on a particular historic building or area, the character of Downtown's Historic Core is changing in part due to these projects. We are not against change and welcome the blending of old and new when guided and executed through thoughtful design.

We're very encouraged by our conversations to date with the applicant's project team. We hope our comments, here and in October, will not be seen as an attempt to oppose this specific project, but rather press the City to engage in a

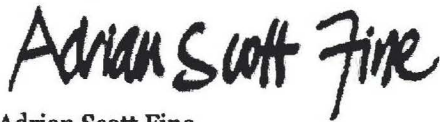


broad dialogue that can eventually result in modifications and an overall update to the Downtown Design Guide standards. We need a better set of tools that works both for the broad community as well as development interests to guide us toward outcomes we can all get behind and fully support, especially those that add to and contribute to the unique character of L.A.'s Historic Core.

We acknowledge and appreciate the applicant's thorough environmental analysis and efforts to comply with the various necessary design standards and regulations. We look forward to continuing our conversations as the project moves forward.

Please do not hesitate to contact me at (213) 430-4203 or [afine@laconservancy.org](mailto:afine@laconservancy.org) should you have any questions and if we can be of assistance.

Sincerely,

A handwritten signature in black ink that reads "Adrian Scott Fine". The signature is written in a cursive, slightly slanted style.

Adrian Scott Fine  
Director of Advocacy





October 19, 2016

**Submitted electronically**

Ms. Jennifer Caira  
City of Los Angeles  
Department of City Planning, City Hall  
200 N. Spring Street, Room 621  
Los Angeles, CA 90012  
Email: [jennifer.caira@lacity.org](mailto:jennifer.caira@lacity.org)

523 West Sixth Street, Suite 826  
Los Angeles, CA 90014

213 623 2489 OFFICE  
213 623 3909 FAX  
[laconservancy.org](http://laconservancy.org)

**Re: 601 S. Main SB Omega project, ENV-2014-2907-MND**

Dear Ms. Caira,

On behalf of the Los Angeles Conservancy, thank you for the opportunity to comment on the Mitigated Negative Declaration (MND) for the proposed 601 S. Main SB Omega project, located at 6<sup>th</sup> and Main Streets in Downtown Los Angeles.

Given the presence and historic significance of its two districts listed in the National Register of Historic Places, as well as the culmination of other large high-rise towers that are either proposed, in-progress, or recently completed, we believe that Downtown is experiencing a critical moment in its development. The proposed project, centrally located within Downtown's Historic Core, represents an important opportunity to examine the role of new infill construction in the historic urban setting.

**I. Acceleration of new, high-rise development in Downtown Los Angeles**

Unprecedented in its scope, the current boom in construction is bringing greater vitality and much-needed reinvestment to downtown neighborhoods, an objective the Conservancy and many others have worked toward for years. This wave of development is something we strongly support, and we believe there is an important role for new construction in helping to revitalize and reinforce the unique historic character of Downtown as a whole.

The balance and compatibility of old and new is a core component of the original *Historic Downtown Los Angeles Design Guidelines*, produced for the Conservancy in 2002. This document became the basis for the City's *Broadway*





*Design Guide* and shares many similarities with the *Downtown Design Guide*, both adopted in 2009.

The Conservancy does not often comment or weigh in on new construction projects unless there is a clear and direct impact on a particular historic building or area. In the last year, we have submitted comments on several projects in Downtown, including the Broadway @4<sup>th</sup> project and the proposed Spring Street Hotel project (631-635 S. Spring Street). Most recently, we commented on The Alexan project at 9<sup>th</sup> and Hill Streets and the Beacon on Hill project at 4<sup>th</sup> and Hill Streets. Like the proposed 601 S. Main SB Omega project, each of these projects involves new construction of high-rise towers within Downtown's Historic Core.

## **II. Proposed new construction within and immediately adjacent to Downtown's Historic Core should be compatible and adhere to the *Downtown Design Guide***

Compatibility within an historic context is a somewhat subjective concept, as it should allow for dynamic new ideas and modern design concepts without being overly constricting or mimicking earlier architectural styles.

The *Downtown Design Guide* states that new construction should “respect historically significant districts and buildings, including massing and scale, and neighborhood context.” The Downtown Los Angeles Neighborhood Council's Principles and Guidelines advise that “new designs should take cues from the existing neighborhood character as well as address existing building typologies, densities, and intensities of use.” In addition, the National Park Service offers some guidance in context with the use and application of the *Secretary of the Interior's Standards* in a district or neighborhood setting. It states “introducing a new building or landscape feature that is out of scale or otherwise inappropriate to the setting's historic character” is not recommended.

The proposed 601 S. Main project reveals unique challenges due to its context, location, and site at 6<sup>th</sup> and Main Streets. It is adjacent to the National Register-listed Spring Street Financial District and is surrounded by individually-designated historic landmarks, including the Los Angeles Stock Exchange Building (618 S. Spring Street), on which the Conservancy holds an exterior conservation easement. Though the project site is a surface parking lot and does not contain any eligible historic resources, it is centrally located within the Historic Core. As such, the design for the new construction should address the site's surrounding neighborhood context and aesthetics by adhering to guidelines intended to respect and reinforce the existing character of the Historic Core.

As currently proposed, the project calls for the construction of a 38-story tower approximately 390 feet in height, which represents a stark departure from the rest of the immediate surroundings. While we are not opposed to new construction and increased density, this project introduces a much different feel, rhythm, and scale than currently exists in the Historic Core.

Though the MND does not include any renderings or drawings to illustrate the proposed project in context, conceptual renderings found online reveal that the narrowed podium will rise above an eight-



story base, which covers the majority of the lot. While the podium setbacks will enhance the pedestrian experience and relieve some of the pressure on the adjacent properties, we have outstanding questions about the overall scale and design. The MND includes discussion of potentially significant impacts on historic resources from construction vibration and proposes several mitigation measures to address those concerns, but it does not elaborate on the compatibility of the proposed new construction within its historic setting.

In addition to the height of the tower, we are concerned about the introduction of projecting balconies on the primary facades of the new development. We have previously raised this issue with other proposed projects in Downtown, including The Alexan and Beacon on Hill. We believe this design element greatly deviates from the character and overall compatibility of the Historic Core. While you can find balconies on secondary and rear facades throughout Downtown, including recent adaptive reuse projects, they are usually not prominently featured or located on primary facades.

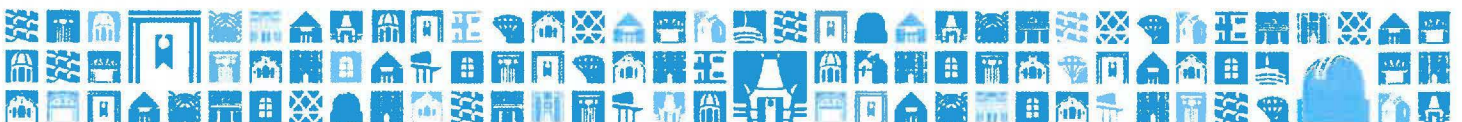
Projecting balconies introduce an entirely new rhythm and feel and are a primary design element of the 601 S. Main project and other hi-rise towers currently being proposed. While the *Downtown Design Guide* does not currently provide enough guidance in this area, it does state “heavy, solid balconies” should be avoided. Overall, we think this design element is more in keeping with the South Park neighborhood or a Miami setting rather than the Historic Core area of Los Angeles.

### **III. Cumulative impacts of proposed new high-rise construction in Downtown should be analyzed**

Looking ahead, from a larger perspective and beyond just this proposed project, we have a number of outstanding concerns, and we question the cumulative impacts of these types of high-rise projects on the historic parts of Downtown. In addition to the potential visual and shade/shadow impacts, high-rise towers of this scale greatly exceed the height of surrounding properties and introduce a new set of proportions to the neighborhood and the National Register-listed districts. In general, the Conservancy is a strong supporter of increased density and believes there is a clear role for this in Downtown. While new high-rise construction suits the context of other parts of Downtown, we do not believe that projects of this scale, however, are ultimately compatible with the existing character of Downtown’s Historic Core environment.

In our previous comments on these types of projects, we have strongly urged the City to conduct a full analysis of cumulative impacts as part of any environmental analysis, examining the potential long-term effects of new construction at this scale on the integrity of National Register-listed districts, namely the Spring Street Financial District and the Broadway Theatre and Commercial District.

Given that nearly a dozen high-rise projects are currently either under construction, approved or proposed, we believe the overall impacts should be understood before it is too late. We strongly believe the City, as the lead agency, has the responsibility to fully assess the cumulative impacts, for this proposed





project and others. The number of these types of projects and the increasing concerns about them only underscore the need for greater understanding of potential impacts and guidance.

The Conservancy believes there is an immediate need to revisit the City's *Downtown Design Guide*. This is currently inadequate at providing guidance and helping to direct growth and development in ways that maintain the existing Downtown neighborhood character. We would press that the update be prioritized and included within the Downtown Community Plan process.

#### IV. Conclusion


Thank you again for the opportunity to provide comments on this project and others in Downtown's Historic Core. As we all experience the welcome transformation and revitalization of Downtown, we are increasingly faced with new challenges that we may not have originally anticipated. It's important to address these issues before we reach a tipping point, so that we can find an appropriate balance that ensures cultural and historic resources are preserved while still allowing for new development.

#### About the Los Angeles Conservancy:

The Los Angeles Conservancy is the largest local historic preservation organization in the United States, with nearly 6,500 members throughout the Los Angeles area. Established in 1978, the Conservancy works to preserve and revitalize the significant architectural and cultural heritage of Los Angeles County through advocacy and education.

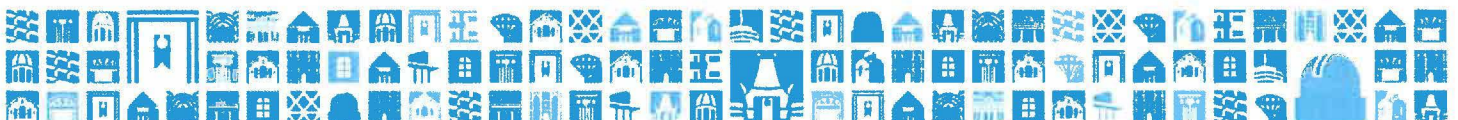
Please do not hesitate to contact me at (213) 430-4203 or [afine@laconservancy.org](mailto:afine@laconservancy.org) should you have any questions and if we can be of assistance.

Sincerely,



Adrian Scott Fine  
Director of Advocacy

cc: Councilmember Jose Huizar  
City of Los Angeles, Department of City Planning, Office of Historic Resources





January 9, 2017

Jennifer Caira  
Joey Vasquez  
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 452-unit mixed-use development, including 21,514 SF of commercial space in 15 commercial units, at 601-641 S Main St and 108-114 W 6<sup>th</sup> St, cases CPC-2014-2906-TDR-SPR and VTT-69839-CN. We urge the city to grant the Transfer of Floor Area Rights (TFAR) to allow an FAR of 9.1:1, approve the Vesting Tentative Tract Map, and adopt the Mitigated Negative Declaration (MND) for the 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 just four blocks from the Metro Red/Purple Line station at Pershing Square, is directly served by Metro bus (Routes 20 & 720), and is located in the most transit-rich part of the region. It provides easy access to employment in Downtown LA and good transit access to employment in Hollywood and Koreatown. The Purple Line Extension will greatly increase the number of easily accessible destinations. In addition, many desirable neighborhood amenities like retail and restaurants are in easy walking and cycling distance, and this project will create walkable retail destinations.

This project is a good project for Los Angeles and for the region. Again, we urge the city to please grant the TFAR, approve the Vesting Tentative Tract Map, and adopt the MND for the project.

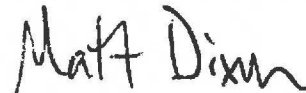
Best Regards,



Josh Stephens  
11645 Chenault St #401  
Los Angeles 90049



Mark Vallianatos  
3591 Canada St  
Los Angeles 90065



Matt Dixon  
620 W Wilson Ave Unit H  
Glendale 91203



Emerson Dameron  
750 Garland Ave #213  
Los Angeles 90017

Andy Freeland  
1111 S Grand Ave #717  
Los Angeles 90015

Leonora Yetter

Ross Zelen

Ariel Levi Simons

Joshua Blumenkopf

Brent Gaisford

Shane Phillips

Gabe Rose

Mark Edwards



Jennifer Caira &lt;jennifer.caira@lacity.org&gt;

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**Support for 452-unit mixed-use project at 601 S Main St, cases CPC-2014-2906-TDR-SPR and VTT-69839-CN**1 message

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**Leah Kuo** <lkuosince1988@everyactioncustom.com>

Tue, Jan 10, 2017 at 9:13 PM

Reply-To: lkuosince1988@gmail.com

To: jennifer.caira@lacity.org

Dear Jennifer Caira,

I am a member of Abundant Housing LA, and am writing to you in support of the proposed 452-unit mixed use development at 601 S Main St, cases CPC-2014-2906-TDR-SPR and VTT-69839-CN. The LA region faces a housing crisis and we need to build more housing of all types. This project will help increase housing supply and is ideally located in downtown LA, one of the most transit-rich and job-rich neighborhoods in the region.

Sincerely,

Leah Kuo

8309 W 4th St

Los Angeles, CA 90048-4202





Jennifer Caira &lt;jennifer.caira@lacity.org&gt;

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**Support for 452-unit mixed-use project at 601 S Main St, cases CPC-2014-2906-TDR-SPR and VTT-69839-CN**1 message

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**Eduardo Mendoza** <mend926@everyactioncustom.com>

Tue, Jan 10, 2017 at 11:31 PM

Reply-To: mend926@usc.edu

To: jennifer.caira@lacity.org

Dear Jennifer Caira,

I am a member of Abundant Housing LA, and am writing to you in support of the proposed 452-unit mixed use development at 601 S Main St, cases CPC-2014-2906-TDR-SPR and VTT-69839-CN. The LA region faces a housing crisis and we need to build more housing of all types. This project will help increase housing supply and is ideally located in downtown LA, one of the most transit-rich and job-rich neighborhoods in the region.

Sincerely,  
Eduardo Mendoza



Jennifer Caira &lt;jennifer.caira@lacity.org&gt;

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**Support for 452-unit mixed-use project at 601 S Main St, cases CPC-2014-2906-TDR-SPR and VTT-69839-CN**1 message

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**Matthew Luery** <matthew.luery@everyactioncustom.com>

Wed, Jan 11, 2017 at 7:00 AM

Reply-To: matthew.luery@gmail.com

To: jennifer.caira@lacity.org

Dear Jennifer Caira,

I am a member of Abundant Housing LA, and am writing to you in support of the proposed 452-unit mixed use development at 601 S Main St, cases CPC-2014-2906-TDR-SPR and VTT-69839-CN. The LA region faces a housing crisis and we need to build more housing of all types. This project will help increase housing supply and is ideally located in downtown LA, one of the most transit-rich and job-rich neighborhoods in the region.

Sincerely,  
Matthew Luery

Los Angeles, CA 90027



Jennifer Caira &lt;jennifer.caira@lacity.org&gt;

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**Support for 452-unit mixed-use project at 601 S Main St, cases CPC-2014-2906-TDR-SPR and VTT-69839-CN**1 message

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**Nicholas Burns III** <nkburns3@everyactioncustom.com>

Tue, Jan 10, 2017 at 4:39 PM

Reply-To: nkburns3@gmail.com

To: jennifer.caira@lacity.org

Dear Jennifer Caira,

I am a member of Abundant Housing LA, and am writing to you in support of the proposed 452-unit mixed use development at 601 S Main St, cases CPC-2014-2906-TDR-SPR and VTT-69839-CN. The LA region faces a housing crisis and we need to build more housing of all types. This project will help increase housing supply and is ideally located in downtown LA, one of the most transit-rich and job-rich neighborhoods in the region.

Sincerely,  
Nicholas Burns III  
2120 S Bentley Ave Apt 306  
Los Angeles, CA 90025-5763





Jennifer Caira &lt;jennifer.caira@lacity.org&gt;

---

**Support for 452-unit mixed-use project at 601 S Main St, cases CPC-2014-2906-TDR-SPR and VTT-69839-CN**

1 message

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**Leonora Yetter** <leonorasc@everyactioncustom.com>

Tue, Jan 10, 2017 at 1:03 PM

Reply-To: leonorasc@gmail.com

To: jennifer.caira@lacity.org

Dear Jennifer Caira,

I am a member of Abundant Housing LA, and am writing to you in support of the proposed 452-unit mixed use development at 601 S Main St, cases CPC-2014-2906-TDR-SPR and VTT-69839-CN. The LA region faces a housing crisis and we need to build more housing of all types. This project will help increase housing supply and is ideally located in downtown LA, one of the most transit-rich and job-rich neighborhoods in the region.

Sincerely,  
Leonora Yetter

Santa Monica, CA 90403



Jennifer Caira <jennifer.caira@lacity.org>

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## Support for 452-unit mixed-use project at 601 S Main St, cases CPC-2014-2906-TDR-SPR and VTT-69839-CN

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Gene Chen <gene.c.chen@everyactioncustom.com>

Tue, Jan 10, 2017 at 1:44 PM

Reply-To: gene.c.chen@gmail.com

To: jennifer.caira@lacity.org

Dear Jennifer Caira,

I am a member of Abundant Housing LA, and am writing to you in support of the proposed 452-unit mixed use development at 601 S Main St, cases CPC-2014-2906-TDR-SPR and VTT-69839-CN. The LA region faces a housing crisis and we need to build more housing of all types. This project will help increase housing supply and is ideally located in downtown LA, one of the most transit-rich and job-rich neighborhoods in the region.

Sincerely,  
Gene Chen

Los Angeles, CA



Jennifer Caira &lt;jennifer.caira@lacity.org&gt;

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**Support for 452-unit mixed-use project at 601 S Main St, cases CPC-2014-2906-TDR-SPR and VTT-69839-CN**1 message

---

**Ariel Simons** <levisimons@everyactioncustom.com>

Tue, Jan 10, 2017 at 2:16 PM

Reply-To: levisimons@gmail.com

To: jennifer.caira@lacity.org

Dear Jennifer Caira,

I am a member of Abundant Housing LA, and am writing to you in support of the proposed 452-unit mixed use development at 601 S Main St, cases CPC-2014-2906-TDR-SPR and VTT-69839-CN. The LA region faces a housing crisis and we need to build more housing of all types. This project will help increase housing supply and is ideally located in downtown LA, one of the most transit-rich and job-rich neighborhoods in the region.

Sincerely,

Ariel Simons

358 S Gramercy Pl Apt 103

Los Angeles, CA 90020-4547





Jennifer Caira &lt;jennifer.caira@lacity.org&gt;

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**Support for 452-unit mixed-use project at 601 S Main St, cases CPC-2014-2906-TDR-SPR and VTT-69839-CN**1 message

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**John Gregorchuk** <jmggregorchuk@everyactioncustom.com>

Tue, Jan 10, 2017 at 2:34 PM

Reply-To: jmggregorchuk@gmail.com

To: jennifer.caira@lacity.org

Dear Jennifer Caira,

I am a member of Abundant Housing LA, and am writing to you in support of the proposed 452-unit mixed use development at 601 S Main St, cases CPC-2014-2906-TDR-SPR and VTT-69839-CN. The LA region faces a housing crisis and we need to build more housing of all types. This project will help increase housing supply and is ideally located in downtown LA, one of the most transit-rich and job-rich neighborhoods in the region.

We need housing! We need jobs! I know you and your team understand the needs of your constituents - Please help your colleagues on the City Council understand the pain young families are facing due to the enormous cost of living in the city of Los Angeles.

Sincerely,  
John Gregorchuk

Los Angeles, CA 90018



Jennifer Caira &lt;jennifer.caira@lacity.org&gt;

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**Support for 452-unit mixed-use project at 601 S Main St, cases CPC-2014-2906-TDR-SPR and VTT-69839-CN**

1 message

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**Brent Gaisford** <brentgaisford@everyactioncustom.com>

Tue, Jan 10, 2017 at 2:38 PM

Reply-To: brentgaisford@gmail.com

To: jennifer.caira@lacity.org

Dear Jennifer Caira,

I am a member of Abundant Housing LA, and am writing to you in support of the proposed 452-unit mixed use development at 601 S Main St, cases CPC-2014-2906-TDR-SPR and VTT-69839-CN. The LA region faces a housing crisis and we need to build more housing of all types. This project will help increase housing supply and is ideally located in downtown LA, one of the most transit-rich and job-rich neighborhoods in the region.

Sincerely,  
Brent Gaisford  
3236 Hutchison Ave  
Los Angeles, CA 90034-3211



Jennifer Caira &lt;jennifer.caira@lacity.org&gt;

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**Support for 452-unit mixed-use project at 601 S Main St, cases CPC-2014-2906-TDR-SPR and VTT-69839-CN**1 message

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**Rafael Sands** <rafaelsands@everyactioncustom.com>

Tue, Jan 10, 2017 at 3:25 PM

Reply-To: rafaelsands@gmail.com

To: jennifer.caira@lacity.org

Dear Jennifer Caira,

I am a member of Abundant Housing LA, and am writing to you in support of the proposed 452-unit mixed use development at 601 S Main St, cases CPC-2014-2906-TDR-SPR and VTT-69839-CN. The LA region faces a housing crisis and we need to build more housing of all types. This project will help increase housing supply and is ideally located in downtown LA, one of the most transit-rich and job-rich neighborhoods in the region.

Sincerely,

Rafael Sands

10982 Roebling Ave Apt 201

Los Angeles, CA 90024-2733





Jennifer Caira &lt;jennifer.caira@lacity.org&gt;

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**Support for 452-unit mixed-use project at 601 S Main St, cases CPC-2014-2906-TDR-SPR and VTT-69839-CN**1 message

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**Archie Gollman** <aagoman@everyactioncustom.com>

Tue, Jan 10, 2017 at 3:58 PM

Reply-To: aagoman@live.com

To: jennifer.caira@lacity.org

Dear Jennifer Caira,

I am a member of Abundant Housing LA, and am writing to you in support of the proposed 452-unit mixed use development at 601 S Main St, cases CPC-2014-2906-TDR-SPR and VTT-69839-CN. The LA region faces a housing crisis and we need to build more housing of all types. This project will help increase housing supply and is ideally located in downtown LA, one of the most transit-rich and job-rich neighborhoods in the region.

Sincerely,  
Archie Gollman  
PO Box 330159  
Pacoima, CA 91333-0159



Jennifer Caira &lt;jennifer.caira@lacity.org&gt;

---

**Support for 452-unit mixed-use project at 601 S Main St, cases CPC-2014-2906-TDR-SPR and VTT-69839-CN**1 message

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**Andy Freeland** <andy@everyactioncustom.com>

Wed, Jan 11, 2017 at 10:32 AM

Reply-To: andy@andyfreeland.net

To: jennifer.caira@lacity.org

Dear Jennifer Caira,

I am a member of Abundant Housing LA, and am writing to you in support of the proposed 452-unit mixed use development at 601 S Main St, cases CPC-2014-2906-TDR-SPR and VTT-69839-CN. The LA region faces a housing crisis and we need to build more housing of all types. This project will help increase housing supply and is ideally located in downtown LA, one of the most transit-rich and job-rich neighborhoods in the region.

Sincerely,

Andy Freeland

1111 S Grand Ave Apt 717

Los Angeles, CA 90015-2767



[www.dlanc.com](http://www.dlanc.com)  
P.O. Box# 13096  
Los Angeles, CA 90013-0096



Patti Berman, President  
Russell Chan, VP Administration  
Anastasia Johnson, VP Outreach &  
Communication  
Quinn Tang, Treasurer  
Stephen León Kane, Secretary

PHONE ## 678-65 DLANC

February 10, 2015

Los Angeles Department of City Planning  
Office of Zoning Administration, 7th Floor  
200 North Spring Street  
Los Angeles, California 90012

RE: **Planning Case #:** CPC-2014-2906-TDR-ZV-SPPA-SPR  
**Project Address:** 601 S. Main Street  
**Applicant:** Sixth and Main, LLC

Dear Zoning Administrator:

At our regularly held public meeting on February 10, 2015, the Board of Directors of the Downtown Los Angeles Neighborhood Council ("DLANC") voted to conditionally support the above request, pursuant to the motion passed on January 20, 2015, by DLANC's Planning & Land Use Committee ("PLUC").

Subject to the **CONDITION** and **RECOMMENDATION** set forth below, DLANC supports the applicant's request listed below:

1. **Pursuant to L.A.M.C. Section 14.5.6** Transfer of Floor Area Rights (TFAR) in the amount of 195,168 square feet of buildable area transferred from a City-owned "Donor Site", specifically, the LA Convention Center (LA City Ordinance No. 181,574, Eff. 3/27/11) to "Recipient Site", 601-611 S. Main Street and 114-108 W. 6th Street, hereinafter described by main address of 601 S. Main Street.
2. **Pursuant to L.A.M.C. Section 17.15**, Approval of Vesting Tentative Tract Map No. 72343 to subdivide the site into 3 lots, two of which are airspace lots, to facilitate the construction of a high density urban mixed-use project containing 452 residential condominium units (Lot 3) and 15 commercial condominium units totaling 25,000 square feet and one parking garage (Lot 2).
  - a. **The Request includes 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)** To apply applicant's reduced residential parking standards which range from 1 to 1 ¼ spaces per new dwelling unit to provide 535 parking spaces or 1.18 spaces per residential unit including 166 tandem spaces of which 83 spaces are compact and 83 spaces are standard.
  - c. **Pursuant to L.A.M.C. 12.21- A,4 (i) Commercial Parking Standard, based on the Downtown Business Exception**, Applicant requests approval for 25 parking stalls, of which 24



are compact spaces. Pursuant to the Downtown Exception for the commercial space, the parking standard is one space per 1,000 square feet. Project commercial space totals 25,000 square feet.

d. **Pursuant to L.A.M.C. Section 16.05**, That the Site Plan Review Findings be made and approved as part of the subject project's discretionary approvals.

3. **Pursuant to L.A.M.C. Section 16.05**, That Site Plan Review Findings be made and approved as part of the subject project's discretionary approvals.

4. **Pursuant to L.A.M.C. 12.27**, Applicant requests a Variance for relief from 12.21 A 16 (e) (2) (ii) and 12.21 A 16 (e) (2) (iii), to provide flexibility on the location of short and long term bike storage as follows: to place 238 (approximately 50%) of the required 465 long-term bike parking spaces in the basement, adjacent elevator with ground floor access, instead of exclusive reliance on long term bike storage on the ground floor; and further to enjoy the flexibility to locate 30 (approximately 50%) of the required 59 short-term parking space bike storage within the building's interior ground floor, and not on the sidewalk or building exterior.

In DLANC's view, the information presented provides adequate justification for granting the requested approvals, subject to the follow condition and recommendation, and any additional conditions recommended by the LAPD and City Council Office. DLANC encourages the city to approve applicant's request subject to the follow 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.

RECOMMENDATION: That the setback along 6<sup>th</sup> street be increased by a minimum of five feet.

If possible, please provide a digital copy of the decision letter by mail to [planning@dlanc.com](mailto: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)  
Sgt. John Strasner (Los Angeles Police Department)  
Kate Bartolo (Kate Bartolo & Associates, on behalf of Sixth and Main, LLC)



**HISTORIC  
CORE**  
BUSINESS IMPROVEMENT DISTRICT

209-211 W. 5TH ST  
LOS ANGELES  
CA 90013  
213/488-1901  
historiccore.bid

December 11<sup>th</sup>, 2017

Los Angeles Department of City Planning  
Attn: May Sirinopwongsagon  
200 N. Spring Street  
Los Angeles, CA 90012

Re: 601 S Main mixed use TFAR project, CPC-2014-2906-TDR-SPR

Dear Ms. Sirinopwongsagon,

On December 17<sup>th</sup>, 2015, the Historic Core Bid Board of Directors voted to support the afore-referenced project. Situated at the NWC of 6<sup>th</sup> and Main Street., the 38 story mixed use high rise project will bring much needed housing and retail to an otherwise under-utilized portion of the street.

The Board believes that the addition of the project with its 452 residential condos, 15 commercial condos and available parking for both vehicles and bicycles, will bring the district badly needed for sale product and retail services to the community. The addition of parking beyond that which is required by code is extremely important in this immediate area. The project would replace a surface parking lot. Many of the area's residents who live in nearby historic buildings rely on this lot for parking.

Furthermore, the addition of the alley green-scape improvements and the 400 foot long promenade fronting Main St will be an important addition to the neighborhood. It will also help foster a positive precedent that will encourage other developers to similarly fund urban greening and pedestrian promenades. These ideas are of particular interest to the HCBID.

Let this letter serves as strong support for the project as a welcome, well designed addition to the Main Street corridor in the Historic Core of Downtown Los Angeles.

Respectfully submitted,

Blair Besten  
Executive Director  
Historic Core Business Improvement District



December 11, 2017

City Planning Commission  
David H. Ambroz, President  
Renee Dake Wilson, AIA, Vice President  
Caroline Choe, Commissioner  
Vahid Khorsand, Commissioner  
John W. Mack, Commissioner  
Samantha Millman, Commissioner  
Marc Mitchell, Commissioner  
Veronica Padilla-Campos, Commissioner  
Dana Perlman, Commissioner  
200 N. Spring Street, Room 340  
Los Angeles, CA 90012

Re: Item 8, 601 S. Main Street

Dear Commissioners,

The Central City Association (CCA) advances policies and initiatives that promote Downtown's vibrancy and increase investment in the region. Downtown is the region's center for growth and it has the potential to meaningfully address the housing crisis with high-density mixed-income housing. By locating housing in Downtown we are maximizing the impact of public transit investments and creating a more sustainable city.

To that end, we strongly support the proposed project located at 601 S. Main Street.

This project would replace a surface parking lot with a new 38-story mixed-use development, providing 452 condominiums and 21,514 square-feet of ground-floor commercial space. It is ideally located in the Historic Core and adds new residential options within walking distance of the Pershing Square Metro Station.

If approved, 601 S. Main Street will create new construction and permanent jobs, increase the tax base and provide new housing units. We appreciate your consideration and urge your support.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Lall", is positioned above the printed name and title.

Jessica Lall  
President & CEO