# DEPARTMENT OF CITY PLANNING

## RECOMMENDATION REPORT

## City Planning Commission

**Date:** May 10, 2018
**Time:** After 8:30 A.M.*
**Place:** Los Angeles City Hall
Council Chambers, Room 340
200 North Spring Street
Los Angeles, California 90012

**Public Hearing:** January 24, 2018
**Appeal Status:** General Plan Amendment and Density Bonus Waiver of Development Standards are not appealable. Zone Change and Height District Change are appealable by the Applicant to the City Council if disapproved. On-Menu Density Bonus is appealable by the Applicant or adjacent or abutting owners and tenants. All other actions are appealable to City Council.
**Expiration Date:** May 11, 2018
**Multiple Approval:** Yes

**Case No.:** CPC-2016-2683-GPA-VZC-HD-CUB-DB-SPR
**CEQA No.:** ENV-2016-2684-MND
**Related Cases:** VTT-74309
**Incidental Cases:** N/A
**Council No.:** 14 - Huizar
**Plan Area:** Central City North
**Specific Plan:** None
**Certified NC:** Downtown Los Angeles
**Existing GPLU:** Heavy Manufacturing
**Proposed GPLU:** Regional Commercial
**Existing Zone:** M3-1-RIO
**Proposed Zone:** [T][Q]C2-2D-RIO

**Applicant:** Elm Tree Investments L.P.
**Representative:** Alix Wisner and Dale Goldsmith; Armbruster Goldsmith & Delvac, LLP

**PROJECT LOCATION:** 1800 East 7th Street (1800-1810 East 7th Street and 712 South Decatur Street)

**PROPOSED PROJECT:** The proposed project includes the demolition of an existing surface parking lot and the construction of an 85-foot tall, approximately 129,440 square-foot mixed use development consisting of 122 live/work residential units, 9,500 square feet of commercial space (including 3,245 square feet of retail space, 3,555 square feet of restaurant space, and 2,700 square feet of creative office/commercial space), and 5,885 square feet of arts production space for use by residents living in the building. The project will provide 132 automobile parking spaces and 145 bicycle parking spaces in a two-level subterranean garage and ground-floor level parking area. The Applicant will set aside a total of 14 units affordable to Very Low Income Households (11 percent of the 122 units).

**REQUESTED ACTION:**

1) Pursuant to CEQA Guidelines Sections 15162 and 15164, in consideration of the whole of the administrative record, find that the project was assessed in Mitigated Negative Declaration, No. ENV-2016-2684-MND, as adopted on March 23, 2018, ("Mitigated Negative Declaration"), and no subsequent EIR, negative declaration, or addendum is required for approval of the project.

2) Pursuant to Charter Section 555 and Los Angeles Municipal Code (LAMC) Section 11.5.6, a General Plan Amendment to the Central City North Community Plan to re-designate the subject property from Heavy Manufacturing to Regional Commercial General Plan Land Use Designation;

3) Pursuant to City Charter Section 558 and LAMC Section 12.32 Q and F, a Vesting Zone Change and Height District Change from M3-1-RIO to [T][Q]C2-2D-RIO, with a D limitation for a 4.7:1 FAR;

4) Pursuant to LAMC Section 12.24 W.1, a Conditional Use to permit the sale of a full line of alcoholic beverages for on-site consumption within one restaurant;

5) Pursuant to LAMC Section 12.22 A.25(g)(2), an On-Menu Density Bonus Incentive for a 20 percent reduction in required on-site residential open space;

6) Pursuant to LAMC Section 12.22 A.25(g)(3), a Waiver of Development Standards to allow:

   a. an easterly side yard setback of 5 feet, in lieu of 10 feet, and a rear yard setback of 5 feet in lieu of 19 feet; and

   b. long-term bicycle parking for the residential units to be provided in the first and second levels of the underground parking garage in lieu of the parking garage level closest to the ground floor and in lieu of the shortest walking distance to the nearest pedestrian entrance of the building; and

7) Pursuant to LAMC Section 16.05, Site Plan Review for a development project that results in an increase of 122 residential units.

**RECOMMENDED ACTIONS:**

1) **Find**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in Mitigated Negative Declaration, No. ENV-2016-2684-MND, adopted on March 28, 2018; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project.

2) **Approve and recommend** that the City Council and the Mayor **adopt** a General Plan Amendment to amend the Central City North Community Plan to re-designate the subject property from Heavy Manufacturing to Regional Commercial General Plan Land Use Designation;

3) **Approve and recommend** that the City Council **adopt** a Vesting Zone Change and Height District Change from M3-1-RIO to [T][Q]C2-2D-RIO, with a D limitation for a 4.7:1 FAR;

4) **Approve** a Conditional Use to permit the sale of a full line of alcoholic beverages for on-site consumption within one restaurant;

5) **Approve** an On-Menu Density Bonus Incentive for a 20 percent reduction in required on-site residential open space;

6) **Approve** a Waiver of Development Standards to allow an easterly side yard setback of 5 feet, in lieu of 10 feet; a rear yard setback of 5 feet in lieu of 19 feet; and long-term bicycle parking for the residential units to be provided in the first and second levels of the underground parking garage in lieu of the parking garage level closest to the ground floor and in lieu of the shortest walking distance to the nearest pedestrian entrance of the building;

7) **Approve** a Site Plan Review for a development project that results in an increase of 122 residential units;

8) **Adopt** the Conditions of Approval;

9) **Adopt** the attached Findings;

10) **Advise** the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring.

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

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# PROJECT ANALYSIS

## Project Summary

The proposed project involves the demolition of an existing surface parking lot in the Arts District and the construction of a mixed-use building with 122 live/work residential dwelling units, 9,500 square feet of commercial space (3,245 square feet retail, 3,555 square feet restaurant, and 2,700 square feet creative office), and 5,885 square feet of arts production space. The building will have a total floor area of 129,440 square feet, resulting in a Floor Area Ratio (FAR) of 4.7:1 on the 27,689 square-foot (0.64 acre) site. Eleven percent of the residential units (14 units) will be set aside as Restricted Affordable Units for Very Low Income households. Table 1, below, provides a summary of the proposed development program.

***Table 1. Proposed Development Program***

| Land Uses | Units | Floor Area (sf) |
|---|---|---|
| **Live/Work Residential** | **122** | -- |
| **Non-Residential** | | |
| *Retail* | -- | *3,245 sf* |
| *Restaurant* | -- | *3,555 sf* |
| *Creative Office/Commercial* | -- | *2,700 sf* |
| *Arts Production Space* | -- | *5,885 sf* |
| **Subtotal Non-Residential** | -- | **15,385 sf** |
| **TOTAL** | | **129,440 sf** |

As proposed, the building will stand seven stories tall (85 feet in height) with two levels of subterranean parking. Additional parking (24 of the 132 total spaces) is proposed on a portion of the ground floor. Vehicular access will be provided from two driveways on Decatur Street: one for the at-grade parking area, and one that leads into the subterranean levels. Pedestrian access will be provided from a lobby on East 7th Street, as well as from individual entrances to the restaurant and retail uses, which are also located on the ground floor. The ground floor features 16-foot high ceilings, and its parking area has been designed to contemplate potential future uses, should parking demand or other circumstances change in the future. A total of 145 bicycle parking spaces are proposed (127 long-term and 18 short-term).

The creative office space is located on the second floor, along with arts production space and live/work units, some of which open directly into a 3,386 square-foot courtyard with a pool. Floors three through seven will include live/work units and additional arts production space on each floor. The live/work residential units have an average area of 781 square feet, and each unit provides a minimum 150 square-foot designated workspace. The seventh floor also features a 1,815 square-foot outdoor garden. In total, the development will provide 10,393 square feet of open space, including 5,201 square feet of outdoor common space, 742 square feet of indoor common space, and 4,450 square feet of private balconies.

The project will provide a total of 31 trees distributed within the sidewalk, second floor courtyard, second floor planter boxes, and seventh floor roof garden. Approximately 1,300 square feet of vegetated area is proposed, including trees, shrubs, and groundcover.

The building design incorporates a mix of materials, including masonry on all façades, pleated plaster accent walls, large gridded windows, and glass balconies. Both the ground floor and top floor of the building are situated on separate planes from the remaining floors and are further differentiated with dark painted metal frames, metal canopies, and floor-to-ceiling windows. The project features an art wall and a green wall on the Decatur Street façade and a recessed 1,050 square-foot outdoor dining area that wraps around the northwest corner of the building.

## Background

The project application was submitted to the Department of City Planning on July 27, 2016, with a request for a General Plan Amendment, Vesting Zone Change, Height District Change, On-Menu and Off-Menu Density Bonus Incentives, and Site Plan Review. An incidental Vesting Tentative Tract was also submitted on July 27, 2016. The applications were reviewed and deemed complete for processing on October 12, 2016. As clarified in the Department of City Planning memo dated December 13, 2016, the project is exempt from Measure JJJ (codified as LAMC 11.5.11) because the applications, which include a Vesting Zone Change and Vesting Tentative Tract Map, were deemed complete prior to December 13, 2016.

On March 23, 2018, the Advisory Agency approved Vesting Tentative Tract Map No. 74309, comprised of one master ground lot and five airspace lots for a maximum of 122 residential apartment units and 9,500 square feet of commercial space, as shown on the tract map stamp dated February 21, 2018. The decision of the Advisory Agency was not appealed and became final on April 2, 2018.

### Subject Site

The project site is comprised of four contiguous lots located within the Central City North Community Plan Area. The site is bounded by East 7th Street to the north (148 feet of frontage), Decatur Street to the west (197 feet of frontage), and LAUSD Metropolitan Continuation High School to the south and east. The site has a gross lot area of 29,006 square feet and a net lot area of 27,689 square feet after street dedications.

The site is currently zoned M3-1-RIO with a General Plan Land Use designation of Heavy Manufacturing. The corresponding zone for Heavy Manufacturing is the M3 Zone. The project site is located in Height District 1, which does not specify a building height limit but rather limits FAR on the site to 1.5:1. The RIO designation is for the Los Angeles River Improvement Overlay (RIO) Supplemental Use District, which provides for the preservation of the Los Angeles River by promoting river identity, supporting local species, and guiding urban design and access.

The site is not located within a Specific Plan area, but is located within the East Los Angeles State Enterprise Zone, Urban Agriculture Incentive Zone, and a designated Transit Priority Area (Tier 3). The site is currently used as a vacant surface parking lot. The recommended C2 Zone and Regional Commercial General Plan Land Use designation would allow for up to 138 dwelling units on the site; a total of 122 units are proposed. The recommended “D” Limitation would limit FAR to 4.7:1 in lieu of 6:1 as otherwise allowed by Height District 2.

### Adjacent Land Uses

The properties surrounding the project site include a mix of industrial, commercial/retail, office, restaurant, multi-family residential buildings, and parking lots. The adjacent property to the north, across East 7th Street, is zoned M3-1-RIO and is developed with an eight-story building currently being rehabilitated into 57 live/work residential units and commercial uses (1745 East 7th Street). The adjacent properties to the south and east are zoned PF-1XL-RIO and are developed with the Metropolitan Continuation High School. Adjacent properties to the west, across Decatur Street, are zoned M3-1-RIO and developed with a Greyhound bus terminal.

Live/work residential uses are located in the general vicinity of the site, including the 104-unit Biscuit Company Lofts and 119-unit Toy Factory Lofts, which are approximately 500 feet to the north on Industrial Street. The AMP Lofts project (320 live/work units and 20,000 square feet of commercial space at 695 South Santa Fe Avenue) is located 1,000 feet east of the project site and is under construction.

**Streets and Circulation**

East 7th Street, which adjoins the project site to the north, is a two-way east-west street providing two travel lanes in each direction. It is classified as an Avenue II. The street is currently improved with a curb, gutter, and a 12-foot wide sidewalk adjoining the site.

Decatur Street, which adjoins the project site to the west, is a two-way north-sound street providing one travel lane in each direction. It is classified as an Industrial Collector Street. The street does not currently have a sidewalk.

As required by Vesting Tentative Tract Map No. 74309, a 3-foot wide strip of land will be dedicated along 7th Street to complete a 43-foot wide half right-of-way, and an additional 15-foot by 15-foot property line cut corner will be dedicated at the intersection with Decatur Street. A 4-foot wide strip of land will be dedicated along Decatur Street to complete a 34-foot wide half right-of-way. The project would have a 15-foot wide sidewalk along 7th Street, consistent with the standards of Mobility Plan 2035, and a 12-foot wide sidewalk along Decatur Street.

Two Metro Rapid Bus Lines (720 and 760) and three Metro Local Bus Lines (18, 60, and 62) serve the project area. These lines provide connections to Metro Rail stations, including Pershing Square and 7th Street/Metro Center, with connections to the Metro Red, Purple, Blue and Expo lines. The Little Tokyo/Arts District Gold Line station is the nearest Metro Rail station to the project site and is located approximately one mile to the north. A Metro Bike Share station is located approximately 1,000 feet to the north on Industrial Street.

**Relevant Cases**

*Subject Property:*

Case No. VTT-74309 – On March 23, 2018, the Advisory Agency approved Vesting Tentative Tract Map No. 74309, comprised of one master ground lot and five airspace lots, incidental to the proposed project on the subject site.

*Surrounding Properties (1,000 feet):*

CPC-2013-2993-GPA-VZC-HD-DB-MCUP-SPR and VTT-74112 – On August 10, 2017, the City Planning Commission recommended and approved a General Plan Amendment, Vesting Zone and Height District Change, Density Bonus and Waiver of Development Standards, Master Conditional Use Permit, Site Plan Review, and Vesting Tentative Tract Map for a mixed-use project with 344 live/work units, 7,458 square feet of leasing/amenity area, 24,774 square feet of creative office and production space, and 4,042 square feet of restaurant space at 1525 E. Industrial Street (“Industrial Street Lofts”).

CPC-2017-739-GPAJ-VZCJ-HD-SPR and VTT-74930 – On February 23, 2017, an application was filed for a General Plan Amendment, Vesting Zone and Height District Change, Site Plan Review, and Vesting Tentative Tract Map for a mixed-use project with 140 live/work units and 14,749 square feet of commercial space at 641 S. Imperial Street. The case is currently on hold awaiting submittal of technical studies.

CPC-2016-3756-GPA-VZC-SP, CPC-2016-3757-DA, and VTT-74111 – On September 29, 2016, an application was filed for a General Plan Amendment, Vesting Zone Change, Specific Plan, Development Agreement, and Vesting Tentative Tract Map for a mixed-use project with 412 hotel rooms, 1,305 apartments, 431 condominium units, 253,514 square feet of office space, a 26,316 square-foot school, 127,609 square feet of retail, and 22,429

square feet of art space at 640 S. Alameda Street ("6AM Project"). The Environmental Impact Report (EIR) for the project is currently being prepared.

CPC-2016-3689-GPAJ-ZCJ-HD-MCUP-DB-SPR and VTT-74550 – On September 27, 2016, an application was filed for a General Plan Amendment, Vesting Zone and Height District Change, Master Conditional Use permit, Density Bonus, Site Plan Review, and Vesting Tentative Tract Map for a mixed-use project with 172 live/work units and 23,025 square feet of commercial space at 676 S. Mateo Street. The EIR for the project is currently being prepared.

CPC-2016-3575-GPA-VZC-HD-MCUP-DB-SPR and VTT-74537 – On September 20, 2016, an application was filed for a General Plan Amendment, Vesting Zone Change, Height District change, Conditional Use, Density Bonus, and Site Plan Review for a mixed-use project with 475 live/work units and 45,478 square feet of commercial space at 668 S. Alameda Street. The project has been scheduled for a July 12, 2018, City Planning Commission (CPC) meeting date.

ZA-2013-4075-ZV-ZAD-SPR – On January 20, 2015, the Zoning Administrator approved a Variance, Determinations, and Site Plan Review for a mixed-use project with 320 joint live/work quarters and 20,000 square feet of commercial space at 695 S. Santa Fe Avenue ("AMP Lofts").

ZA-2011-2095-ZV-ZAD – On October 31, 2012, the Zoning Administrator approved Variances and a Determination to allow 57 units of joint live/work quarters in the M3-1 Zone at 1737 E. 7th Street.

ZA 2007-0897-ZAD – On December 5, 2007, the Zoning Administrator approved a Determination to allow 42 units of joint live/work quarters in the M3-1 Zone at 1282-1300 Factory Place (Factory Place Arts Complex).

ZA 2004-4308-ZAD-ZAA-SPR – On February 24, 2005, the Zoning Administrator approved a Determination, Adjustment, and Site Plan Review to allow 63 units of joint live/work quarters in the M3-1 Zone at 1291-1343 East 6th Street.

ZA-2004-3332-ZV-ZAD-SPR – On September 10, 2004, the Zoning Administrator approved Variances, Determinations, and a Site Plan Review to allow 229 units of joint live/work quarters in the M3-1 Zone, incidental to the approval of Vesting Tentative Tract 61360, at 673 S. Mateo Street and 1820-1850 E. Industrial Street (Biscuit Company Lofts).

ZA-2002-4041-ZAD-ZV-YV – On April 14, 2003, the Zoning Administrator approved a Determination and Variances to allow 130 units of joint live/work quarters and three commercial units in the M3-1 Zone, incidental to the approval of Tentative Tract 54050, at 1855 E. Industrial Street (Toy Factory Lofts).

## Issues

The following section includes a discussion of issues related to the project. These issues were identified at the public hearing held on January 24, 2018, in public correspondence, and/or in discussions with the Applicant. A summary of testimony received is available on Page P-1, Public Hearing and Communications.

Conversion of Industrial Land to Live/Work Residential Uses

The Central City North Community Plan recognizes seven subareas within the plan that each have their own unique identity. The project site is located adjacent to the Artists-in-Residence District subarea, which the Community Plan recognizes as the area bounded by First Street to the north, the Los Angeles River to the east, 6th Street to the south, and Alameda Street to the west. While the project site is technically outside the boundaries of the Artists-in-Residence District as defined in the Community Plan, as it is located one block to the south on 7th Street, the Plan states that "the purpose of the boundaries is to identify the presence of artists as a distinct and integral part of the Central City North Community" rather than to confine them to a strictly defined area: "Although a large population of artists is located within these boundaries, they are not restricted to the boundary." The Community Plan further encourages "the continued and expanded development of a thriving artists-in-residence community in the plan area."

The proposed project would support the expansion and continued evolution of the Artists-in-Residence district, which is now commonly referred to as the Arts District, by adding 122 new live/work residential units built to Section 419 (Live/Work) standards of the Building Code that allow for the creation of arts and craft. The project is consistent with the numerous live/work buildings in the vicinity, including the Toy Factory Lofts and Biscuit Company Lofts, located approximately 500 feet north of the project site, as well as live/work projects currently under construction, including AMP Lofts (695 S. Santa Fe Avenue), located 1,000 feet to the east, and the Walnut Growers Building (1745 E. 7th Street), located across the street from the project site.

Historically the Department of City Planning has implemented the Community Plan goal of strengthening the Artists-in-Residence district through regulatory tools embedded into the Zoning Code. For example, the Zoning Administrator has the authority to permit joint living and work quarters in commercial and industrial buildings in the CR, MR1, MR2, M1, M2, and M3 Zones. In this instance, however, the project site is a vacant surface parking lot, and no existing commercial and industrial buildings exist on the site to allow for such a conversion. The proposed Plan Amendment would enable the new construction of a building that evokes the historic industrial character of the district and further supports the artists-in-residence community in Central City North.

To ensure compatibility with neighboring existing structures and to strengthen the district, the Department of City Planning encouraged design that is respectful of the industrial character of the neighborhood. Proposed architectural materials include masonry on all façades, pleated plaster accent walls, and large industrial-style gridded windows. Both the ground floor and top floor of the building are situated on separate planes from the remaining floors and are further differentiated with dark painted metal frames, metal canopies, and floor-to-ceiling windows. The project features an art wall and a green wall on the Decatur Street façade. Consistent with good planning practice, the project features a high degree of street façade transparency (approximately 70 percent at the ground level and approximately 30 percent at the upper floors), and the at-grade parking level is lined by commercial uses along East 7th Street. As designed, the proposed project would significantly improve the built environment and be compatible with the evolving district.

In addition, the ground floor of the building (Type 1 podium construction) features 16-foot high ceilings and open, configurable floor plates to accommodate a range of productive uses. The project provides 5,885 square feet of arts production space and 2,700 square feet of creative office/commercial space. Proposed residential units have an average size of 781 square feet with a minimum dedicated workspace area of 150 square feet. The residential units each provide a minimum height clearance of 10 feet as measured from the floor to the ceiling. Taken together, the proposed uses and the design of the project respect and strengthen the distinct physical identity of the Arts District and support the Community Plan objective of providing new joint live/work spaces for artists.

Adjacency to High School

The project site is adjacent to LAUSD Metropolitan Continuation High School, which has an enrollment of approximately 165 students. Concerns were raised about the setbacks of the proposed project relative to the school, the construction and operational impacts of the project, and the overall compatibility of a mixed-use development next to an existing high school.

With respect to the proposed setbacks, the applicant is proposing a 5-foot easterly side yard setback in lieu of the required 10 feet, and a 5-foot rear yard setback in lieu of the required 19 feet, for the residential portions of the project. The existing M3 Zone allows industrial buildings to observe a 0-foot setback. Additionally, setbacks are not required for any non-residential uses in the proposed C2 Zone, and a commercial building could be built to the property line by right without providing any setbacks. The main buildings at Metropolitan Continuation High School are located along vacated 7th Place, with frontage on Wilson Street, and are set back from the property line of the project site by a minimum of approximately 50 feet. The school structures closest to the project site are the trailers at the northern end of the school's parking lot. The project will include a 5-foot setback above the ground level, and the trailers are located approximately 10 feet from the property line to the east. The predominant use located adjacent to the project site is surface parking for the school. As such, the project provides an adequate buffer between the existing school structures and the proposed building.

With respect to noise, traffic, and air quality impacts, with the implementation of the Mitigation Measures presented in the MND and through compliance with applicable regulations, the project's impacts would be reduced below all applicable thresholds of significance. A noise study, traffic study, and air quality study were all prepared as part of the MND. The Applicant will be required to provide temporary pedestrian facilities during construction of the project and contact the administrator of the high school when demolition, grading, and construction activities begin.

With respect to the compatibility of a mixed-use development next to a high school, the project site is located in a highly urbanized area where such a mix of uses is common. Residential uses in general are found near schools, and they represent a less intensive use than the heavy manufacturing and other industrial uses that are currently allowed on the site by right. The project would replace a blighted surface parking lot with a mixed-use building that incorporates pedestrian friendly design, open space, and a set-aside of affordable live/work residential units. With respect to the sale of alcoholic beverages on the site, the establishment will be conditioned to be a bona fide restaurant, and it is expected that the majority of alcoholic beverage sales would occur during dinner service, outside of school hours.

Project Design

The proposed project's design was reviewed by participants at the Department of City Planning's Urban Design Studio Professional Volunteer Program (PVP) on April 4, 2017. The following is a summary of the PVP comments along with the applicant's responses.

- There were concerns about the feasibility of the second-floor commercial/creative office space, which do not seem sufficiently differentiated from the live/work units. The inclusion of four individual bathrooms, each with a bathtub, in the commercial space is odd.

  Response: While it is premature to completely redesign the commercial space as no tenants have been secured, these design recommendations will be taken into consideration as the project moves forward. The commercial space has since been reconfigured to provide common bathrooms on the corridor and to remove the bathtubs.

- Raised planter boxes are not context-sensitive to the Arts District. There needs to be more detail on the green wall. Growing trees in the second-floor courtyard is unrealistic.

  Response: The raised planter boxes will be constructed from Corten steel, which complements the rustic industrial character of the Art District's industrial history. The façade in reference is intended to have vines growing on a metal structure. The specific detailing for the architectural metal entry feature has not yet been determined and will be developed at a later, more detailed design stage. Depending on the ultimate technical and aesthetic detailing of the structure, a suitable vine option that can grow on the structure, either by twinning, tendril, or root climbing types of vines will be specified.

  The trees located along the interior wall of the courtyard will be west-facing and there are many species that can flourish in west-facing, partial shade conditions such as *Prunus ilicifolia lyonia* (Catalina Cherry) and *Cercis occidentalis* (Western Redbud). The landscape architect will continue to review tree and plant selection to achieve an appropriately compliant water efficient design throughout the landscape design process. Selected plant materials come from WUCOLS IV suggested plant list for the South Coastal region (Region 3) and are native to the Los Angeles area, are of a Mediterranean palette, and are context sensitive to the region.

- The design, scale, and massing of the building should be considerate of the adjacent high school.

  Response: The adjacent high school was taken into consideration during the conceptual design process. The project provides the required side yard setbacks at the ground floor and additional articulation of the façades with balconies and setbacks at the upper levels. The main school buildings are set back from the property line by over 50 feet.

- With two driveways, how will the project incorporate features or be designed to address pedestrian safety and minimize impacts on pedestrians/students?

  Response: Vehicular ingress and egress for the project will be provided via two driveways on Decatur Street. The northern driveway provides primary access for the commercial uses at the ground floor and second floor. The project includes a sidewalk along Decatur Street where one does not currently exist and the improvements will be designed and constructed to allow for easy pedestrian flow. Caution signs for bicyclists, pedestrians, and drivers will be installed at the driveways and access points to the project. The sidewalk along the project frontage on E. 7th Street will be improved and widened. In addition to improved pedestrian circulation with improved sidewalks, the project includes streetscape improvements that will include street trees, ground cover, and outdoor dining. Overall, these improvements will address pedestrian safety and enhance the pedestrian experience in the area. Pedestrian access for the school is provided from Wilson Street which does not have direct access to the project site.

Parking

The project is located within the Central City Parking District, which requires one automobile parking space for each dwelling unit having three habitable rooms or fewer. Additionally, the project site is located within the East Los Angeles Enterprise Zone, which requires two automobile parking spaces per 1,000 square feet of commercial space. As the project includes 122 residential dwelling units and 9,500 square feet of commercial space, a total of 141 automobile parking spaces would ordinarily be required.

Pursuant to the parking reductions made available through Assembly Bill (AB) 744, the project will provide a total of 132 automobile parking spaces (113 live/work residential spaces and 19 commercial spaces). AB 744 allows for reduced vehicular parking (0.5 spaces per bedroom) for projects that meet specific thresholds of affordability and are located within a half-mile of a major transit stop. The proposed project qualifies for AB 744 parking reductions as it will set aside 11 percent of units for Very Low Income Households, and a Metro Rapid 720 stop is located in front of the project site on East 7th Street.

A total of 145 bicycle parking spaces (18 short-term and 127 long-term) will be provided, as required by the Code. The applicant is seeking a Waiver of Development Standards to allow long-term bicycle parking for the residential units to be provided in the first and second level of the underground parking garage, in lieu of the parking garage-level closest the ground floor, and in lieu of the shortest walking distance to the nearest pedestrian entrance of the building. Although the City Council adopted an amendment to the bicycle parking regulations on March 27, 2018, which allows for more flexibility in locating required bicycle parking, the application is vested under the provisions of the previous ordinance.

Sustainability

The proposed project will provide rooftop solar panels installed equivalent to ten percent of the rooftop area of the building or more. Additionally, five percent of the total parking spaces provided will be equipped with electric vehicle charging stations, and 20 percent of the total parking spaces provided will be wired to accommodate future installation of charging stations.

## Conclusion

Based on the public hearing and information submitted to the record, staff recommends that the City Planning Commission approve and recommend adoption of the General Plan Amendment to re-designate the project site from Heavy Manufacturing to Regional Commercial and the Vesting Zone Change and Height District Change from M3-1-RIO to [T][Q]C2-2D-RIO. Staff also recommends that the City Planning Commission approve the requests for a Conditional Use to permit the sale and dispensing of alcoholic beverages, an On-Menu Density Bonus incentive for a 20 percent reduction in on-site open space, a Waiver of Development Standards for 5-foot side and rear yard setbacks and to allow long-term bicycle parking in the underground garage, and Site Plan Review for the development of 122 live/work units. Additionally, staff recommends that the City Planning Commission find, based on its independent judgment, after consideration of the entire administrative record, that the project was environmentally assessed under ENV-2016-2684-MND for the above referenced project, as adopted on March 23, 2018, and no subsequent EIR, negative declaration, or addendum is required for approval of the project.

# CONDITIONS FOR EFFECTUATING [T] TENTATIVE CLASSIFICATION REMOVAL

Pursuant to Section 12.32 G of the Municipal Code, the [T] Tentative Classification shall be removed by the recordation of a final parcel or tract map or by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

**Dedications and Improvements.** Prior to the issuance of any building permits, public improvements and dedications for streets and other rights-of-way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional, and Federal government agencies as may be necessary).

Responsibilities/Guarantees.

1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.

2. **Bureau of Engineering**. Prior to the issuance of sign-offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to the project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.

    a. Street Dedications:

        i. That a 3-foot wide strip of land be dedicated along 7th Street adjoining the tract to complete a 43-foot wide half right-of-way in accordance with Avenue II Standards of Mobility Plan 2035 and also dedicate a 15-foot by 15-foot minimum property line cut corner at the intersection with Decatur Street.

        ii. That a 4-foot wide strip of land be dedicated along Decatur Street adjoining the tract to complete a 34-foot wide half right-of-way in accordance with Industrial Collector Street Standards of Mobility Plan 2035.

    b. Street Improvements:

        i. Improve 7th Street adjoining the tract by the construction of additional sidewalk to complete a new 15-foot full width concrete sidewalk with tree wells including any necessary removal and construction of existing improvements.

        ii. Improve Decatur Street being dedicated and adjoining the subdivision by the construction of the following: a concrete curb, a concrete gutter, and a minimum 10-foot full-width concrete sidewalk with tree wells; suitable surfacing to join the existing pavement and to complete 24-foot half roadway; and the necessary transitions to join the existing improvement.

3. **Urban Forestry.** Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree plantings, the subdivider or contractor shall notify the Urban Forestry Division (213-847-3077) upon completion of construction to expedite tree planting.

4. **Bureau of Street Lighting.** Construct new street lights: two on Decatur Street, and relocate and upgrade two street lights on 7th Street.

5. **Department of Recreation and Parks.** That the Quimby fee be based on the C2 Zone.

6. **Fire Department.** Prior to the issuance of building permit, a plot plan shall be submitted to the Fire Department for review.

Notice

- If conditions dictate, connections to the public sewer system may be postponed until adequate capacity is available.
- Certificates of Occupancy for the subject property will not be issued by the City until the construction of all the public improvements (streets, sewers, storm drains, etc.) as required herein, are completed to the satisfaction of the City Engineer.

# [Q] QUALIFIED CONDITIONS

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “Q” Qualified classification.

1. **Use.** The use and area regulations of the development shall be for uses as permitted in the C2 Zone as defined in LAMC Section 12.14, except as modified by the Conditions of Approval for Case No. CPC-2016-2683-GPA-VZC-HD-CUB-DB-SPR or subsequent action.

2. **Site Development.** The use and development of the property shall be in substantial conformance with the plans submitted with the application and stamped Exhibit “A”, dated April 18, 2018, except as modified by the Conditions of Approval for Case No. CPC-2016-2683-GPA-VZC-HD-CUB-DB-SPR or subsequent action.

# “D” DEVELOPMENT LIMITATIONS

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “D” Development Limitations.

1. **Floor Area.** The total floor area shall not exceed a 4.7 to 1 Floor Area Ratio.

2. **Height.** The building shall not exceed a height of 85 feet.

# CONDITIONS OF APPROVAL

Pursuant to Section 12.22 A.25, 12.24 W.1, and 16.05 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

**Development Conditions**

1. **Site Development.** The use and development of the property shall be in substantial conformance with the plans submitted with the application and marked Exhibit "A", except as may be revised as a result of this action.

2. **Residential Density.**

   a. The project shall be limited to a maximum density of 122 dwelling units, of which 11 percent shall be set aside as Restricted Affordable Units. The Restricted Affordable Units shall be in compliance with Condition No. 18.

   b. Live/Work Residential Units. All dwelling units shall comply with the live/work requirements of Section 419 of the Building Code and provide a minimum average size of 750 square feet per unit. Each unit shall provide a minimum 150 square-foot open workspace area.

3. **Non-Residential Space.**

   a. A maximum of 3,555 square feet of restaurant floor area and 3,245 square feet of retail space may be permitted. Changes of use which adjust the maximum permitted square-footage may be permitted provided that the combination of commercial uses comply with a memo dated July 14, 2016, from the Department of Transportation. Compliance with the memo dated July 14, 2016, shall be determined by the Department of Transportation.

   b. A minimum of 5,885 square feet of floor area shall be utilized as a Resident Arts Production / Gallery space, as shown on plans stamped Exhibit A.

4. **Floor Area.** The total floor area shall not exceed 129,440 square feet of floor area, as shown on Exhibit "A".

5. **Height**. The building shall not exceed a height of 85 feet.

6. **Parking.** The number of automobile parking spaces shall be provided in compliance with LAMC Section 12.21 A.4, 12.22 A.25, and/or applicable state law(s).

   a. Residential automobile parking may be provided consistent with AB 744, which permits a maximum of 0.5 parking spaces per bedroom, provided that 11 percent of the dwelling units are set aside for Very-Low Income Households; otherwise, parking shall be provided consistent with LAMC Section 12.22 A,25(d).

   b. **Unbundled Parking Spaces.**
      i. The project shall provide unbundled parking leases for residential units and commercial tenants. 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.

ii. Unbundled parking leases for those units set aside as Restricted Affordable Units shall be provided in compliance with LAMC Section 12.22 A.25(d).

c. **Electric Vehicle Parking.** The project shall include at least twenty percent (20%) of total parking spaces provided for all types of parking facilities as 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 capacity. Five (5) percent of the total parking spaces shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas. When the application of either the 20% or 5% 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.

d. **Future Reuse of Parking Areas.** The project shall be designed such that the parking areas on the ground level may be converted to non-residential uses if, due to changed circumstances, such areas are not needed to meet the project’s parking demand. Any such conversion shall be subject to any required entitlement approval and applicable environmental clearance under the California Environmental Quality Act.

e. **Bicycle Parking.** Bicycle parking spaces shall be provided in compliance with LAMC Section 12.21 A.4 and 16. A minimum of 145 bicycle parking spaces shall be provided. Short-term bicycle parking spaces may be provided within the public right-of-way, subject to the approval of the Bureau of Public Works. Long-term parking may by located in compliance with Condition No. 19.

f. **Driveways.** Driveways shall be limited to two on Decatur Street. Driveway widths shall be the minimum permitted by the Los Angeles Department of Transportation.

7. **Sustainability.**

a. The project shall comply with the Los Angeles Municipal Green Building Code, Section 95.05.211, to the satisfaction of the Department of Building and Safety.

b. Prior to the issuance of Certificate of Occupancy, the applicant shall install rooftop solar panels. Total solar panel area shall be equivalent to ten percent of the existing rooftop area of the building or more.

8. **Mechanical Equipment.** All mechanical equipment shall be fully screened from view of any abutting properties and the public right-of-way.

9. **Trash/Storage.** All trash collecting and storage areas shall be located on-site and not visible from the public right-of-way.

a. Trash receptacles shall be enclosed and/or covered at all times.

b. Trash/recycling containers shall be locked when not in use.

10. **River Implementation Overlay (LA-RIO).** Prior to the issuance of building permits, the applicant shall obtain approval of a LA-RIO Administrative Clearance from the Department of City Planning.

11. **Materials and Glazing.** Materials, surfaces, and glazing shall be in substantial conformance with Exhibit "A". Window dimensions shall be in substantial conformance with Sheets A200, A201, A202, and A203 of Exhibit "A".

12. **Ground Floor Transparency.** The ground floor shall allow visibility from sidewalk areas into the interior of all commercial uses. Windows shall be free of signs or other obstructions. Clear and non-reflective glass allowing a minimum of 90 percent light transmission shall be used, unless considered a safety hazard.

13. **Signage.** No signage has been approved as part of this action. Any proposed signage shall be pedestrian scaled and comply with the applicable regulations of the Municipal Code.

14. **Landscaping.**

    a. Landscaping shall be in substantial conformance with Exhibit "A".

    b. A minimum of 31 trees shall be provided, in accordance with Exhibit "A". A minimum of six street trees shall be provided, subject to approval by the Urban Forestry Division of the Bureau of Street Services. Additionally, the trees in the second-floor courtyard and seventh-floor outdoor garden shall be subject to the following requirements:

        i. The minimum depth of tree wells 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 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).

    c. The project shall be constructed with an operable recycled water pipe system for onsite greywater use, to be served from onsite non-potable water sources such as showers, washbasins, or laundry and to be used as untreated subsurface irrigation for vegetation or for cooling equipment. The system specifics shall be required as determined feasible by DWP in consultation with DCP.

15. **School Notification.** The developer and contractors shall maintain ongoing contact with the administrator(s) of Metropolitan Continuation High School. The administrative offices shall be contacted when demolition, grading, and construction activities begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323) 342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

**Density Bonus Conditions**

16. **Affordable Units.** A minimum of 14 units, that is 11 percent of the base dwelling units, shall be reserved as affordable units, as defined by the State Density Bonus Law 65915 (c)(1) or (c)(2).

17. **Changes in Restricted Units**. Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.25 (9a-d).

18. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 14 units available to Very Low Income Households, for rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.

19. **Incentives and Waivers of Development Standards.**

    a. **Open Space.** The project may provide a minimum of 10,393 square feet of open space, as defined by LAMC Section 12.21 G.

       All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The landscape plan shall indicate landscape points for the project equivalent to 10% more than otherwise required by LAMC 12.40 and Landscape Ordinance Guidelines “O”.

    b. **Side Yard.** The easterly side yard along may have a minimum width of 5 feet as shown on Exhibit “A”, in lieu of 10 feet.

    c. **Rear Yard.** The rear yard may have a minimum width of 5 feet as shown on Exhibit “A”, in lieu of 19 feet.

    d. **Bicycle Parking**. Long-term bicycle parking for the residential units may be provided in the first and second levels of the underground parking garage, as shown on Exhibit “A”, in lieu of the parking garage level closest to the ground floor and in lieu of the shortest walking distance to the nearest pedestrian entrance of the building.

**Conditional Use for the Sale and Dispensing of On-Site Alcoholic Beverages**

20. Authorized herein is the sale and dispensing of a full line of alcoholic beverages for on-site consumption, in conjunction with a proposed 3,555 square-foot restaurant with 1,050 square-foot outdoor patio, subject to the following limitations:

    a. The hours of operation shall be limited to 7 a.m. to 2 a.m., daily.

b. Indoor seating shall be limited to a maximum of 80 seats provided that number of seats does not exceed the maximum allowable occupant load as determined by the Department of Building and Safety and Fire Department.
c. Outdoor seating shall be limited to a maximum of 42 seats. A Revocable Permit from the Bureau of Engineering, Department of Public Works is required for any outdoor dining located in the public right-of-way.
d. No after-hour use is permitted, except routine clean-up. This includes but is not limited to private or promotional events, special events, excluding any activities which are issued film permits by the City.

21. MViP – Monitoring Verification and Inspection Program. Prior to the utilization of this grant, fees required per L.A.M.C section 19.01 E (3) for Monitoring of Conditional Use Permits and Inspection and Field Compliance Review of Operations shall be paid to the City. Within 12 to 18 months from the beginning of operations or issuance of a Certificate of Occupancy, a City inspector will conduct a site visit to assess compliance with, or violations of, any of the conditions of this grant. Observations and results of said inspection will be documented and included in the administrative file. The owner/operator shall be notified of the deficiency or violation and required to correct or eliminate the deficiency or violation. Multiple or continued documented violations or Orders to Comply issued by the Department of Building and Safety which are not addressed within the time prescribed, may result in additional corrective conditions imposed by the Director of Planning.

22. Prior to the utilization of this grant, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Department of City Planning for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided for inclusion in case file. Fees required per L.A.M.C section 19.01 E (3) for Monitoring of Conditional Use Permits and Inspection and Field Compliance Review of Operations shall be paid to the City prior to the final clearance of this condition.

23. Should there be a change in the ownership and/or the operator of the business, the property owner and the business owner or operator shall provide the prospective new property owner and the business owner/operator with a copy of the conditions of this action prior to the legal acquisition of the property and/or the business. Evidence that a copy of this determination including the conditions required herewith has been provided to the prospective owner/operator shall be submitted to the Department of City Planning in a letter from the new operator indicating the date that the new operator/management began and attesting to the receipt of this approval and its conditions. The new operator shall submit this letter to the Department of City Planning within 30-days of the beginning day of his/her new operation of the establishment along with any proposed modifications to the existing the floor plan, seating arrangement or number of seats of the new operation.

24. The Director of Planning reserves the right to require that the new owner or operator file a Plan Approval application, if it is determined that the new operation is not in substantial conformance with the approved floor plan, or the operation has changed in mode or character from the original approval, or if documented evidence be submitted showing a continued violation(s) of any condition(s) of this grant resulting in a disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties. The application, in association with the appropriate fees, and a 500-foot notification radius, shall be submitted to the Department of City Planning within 30 days of the date of legal acquisition by the new

owner or operator. The purpose of the plan approval will be to review the operation of the premise and establish conditions applicable to the use as conducted by the new owner or operator, consistent with the intent of the Conditions of this grant. Upon this review, the Director of Planning may modify, add or delete conditions, and if warranted, reserves the right to conduct this public hearing for nuisance abatement/revocation purposes.

25. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

26. Prior to the utilization of this grant, the applicant shall prepare a security plan which shall be submitted to the Police Department's Central Area's Vice Section for review and approval. The security plan shall address security measures applicable to the restaurant.

27. Prior to the utilization of this grant, surveillance cameras shall be installed which cover all common areas of the venues, including all high-risk areas, entrances and exits to each tenant space, including cameras that provide a view of the street.

28. Prior to the utilization of this grant, an electronic age verification device shall be purchased and retained on the premises to determine the age of any individual attempting to purchase alcoholic beverages and shall be installed on at each point-of-sales location. This device shall be maintained in operational condition and all employees shall be instructed in its use.

29. No conditional use for dancing has been requested or approved herein. Dancing is prohibited.

30. There shall be no use of the subject premises which involves Section 12.70 of the Los Angeles Municipal Code uses (Adult Entertainment).

31. The applicant shall maintain on the premises and present upon request to the Police or other enforcement agency, a copy of the Business Permit, Insurance Information, and valid emergency contact phone number for any Valet Service utilized and for any Security Company Service employed.

32. The applicant shall be responsible for maintaining the area adjacent to the premises over his/her control free of litter.

33. The applicant and tenant(s) shall monitor the areas under their control to prevent loitering of persons around their venues.

34. The property owner/operator shall keep a log of complaints received, the date and time received, and the disposition of the response. This shall be available for inspection by the Department.

**Environmental Conditions**

35. **Air Quality (Construction Equipment).** All off-road construction equipment greater than 50 hp shall meet U.S. EPA Tier 4 emission standards, where commercially available, to reduce $NO_x$, $PM_{10}$, and $PM_{2.5}$ emissions at the Project site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier

specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.

36. **Air Quality (Haul Trucks).** The use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) shall be required during Project construction and, if the City determines that 2010 model year or newer diesel trucks cannot be obtained, trucks that meet U.S. EPA 2007 model year $NO_x$ emissions requirements shall be required. Haul trucks during the grading and excavation phase shall have a minimum capacity of 15 cubic yards per truck.

37. **Noise (Construction Staging).** The construction staging shall be as far from sensitive receptors as possible.

38. **Noise (Construction Power Equipment).** The Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices capable of attenuating sound by 3 dBA or more. The power contractor shall use either plug-in electric or solar powered on-site generators to the extent feasible.

39. **Noise (Construction Sound Barriers).** Temporary sound barriers, capable of achieving a sound attenuation of at least 12 dBA (e.g., construction sound wall with sound blankets) and blocking the line-of-sight shall be installed between the Project Site and the Metropolitan Continuation High School classroom buildings and outdoor eating area to the south of the Project Site as well as between the Project Site and the Metropolitan Continuation High School trailer buildings to the east of the Project Site.

40. **Noise (Construction Notification).** Two weeks prior to commencement of construction, notification shall be provided to the off-site residential and school uses within 500 feet of the Project Site that discloses the construction schedule, including the types of activities and equipment that would be used throughout the duration of the construction period.

41. **Public Services.** The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features:

    - Fire lanes, where required, shall be a minimum of 20 feet in width;
    - All structures must be within 300 feet of an approved fire hydrant; and
    - Entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

42. **Public Services.** Prior to plan check review, the Project Applicant shall consult with the Los Angeles Fire Department regarding the installation of public and/or private fire hydrants, sprinklers, access, and/or other fire protection features within the Project. All required fire protection features shall be installed to the satisfaction of the Los Angeles Fire Department.

43. **Public Services (Police – Demolition/Construction Sites).** Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

44. **Public Services (Police – Demolition/Construction Sites.** The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

45. **Transportation/Traffic.**

- A Construction work site traffic control plan shall be submitted to DOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall 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. All construction related traffic shall be restricted to off-peak hours.
- All delivery truck loading and unloading shall take place on site.
- The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent streets 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.

46. **Tribal Cultural Resources.**

In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities[1], all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

a. Upon a discovery of a potential tribal cultural resource, the project Permittee shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning at (213) 978-1454.

[1] Ground disturbance activities shall include the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity.

b. If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Project Permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
c. The project Permittee shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible.
d. The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
e. If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.
f. The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.
g. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.
h. Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

47. **Utilities (Local Water Supplies - Landscaping)**

In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:

- Weather-based irrigation controller with rain shutoff
- Matched precipitation (flow) rates for sprinkler heads
- Drip/microspray/subsurface irrigation where appropriate
- Minimum irrigation system distribution uniformity of 75 percent
- Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials
- Use of landscape contouring to minimize precipitation runoff
- A separate water meter of (submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 square feet and greater.

48. **Utilities (Local Water Supplies - All New Construction)**

- Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

49. **Utilities (Local Water Supplies – New Commercial or Industrial).** All commercial restroom faucets shall be of a self-closing design.

50. **Utilities (Local Water Supplies – New Residential)**

- Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the Applicant shall be responsible for ensuring compliance.

**Administrative Conditions**

51. **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

52. **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.

53. **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.

54. **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.

55. **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.

56. **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.

57. **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.

58. **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.

**CONDITIONS IDENTIFIED FOR CONSIDERATION BY THE STATE DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL RELATIVE TO THE SALE AND DISTRIBUTION OF ALCOHOLIC BEVERAGES**

In approving the instant grant, the City Planning Commission has not imposed Conditions specific to the sale or distribution of alcoholic beverages, even if such Conditions have been volunteered or negotiated by the applicant, in that the City Planning Commission has no direct authority to regulate or enforce Conditions assigned to alcohol sales or distribution. The City Planning Commission has identified a set of Conditions related to alcohol sales and distribution for further consideration by the State of California Department of Alcoholic Beverage Control (ABC). In identifying these conditions, the City Planning Commission acknowledges the ABC as the responsible agency for establishing and enforcing Conditions specific to alcohol sales and distribution. The Conditions identified below are based on testimony and/or other evidence established in the administrative record, and provide the ABC an opportunity to address the specific conduct of alcohol sales and distribution in association with the Conditional Use granted herein by the City Planning Commission.

- There shall be no exterior window signs of any kind or type promoting alcoholic products.
- The alcoholic beverage license for the restaurants shall not be exchanged for "public premises" license unless approved through a new conditional use authorization. "Public Premises" is defined as a premise maintained and operated for sale or service of alcoholic beverages to the public for consumption on the premises, and in which food is not sold to the public as a bona fide eating place.
- Alcohol sales and dispensing for on-site consumption shall only be served by employees.
- No person under the age of 21 years shall sell or deliver alcoholic beverages.
- There shall not be a requirement to purchase a minimum number of drinks.

# FINDINGS

## General Plan/Charter Findings

### 1. General Plan Land Use Designation.

The subject property is located within the Central City North Community Plan area (effective December 15, 2000), which designates the property as Heavy Manufacturing with the corresponding zone of M3. The site's current zone is M3-1-RIO. The recommended General Plan Amendment will change the land use designation to Regional Commercial with the corresponding zones of CR, C1.5, C2, C4, RAS3, RAS4, R3, R4, and R5. The subject property is located within the evolving and expanding Arts District neighborhood near Downtown Los Angeles that has undergone a transition of land uses over the past 30 years. In an area historically characterized by warehouse and industrial uses, the Arts District is now comprised of a diversity of land uses that includes creative office, incubator spaces, artist production spaces, retail and restaurant uses, live/work dwelling units in both new buildings and older adaptive reuse buildings, and new industrial spaces that reflect land uses which have evolved due to technological advances and development of new industry sectors. The proposed project would include uses which are consistent with the existing neighborhood such as a mix of creative office, artist production space, retail and restaurants, and new live/work residential units that can also accommodate home based small businesses.

Approval of a General Plan Amendment is necessary to modify the project site's land use designation to Regional Commercial to accommodate these changes while retaining critical job-producing uses in new ways, while also acknowledging the need for housing. The proposed General Plan Amendment will support employment where jobs and housing can coexist, while retaining a jobs focus. The project has been designed to continue the production of jobs at this site through live/work units with larger than average sizes, a dedicated work area in each unit, higher floor to ceiling heights, as well as the incorporation of 9,500 square feet of commercial space and 5,885 square feet of arts and production space. The project site is adjacent to the Artist-In-Residence District identified in the Central City North Community Plan. The Community Plan states that "Artists-In-Residence occupy a large area of Central City North between the Santa Ana Freeway and the Santa Monica Freeway and Between Alameda Street and the Los Angeles River". The Arts District has undergone substantial change over the last few years and there has been a significant amount of residential and commercial development in an area that was predominately characterized by warehouse and industrial uses. Furthermore, the project supports the General Plan by contributing to the available housing stock within the City and towards the housing crisis in the city, as well as the Mayor's initiative to build 100,000 homes by 2020. The proposed General Plan Amendment will locate housing near jobs-rich Downtown while also allowing for jobs-producing uses.

### 2. City Charter Finding 555.

**The General Plan may be amended in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic or physical identity.**

The project site is located in the Arts District, a neighborhood originally planned and zoned for industrial uses that is rapidly transforming to include new residential, commercial, and mixed-use developments and converted industrial space. The project proposes a General Plan Amendment from Heavy Manufacturing to Regional Commercial land use. The project

will replace a vacant parking lot with a mixed-use development containing 122 live/work residential units, resident production space, approximately 3,555 square feet of restaurant space, and creative office/commercial space. While the proposed project would change the current Heavy Manufacturing land use designation, the project is still oriented around the production of jobs, which will contribute to the significant economic identity of the area.

The surrounding neighborhood has a significant economic identity from the industrial uses that have historically populated the area. As that economy has evolved, heavy manufacturing uses are transitioning to more digital and creative uses. This project is in keeping with this economic identity and evolution as it replaces a surface parking lot with a project that will activate the area through the introduction of 122 live/work residential units, on-site resident production space, restaurant space, and creative office/commercial space. The live/work residential units are designed to be larger than average with taller floor to ceiling heights and a designated work area in each unit. The on-site resident production space will also provide an on-site workshop or gallery amenity for use by residents and employees of the live/work units for art production and/or display, materials and goods fabrication, and other similar production activities.

To ensure compatibility with neighboring existing structures and to strengthen the distinct physical identity of the Arts District, the project features design that is respectful of the industrial character of the neighborhood. Proposed architectural materials include masonry on all façades, pleated plaster accent walls, and large industrial-style gridded windows. Both the ground floor and top floor of the building are situated on separate planes from the remaining floors and are further differentiated with dark painted metal frames, metal canopies, and floor-to-ceiling windows. The project features an art wall and a green wall on the Decatur Street façade. As designed, the proposed project would significantly improve the built environment and strengthen the significant physical identity of the Arts District.

The proposed project also has significant physical identity as a mixed-use project near regional transit in the Los Angeles area. The project area is currently served by two Metro Rapid Bus Lines, including lines 720 and 760, and four Metro Local Bus Lines, including lines 18, 53, 60 and 62. These lines provide connections to the downtown subway stations, which include Pershing Square and 7th Street/Metro Center. Additionally, the Greyhound Bus Terminal is adjacent to the site and provides inter-city bus service to various locations outside of the Los Angeles area. The project site is also served by the Metro Gold Line rail system located at the Little Tokyo/Arts District station near 1st Street and Alameda Street. The Metro Gold Line offers service to East Los Angeles to the east and Pasadena to the northeast. The Metro Gold Line connects to Union Station, providing access to Metrolink, the Metro Silver Bus Line, and Metro Rail Red and Purple Lines.

In addition, the proposed project provides the opportunity for significant pedestrian connections with proximity to jobs, including within walking distance to the Ford Factory at 7th and Santa Fe to which Warner Music will be relocating. The proposed project will contribute to the history of economic activity in this area by designing a project that will foster job production, while also introducing new live/work residential units in a manner that preserves the surrounding industrial and artistic character. The live/work residential units will support city-wide goals of increasing the housing stock while doing so in a way that is compatible with the surrounding context. The project will facilitate a wide range of jobs from the live/work residential units to the creative office/commercial space. The applicant is also working with HCID to provide a housing preference for artists, further contributing to the unique identity of the area. As such, the proposed General Plan Amendment will contribute to and strengthen the social, physical, and economic identity of the surrounding area.

**3. City Charter Finding 556.**

**When approving any matter listed in Section 558, the City Planning Commission and the Council shall make findings showing that the action is in substantial conformance with the purposes, intent and provisions of the General Plan. If the Council does not adopt the City Planning Commission's findings and recommendations, the Council shall make its own findings.**

The project site is located within the Central City North Community Plan, which is one of 35 Community Plans comprising the Land Use Element of the General Plan. The Community Plan designates the project site with the Heavy Manufacturing land use designation, which lists the following corresponding zone: M3. The site is presently zoned M3-1-RIO and is thus consistent with the land use designation.

As proposed, the amendment would re-designate the project site from Heavy Manufacturing to Regional Commercial, which lists the following corresponding zones: CR, C1.5, C2, C4, RAS3, RAS4, R3, R4, and R5. The requested vesting zone and height district change to [T][Q]C2-2D-RIO for the project site would be consistent with the adoption of the recommended plan amendment. The development of the project represents an opportunity to achieve the overarching goals of the Central City North Community Plan, which include improving the function, design, and economic vitality of the commercial corridors, and uses a development opportunity site for needed job-producing uses and housing that will improve the economic and physical condition of the surrounding area. The project will also contribute to the goals of the Housing Element by expanding the rental housing stock, providing affordable housing, and contributing to a range of housing types by providing unique live/work residential units. The project also meets Mobility Element goals by removing an underutilized site and introducing a project with active ground floor uses, improved sidewalks, street trees, and on-site bicycle parking.

Further, the proposed project meets Objective 7.2 of the Framework Element ("Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality"), by providing office, restaurant and live/work residential uses. Further, Chapter 3, Land Use, of the Framework Element states: "As indicated in the Economic Development Chapter of the Framework Element, some existing industrially zoned lands may be inappropriate for new industries and should be converted for other land uses." The proposed General Plan Amendment will enable such a conversion. As such, the proposed amendment would be in substantial conformance with the purpose, intent, and provisions of the General Plan to strengthen the commercial and economic base of the Community Plan area.

**4. City Charter Finding 558. The proposed Amendment to the Central City North Community Plan will be in conformance with public necessity, convenience, general welfare and good zoning practice.**

The proposed Amendment to the Central City North Community Plan will be in conformance with public necessity, convenience, general welfare and good zoning practice.

The proposed amendment to the Central City North Community Plan would re-designate the project site from Heavy Manufacturing to Regional Commercial. The amendment, in conjunction with the requested zone change and height district change to [T][Q]C2-2D-RIO, would allow for the development of a mixed-use project with 122 live/work units, on-site resident production space, restaurant space, and creative office/commercial space. The

project will have a total floor area ratio of 4.7:1 and the building will have an overall height of 85 feet.

Public necessity, convenience and general welfare will be better served by adopting the proposed General Plan Amendment and corresponding Zone and Height District Changes, as they would allow a vacant site to be redeveloped with a mixed-use project that will provide new live/work residential housing, including affordable units, near jobs-rich Downtown as well as new commercial floor area designed to accommodate restaurants and an array of creative office uses in a neighborhood that is transforming with the development of new residential and commercial uses. The proposed project site is in a Transit Priority Area and is served by two Metro Rapid Bus Lines (720 and 760) and five Metro Local Bus Lines (18, 53, 60 and 62) serve the project area. These lines provide connections to Metro subway stations, including Pershing Square and 7th Street/Metro Center with connections to the Red, Purple, Blue, and Expo Lines. The Little Tokyo/Arts District Metro Gold Line station is located approximately one mile to the north. A Metro Bike Share station is also located approximately 1,000 feet away on Industrial Street. The project will provide improved sidewalks with street trees. The proposed project will be lined by restaurants and retail, and parking will be screened by active uses, activating a currently vacant site.

The General Plan Amendment in conjunction with the requested Zone and Height District Changes will introduce a unique housing typology with new live/work units, including affordable units, each designed to accommodate productive and entrepreneurial uses. The project is in conformity with public necessity, convenience, general welfare and good zoning practice because it includes necessary housing, including affordable housing, substantial infrastructure improvements, improved streetscapes, and public open space. The project will provide both housing and job opportunities in proximity to transit at an underutilized industrial site. The economic identity of this area continues to evolve from purely manufacturing uses to new hybrid uses that can accommodate digital and creative uses. The proposed project provides much needed housing while also facilitating jobs in a changing economy. The proposed project will be a better use of the site and will improve the general welfare of the community and the City.

**5. General Plan Text.**

Framework Element

The General Plan Framework, adopted in December 1996 and re-adopted in August 2001, establishes the City's long-range comprehensive growth strategy and provides guidance on Citywide land use and planning policies, objectives, and goals. The Framework defines Citywide policies for land use, housing, urban form and urban design, open space and conservation, transportation, infrastructure and public spaces. The proposed project is consistent with the goals, objectives and policies of the General Plan Framework.

The General Plan Framework identifies Regional Centers as focal points of regional commerce, identity, and activity. Generally, Regional Centers range from a floor area ratio of 1.5:1 to 6:1 and are characterized by high-density buildings ranging from six- to twenty-stories, or higher. Regional Centers typically provide a significant number of jobs and many non-work destinations and function as transit hubs. The project supports and will be generally consistent with the General Plan Framework Land Use Chapter as it will allow for the mixing of uses in the community and will increase opportunities for employees to live near jobs and residents to live near shopping, entertainment and other amenities in a high quality transit area.

The project will comply with the following goals, objectives and policies set forth in the General Plan Framework Land Use Chapter:

*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.*

*Policy 3.10.3: Promote the development of high-activity areas in appropriate locations that are designed to induce pedestrian activity in accordance with the Pedestrian-Oriented District Policies 3.16.1 through 3.16.3, and provide adequate transitions with adjacent residential uses at the edges of the centers.*

*Policy 3.10.4: Provide for the development of public streetscape improvements, where appropriate*

*Policy 3.10.5: Support the development of small parks incorporating pedestrian-oriented plazas, benches, other streetscape amenities and, where appropriate, landscaped play areas.*

*Policy 3.10.6: Require that Regional Centers be lighted to standards appropriate for nighttime access and use.*

The proposed General Plan Amendment to Regional Commercial would be consistent and compatible with the recent pattern of development and expansion of residential live/work uses in the area. New residential live/work uses in the immediate area include the six-story Toy Factory Lofts at 1855 E. Industrial Street which contain 119 residential units and ground floor retail space, the seven-story Biscuit Company Lofts at 1850 E. Industrial Street which contain 104 residential units and a restaurant at the ground floor, the 2121 Lofts at 2135 7th Street which contain 78 residential units and a restaurant, and the AMP Lofts project at 2057 E. 7th Street which is undergoing construction. Additional commercial development has also occurred nearby, including a number of restaurants, the ROW DTLA at 777 S. Alameda Street, and the Urban Radish market at 661 Imperial Street. The site is in a Transit Priority Area and is well served by Metro buses.

The proposed project is not in a designated Pedestrian-Oriented District; however the project meets the design policies aimed at improving pedestrian activity. The building is located at or near the property lines and creates a strong, articulated street wall with active ground floor uses. Parking is located in a subterranean level and behind the commercial uses on the first floor. The project will also improve the adjacent streetscape by providing dedications and improvements along East 7th Street and Decatur Street. The project also proposes six street trees to be located on the sidewalk and 25 additional trees to be located on site. The project will bring active uses and lighting to the area, increasing the safety of the neighborhood, particularly in the evening.

The project's proposed Regional Commercial land use designation supports the mix of uses located in the vicinity of the site while activating the site by replacing a surface parking lot with live/work residential units, arts and production space, creative office/commercial space, a restaurant, and outdoor dining area. The proposed project meets the policies for the Regional Commercial land use and will activate an underutilized site.

Further, the proposed project meets Objective 7.2 of the Framework Element ("Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality"), by providing office/commercial space, restaurant, and live/work residential uses. Further, Chapter 3, Land Use, of the Framework Element states: "As indicated in the Economic Development Chapter of the Framework Element, some existing industrially zoned lands may be inappropriate for new industries and should be converted for other land uses." The proposed General Plan Amendment will enable such a conversion.

Central City North Community Plan

The Central City North Community Plan was adopted on December 15, 2000. The Community Plan designates the uses of land and is intended to guide development in order to create a healthful, pleasant environment. The mixed-use project is consistent with several objectives and policies of the Central City North Community Plan. The plan text includes the following relevant residential and commercial land use objectives and policies:

*Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Central City North Plan area to the year 2010.*

*Objective 1-2: To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.*

*Policy 1-2.1: Encourage multiple residential development in commercial zones.*

*Objective 1-4: To promote and insure the provision of adequate housing for all persons regardless of income, age, or ethnic background*

*Policy 1-4.1: Promote greater individual choice in type, quality, price, and location of housing.*

*Policy 1-4.2: Ensure that new housing opportunities minimize displacement of the existing residents.*

The proposed project would provide 122 live/work residential units with 11 percent of the units (14 units) reserved for Very Low Income while not displacing any existing housing or residents. The applicant has also stated that they are working with the Housing and Community Investment Department (HCID) to provide housing preference to artists. The live/work residential units will vary in size and will provide unique housing and economic opportunities to meet the needs of the existing and projected population of Central City North.

Vehicular trips will be reduced through the mix of uses offered on-site, the proximity to nearby jobs, commercial uses, restaurants and entertainment, and the proximity to transit. The residents of the proposed project would have access to a variety of mass transit options nearby including the Metro Rapid Bus line 720 providing access through Downtown, including connections to the Metro Red and Purple lines, and west to Santa Monica; Metro Rapid Bus Line 760 providing access through Downtown, including connections to the Metro Blue, Expo, Red and Purple lines, and south to Lynwood, connecting with the Metro Green Line; Metro local bus lines 18, 28, 53, 60 and 62; the Little Tokyo/Arts District Metro Gold Line Station a mile to the north, providing access to Pasadena, Azusa and East Los Angeles; Union Station; and the Greyhound Bus Terminal.

*Objective 2-1: To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.*

*Objective 2-1: To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.*

*Objective 2-2: To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses.*

*Policy 2-2.2: New development needs to add to and enhance existing pedestrian street activity.*

*Policy 2-2.3: Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts, incorporate commercial uses.*

*Objective 3-2: Encourage the continued development and maintenance of the artists-in-residence community in industrial areas of the proposed redevelopment plan areas and of the plan, as appropriate.*

The proposed project is a mixed use development that includes 122 live/work units, resident production space, approximately 3,555 square feet of restaurant space, and approximately 2,700 square feet of creative office/commercial space. The addition of new commercial uses would complement the recent development trend in the Arts District and would further strengthen the commercial viability of the neighborhood. The live/work residential units, on site production space, and commercial spaces will provide unique opportunities for an array of uses, including artists and small businesses. The proposed live/work units will not be restricted to artist but will support the artists-in-residence community by providing new units with larger than average unit sizes, open floor plans, and on-site production spaces.

The project is designed to create a strong street wall and active ground floor, which will enhance pedestrian activity. The existing site conditions include fences, no sidewalk along Decatur Street, and a total lack of landscaping. The proposed mixed-use project will greatly enhance the pedestrian experience by improving street and sidewalk conditions, adding street trees, retail, and restaurant uses on the ground floor. The project will be limited to two curb cuts for driveways and will locate parking in two subterranean levels and behind active uses on the first floor.

Housing Element

The Housing Element 2013-2021 was adopted on December 3, 2013 and identifies the City's housing conditions and needs, and establishes the goals, objectives and policies that are the foundation of the City's housing and growth strategy. The mixed-use project is consistent with several objectives and policies of the Housing Element. The plan text includes the following relevant housing objectives and policies:

*Objective 1.1: Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.*

*Policy 1.1.2: Expand affordable rental housing for all income groups that need assistance.*

*Policy 1.1.3: Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.*

*Objective 1.3: Forecast and plan for changing housing needs over time in relation to production and preservation needs.*

*Policy 1.3.5: Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to meet the projections of housing needs, according to the policies and objectives of the City's Framework Element of the General Plan.*

The proposed General Plan Amendment to Regional Commercial would increase the land area available for the production of housing near jobs-rich Downtown. The project would provide new housing stock, contributing towards the Mayor's Initiative to provide 100,000 housing units by 2020, while also retaining a focus on jobs producing uses. The proposed project would provide 122 live/work residential units, including 14 Very Low Income affordable units, without displacing any existing housing or residents. The project would provide unique housing opportunities that are designed to accommodate arts production and small businesses within the units.

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

*Policy 2.2.3: Promote and facilitate a jobs/housing balance at a citywide level.*

*Objective 2.5: Promote a more equitable distribution of affordable housing opportunities throughout the City.*

*Policy 2.5.2: Foster the development of new affordable housing units citywide and within each Community Plan area.*

The proposed project will introduce new live/work residential units in an area with a limited housing stock. The project is adjacent to Downtown and located near transit, amenities and jobs. The project will provide 122 live/work residential units, including 14 Very Low Income affordable units, while also providing resident production space, creative office space, and restaurant space on site. The mix of uses and affordability levels will contribute towards a sustainable neighborhood and a jobs/housing balance. The project will provide much needed affordable housing and a unique opportunity for affordable live/work units.

Mobility Plan 2035

The Mobility Plan was adopted on August 11, 2015 and last amended on September 7, 2016.

*Policy 2.3 Pedestrian Infrastructure: Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

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

*Policy 3.8 Bicycle Parking: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.*

The proposed project will greatly improve the pedestrian experience along East 7th Street and Decatur Street. The existing site conditions include fences, no sidewalk along Decatur Street, and a total lack of landscaping. The project will comply with the Avenue II standards for East 7th Street, including a 15-foot sidewalk, and the Industrial Collector standards for Decatur Street, including 12-foot sidewalks. Pedestrian activity will also be improved with the incorporation of six street trees.

The proposed project will locate much needed housing near jobs-rich Downtown. The location of the proposed project near jobs, entertainment, and transit as well as the mix of uses on-site and live/work residential units will reduce the number of vehicle trips. The project will also provide 145 bicycle parking spaces, including 18 short-term spaces and 127 secured, long-term spaces. 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 has been conditioned to require that 20 percent of the parking spaces are to be wired for the installation of future EV charging stations, and that 5 percent of the provided parking be installed with EV charging stations.

Sewerage Facilities Element

The Sewerage Facilities Element of the General Plan will not be affected by the recommended action. While the sewer system might be able to accommodate the total flows for the proposed project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

## Entitlement Findings

### 6. Zone Change, Height District Change, and "T" and "Q" Classification Findings.

a. **Pursuant to Section 12.32 C.7 of the Municipal Code, and based on these findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.**

The requested Vesting Zone Change and Height District Change from M3-1-RIO to [T][Q]C2-2D-RIO would allow for the development of a mixed-use project with 122 live-work residential units, open space, on-site resident production space, and approximately 9,500 square-feet of commercial space. The project will have a floor area ratio of 4.7:1 and the building will have an overall height of 85 feet.

Public necessity, convenience and general welfare will be better served by adopting the proposed General Plan Amendment and corresponding Zone and Height District Changes, as they would allow a vacant site to be redeveloped with a mixed-use project that will provide new live/work housing, including affordable units, near jobs-rich Downtown as well as new commercial floor area designed to accommodate restaurants and creative office in a neighborhood that is transforming with the development of new residential and commercial uses. The proposed project site is in

a Transit Priority Area and is served by two Metro Rapid Bus Lines (720 and 760) and five Metro Local Bus Lines (18, 53, 60 and 62) serve the project area. These lines provide connections to Metro subway stations, including Pershing Square and 7th Street/Metro Center and the Red, Purple, Blue, and Expo Lines. The Little Tokyo/Arts District Metro Gold Line station is located approximately one mile to the north. A Metro Bike Share station is also located approximately 1,000 feet to the east on Industrial Street. The project will provide open space and improved sidewalks with street trees. The proposed project will be lined by restaurants, creative office spaces, and live/work units on the ground floor and all parking will be screened by active uses.

The Vesting Zone and Height District Changes will introduce a unique housing typology with new live/work units, including affordable units, designed to accommodate up to five employees. The project is in conformity with public necessity, convenience, general welfare and good zoning practice because it includes necessary housing, including affordable housing, substantial infrastructure improvements, improved streetscapes, and public open space. The project will provide both housing and job opportunities in proximity to transit at an underutilized industrial site. The economic identity of this area continues to evolve from purely manufacturing uses to new hybrid uses that can accommodate digital and creative uses. The proposed project provides much needed housing while also facilitating jobs in a changing economy. The proposed project will be a better use of the site and will improve the general welfare of the community and the City.

b. **Pursuant to Section 12.32 G and Q of the Municipal Code "T" and "Q" Classification Findings.**

Per LAMC Section 12.32 G.1 and 2, the current action, as recommended, has been made contingent upon compliance with new "T" and "Q" conditions of approval imposed herein for the proposed project. The "T" Conditions are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public's needs, convenience, and general welfare served by the actions required. These actions and improvements will provide the necessary infrastructure to serve the proposed community at this site. The "Q" conditions that limits the scale and scope of future development on the site are also necessary to protect the best interests of and to assure a development more compatible with surrounding properties and the overall pattern of development in the community, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action.

c. **Pursuant to Section 12.32 G.4(b) of the Municipal Code, D Limitation Findings. In establishing D limitations, the Council shall find that any or all the limitations are necessary: (1) to protect the best interest of and assure a development more compatible with the surrounding property or neighborhood, and (2) to secure an appropriate development in harmony with the objectives of the General Plan, or (3) to prevent or mitigate potential adverse environmental effects of the Height District establishment or change.**

The project site is located within the Central City North Community Plan area. The project is requesting a General Plan Amendment to Regional Commercial land use designation and Height District 2, which would permit a maximum 6:1 FAR with no limitation on the height of the building in the C2 Zone. The recommended D Limitation would limit the total FAR to 4.7:1. In addition, the proposed D limitation would limit the building to 85 feet in height, as proposed in Exhibit A. Without the limitation, the maximum 6:1 FAR with no height limitation would lead to a taller and potentially

incompatible building with the surrounding properties. The limitation would ensure that the proposed development is physically compatible with the surrounding properties, which range from one to seven stories. The proposed limitations would permit the development of the project, which as described above, which would promote the objectives of the General Plan and Central City North Community Plan. As such the D Limitations would protect the best interest of and assure a development that is more compatible with the surrounding property or neighborhood and secure an appropriate development in harmony with the objectives of the General Plan.

**7. Conditional Use Findings.**

a. **The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.**

As described in Finding No. 5, the project would be consistent and compatible with the recent pattern of development and expansion of residential live/work uses in the area. The project is designed to create a strong street wall and active ground floor, which will enhance pedestrian activity. The existing site conditions include fences, no sidewalk along Decatur Street, and a total lack of landscaping. The proposed mixed-use project will greatly enhance the built environment by improving street and sidewalk conditions, adding street trees, retail, and restaurant uses on the ground floor. The project will be limited to two curb cuts for driveways and will locate parking in two subterranean levels and behind active uses on the first floor.

The project will provide a service that is beneficial to the region by providing food service and amenities to the public, employees, and nearby residents alongside alcoholic beverage options in a neighborhood that is steadily accommodating residential, commercial, and light industrial uses. The service of alcoholic beverages in food establishments has become accepted as a desirable and expected use that is meant to complement food service. Since alcoholic beverage service is a common and expected amenity with meal service for many patrons, the grant for alcohol sales will be desirable to the public convenience and welfare. The project will provide increased opportunities for quality food and may serve as a central meeting point for the neighborhood. The sale of alcoholic beverages is anticipated to be an ancillary use to the restaurant use.

As conditioned herein, the project would enhance the built environment in the surrounding neighborhood and would provide a service that would be beneficial to the community.

b. **The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.**

The subject property is an approximately 27,689 square-foot site in the Central City North Community Plan bounded by East 7th Street to the north (148 feet of frontage), Decatur Street to the west (197 feet of frontage), and LAUSD Metropolitan Continuation High School to the south and east. The Community Plan designates the site with a land use designation of Heavy Manufacturing with a corresponding zone of M3-1-RIO The requested plan amendment and corresponding zone and height district change would re-designate the project site to Regional Commercial land use and [T][Q]C2-2D-RIO zoning. The project site is located in an urbanized environment.

The properties surrounding the project site include a mix of industrial, commercial/retail, office, restaurant, multi-family residential buildings, and parking lots. The adjacent property to the north, across East 7th Street, is zoned M3-1-RIO and is developed with an eight-story building currently being rehabilitated into 57 live/work residential units and commercial uses (1745 East 7th Street). The adjacent properties to the south and east are zoned PF-1XL-RIO and are developed with Metropolitan High School. Adjacent properties to the west, across Decatur Street, are zoned M3-1-RIO and developed with a Greyhound bus terminal.

The proposed project is a seven-story, 85-foot high, 129,440 square-foot mixed use building. Buildings in the vicinity of similar height include the 119-unit Toy Factory Lofts and the 104-unit Biscuit Company Lofts, which are seven stories tall and located approximately 300 feet east of the project site. The AMP Lofts new construction project (approximately 268,477 square feet), located 1,000 feet east, and 1745 E. 7th Street adaptive reuse project, located across the street from the project site, are underway and will also be seven stories tall when complete. As such, the project's size and height will be compatible with the surrounding neighborhood.

The applicant seeks the on-site sale of a full line of alcoholic beverages in conjunction with the proposed development. The project has been designed in a manner to enhance the public realm and improve the aesthetics and safety of the surrounding area. The establishment serving alcohol will be subject to operational conditions to ensure compatibility with immediately surrounding uses which include industrial and/or mixed-use buildings. The proposed project will provide a place for residents and visitors to eat, drink, and socialize; as such, the sale of alcoholic beverages is a normal part of restaurant operation and an expected amenity.

Additionally, the conditions recommended herein will ensure that the establishment will not adversely affect or further degrade the surrounding neighborhood, or the public health, welfare, and safety. Approval of the conditional use will contribute to the success and vitality of the commercial development and help to reinvigorate the site and vicinity. Since the alcohol sales will be incidental to food service and community space, permitting alcohol sales on the site will not be detrimental to the development of the community.

Thus, as conditioned, the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

c. **The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.**

As proposed, the requested plan amendment would re-designate the project site from Heavy Manufacturing to Regional Commercial, which lists the following corresponding zones: CR, C1.5, C2, C4, RAS3, RAS4, R3, R4, and R5. The requested zone and height district change to [T][Q]C2-2D-RIO for the project site would be consistent with the adoption of the recommended plan amendment. As discussed in Finding No. 5, the project conforms with the purpose, intent, and provisions of the General Plan, including the following Community Plan goals, objectives, and policies:

> *Goal 2: A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the historic commercial and cultural character of the district.*

*Objective 2-1: To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.*

*Policy 2-1.3: Insure the viability of existing neighborhood stores and businesses which support the needs of local residents and area compatible with the neighborhood.*

*Objective 2-2: To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses.*

*Objective 2-4: To enhance the appearance of commercial districts.*

*Policy 2-4.1: Require that any proposed development be designed to enhance and be compatible with adjacent development.*

The request to serve and sell alcohol at the site will be consistent with these objectives and policies through the addition of a restaurant use that would attract a variety of consumers and tenants, actively promoting the area as a key economic center of the community. The proposed project's mix of uses will bring even more pedestrian activity to the area. Alcohol service incidental to food sales is a common amenity in many sit-down restaurants in the neighborhood. The availability of alcohol for on-site consumption provides another option for a wide range of activities on site and as an option for leisure to cultivate community activity and to create an enjoyable experience for area residents. Overall, the project supports bringing commercial activity to an area with large new residential developments, creates a pedestrian-friendly environment, and promotes the welfare and economic well-being of the local residents.

The Central City North Community Plan is silent with regards to alcohol sales. In such cases, the City Planning Commission must interpret the intent of the Plan. The Los Angeles Municipal Code authorizes the City Planning Commission to grant the requested conditional use in the zones corresponding to the Plan land use designation. The proposed project is a permitted use by the requested Plan land use category and zone in the Central City North Community Plan. The conditional authorization for the sale of alcoholic beverages is allowed through the approval of the City Planning Commission subject to certain findings. The required findings in support of the Central City North Community Plan have been made herein. Given the numerous conditions of approval, and the fact that the sale of alcohol is conditioned to be incidental to food service, the proposed use can be deemed to be in harmony with the General Plan.

d. **Additional required findings for the sale of alcoholic beverages:**

i. **The proposed use will not adversely affect the welfare of the pertinent community.**

The surrounding urban environment is comprised of a mix of industrial buildings, cold storage warehouses, residential lofts, commercial/retail, office, restaurant, parking, and neighborhood amenities. The adjacent property to the north, across East 7th Street, is zoned M3-1-RIO and is developed with an eight-story building currently being rehabilitated into 57 live/work residential units and commercial uses (1745 East 7th Street). The adjacent properties to the south and east are zoned PF-1XL-RIO and are developed with Metropolitan Continuation High School. Adjacent properties to the west, across Decatur Street, are zoned M3-1-RIO and developed with a Greyhound bus terminal.

The area surrounding the site is a mix of industrial, commercial, and residential buildings. The request for on-site alcohol sales in conjunction with a restaurant will be compatible with the surrounding uses, providing a place for residents and visitors to eat, drink, and socialize. Alcoholic beverage service is an expected amenity for many patrons and approval of this grant would increase the available options for desirable dining and social experiences for patrons. The establishments will also benefit the City through the generation of additional sales tax revenue, fees, and employment opportunities.

Diversity amongst uses is common in the immediate surrounding area, and while there are residential dwelling units and a high school (Metropolitan Continuation High School, approximately 165 students) in proximity to the subject site, the restaurant open to the public serving alcoholic beverages will be part of a controlled and monitored development. The majority of alcoholic beverage sales occurs during dinner service, at which time students of the adjacent school will no longer be on campus. In addition, numerous conditions have been imposed to integrate the use into the community as well as protect community members from adverse potential impacts. Additional conditions have been recommended for consideration by the California Department of Alcoholic Beverage Control that regulate the sale of alcoholic beverages to prevent adverse impacts to the neighborhood. Other conditions imposed will maintain the order and ensure cleanliness of the project and its surroundings. Therefore, the granting of the request will not adversely impact the welfare of the pertinent community.

ii. **The granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration; and also giving consideration to the number of proximity of these establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area.**

The proposed development will include a 3,555 square-foot restaurant (1,235 square-foot indoor dining room, 130 square-foot bar, 88 square-foot coffee and pastry bar, and 1,440 square-foot kitchen) with a 1,050 square-foot dining area. The applicant seeks a Conditional Use for the site in order to provide the ability to serve alcoholic beverages for on-site consumption within the restaurant.

According to the California State Department of Alcoholic Beverage Control licensing criteria, four licenses (three on-site and one off-site) are allocated to the subject Census Tract No. 2060.31, which had a population of 2,957 of December 2017. There are currently 72 licenses within this census tract, including 38 on-site, 12 off-site, and 22 non-retail licenses.

Overconcentration can be undue when the addition of a license will negatively impact a neighborhood. Over concentration is not undue when the approval of a license does not negatively impact an area, but rather such a license benefits the public welfare and convenience. ABC does not consider the expectation that

restaurants with alcohol service are an expected amenity as part of the commercial developments containing restaurants.

Statistics from the Los Angeles Police Department reveal that in Crime Reporting District No. 1309, which has jurisdiction over the subject property, a total of 411 crimes were reported in 2017 compared to the citywide average of approximately 176 crimes and the high crime reporting district average of approximately 211 crimes for the same period. Part 1 Crimes for the reporting district included: Homicide (2), Rape (3), Robbery (22), Aggravated Assault (24), Burglary (27), Auto Theft (65), and Larceny (268). Part 2 Arrests for the reporting district include: Receive Stolen Property (3), Weapons Violations (2), Prostitution (2), Narcotics/Drug Violations (1), Liquor Laws (1), Drunkenness (0), Disturbing the Peace (2), Gambling (39), and DWI Related (8), and Traffic Violations (62).

No evidence was submitted for the record by the LAPD or adjacent residents indicating or suggesting any link between the subject site and the neighborhood's crime rate. Further, there is no specifically established link between the above information and the property, since the statistics cover an entire district and do not pertain particularly to the subject site. The incorporation of conditions relative to the specific operation of the establishment was deemed necessary in order to mitigate any possible adverse impact on the welfare of the surrounding area. The public safety measures to mitigate potential nuisance activities have been incorporated into the grant to assure better oversight. Thus, as conditioned, it is not anticipated that the sale of alcoholic beverages for consumption on the premises would adversely affect the community welfare.

iii. **The proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine.**

The following sensitive uses are located within 600 feet of the subject site:

- Metropolitan Continuation High School 727 Wilson Street
- Para Los Niños Family Learning Center 1617 E. 7th Street
- Residential Dwelling Units

While there are residential dwelling units and a high school (Metropolitan High School, approximately 165 students) located in proximity to the project site, the project will provide adequate security measures to discourage loitering, theft, vandalism and other nuisances. The project proposes to provide CCTV camera security systems, an alarm system installed as needed, and pedestrian appropriate illumination at entryways, alleys, etc. All sales employees will receive STAR training in responsible alcohol sales; age verification devices will assist employees in prevention of sales to minors. It is further noted that the sale of alcoholic beverages for on-site consumption is ancillary to the principal restaurant use and that the majority of sales occur during dinner service, outside of school hours.

Furthermore, the proposed use will not detrimentally affect nearby residential properties and other sensitive uses because the urban environment mostly contains industrial, commercial, and residential mixed-use buildings with residents that both

expect and desire more commercial developments. While the sale of alcoholic beverages is important to the restaurant that will be located within the proposed project, their sale and service will be incidental to primary operations and, as such, no detrimental effects should be expected from the proposed project.

**8. Density Bonus/Affordable Housing Incentives Compliance Findings.**

a. **Pursuant to LAMC Section 12.22 A.25 (e)(2), in order to be eligible for any on-menu incentives, a Housing Development Project (other than an Adaptive Reuse Project) shall comply with the following criteria, which it does:**

i. **The façade of any portion of a building that abuts a street shall be articulated with a change of material or a break in plane, so that the façade is not a flat surface.**

Both the ground floor and top floor of the building are situated on separate planes from the remaining floors and are further differentiated with dark painted metal frames, metal canopies, and floor-to-ceiling windows. Furthermore, the project features an art wall and a green wall on the Decatur Street façade. Consistent with good planning practice, the project features a high degree of street façade transparency (approximately 70 percent at the ground level and approximately 30 percent at the upper floors), and the at-grade parking level is lined by commercial uses along East 7th Street. As designed, the proposed project features a mix of materials and a break in plane, so that the façade is not a flat surface.

ii. **All buildings must be oriented to the street by providing entrances, windows architectural features and/or balconies on the front and along any street facing elevation.**

As previously described in Finding i above, the project features a high degree of street façade transparency (approximately 70 percent at the ground level and approximately 30 percent at the upper floors) on all street facing elevations. Pedestrian entrances can be found on both East 7th Street and Decatur Street.

iii. **The Housing Development Project shall not involve a contributing structure in a designated Historic Preservation Overlay Zone (HPOZ) and shall not involve a structure that is a City of Los Angeles designated Historic-Cultural Monument (HCM).**

The proposed project is not located within a designated Historic Preservation Overlay Zone, nor does it involve a property that is designated as a City Historic-Cultural Monument.

iv. **The Housing Development Project shall not be located on a substandard street in a Hillside Area or in a Very High Fire Hazard Severity Zone as established in Section 57.25.01 of the LAMC.**

The project site is bounded by East 7th Street to the north and Decatur Street to the west. East 7th Street is a two-way east-west street providing two travel lanes in each direction and is classified as an Avenue II. Decatur Street is a two-way north-sound street providing one travel lane in each direction and is classified as an Industrial Collector Street. The site is not located on a substandard street in a Hillside area or in a Very High Fire Hazard Severity Zone as established in Section 57.25.01 of the LAMC.

b. **Pursuant to Section 12.22 A.25(g) of the LAMC and Government Code 65915(d), the Commission shall approve a density bonus and requested incentive(s) unless the Commission finds that:**

i. **The incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.**

The record does not contain substantial evidence that would allow the Commission to make a finding that the requested on-menu incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The list of on-menu incentives in 12.22 A.25 were pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Commission will always arrive at the conclusion that the density bonus on-menu incentives will result in identifiable and actual cost reductions that provide for affordable housing costs because the incentives by their nature increase the scale of the project.

The requested on-menu incentive and waivers would result in building design or construction efficiencies that provide for affordable housing costs. The requested incentive and waivers allow the developer to expand the building envelope so the additional affordable units can be constructed and the overall space dedicated to residential uses is increased. The incentive and waivers support the applicant's decision to set aside 14 dwelling units for Very Low Income households for 55 years.

<u>Requested On-Menu Incentive</u>

Pursuant to LAMC 12.22 A.25(f)(6), up to a 20 percent decrease from the open space requirements is permitted as an on-menu density bonus, provided that the landscaping for the project is sufficient to qualify for the number of landscape points equivalent to 10 percent more than otherwise required by Section 12.40 of the LAMC and Landscape Ordinance Guidelines "O". The proposed project requires 12,200 square feet of open space and proposes 10,393 square foot of open space. The reduction in open space by 1,807 square feet falls within the 20 percent decrease allowed by the on-menu density bonus. Furthermore, the project has been conditioned to have landscaping that qualifies for 10 percent more in landscape points than otherwise required.

<u>Requested Off-Menu Incentives</u>

A project that provides 10 percent of its base units for Very Low Income households qualifies for two incentives and may request other "waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted

under [State Density Bonus Law]" (Government Code Section 65915(e)(1)). Therefore, the request for the following waivers is recommended:

> From LAMC Section 12.14 C.2 to allow an easterly side yard of 5 feet in lieu of the 10 feet as otherwise required, and a rear yard of 5 feet in lieu of the 19 feet as otherwise required, for the residential portions of the building.
>
> From LAMC Section 12.21 A.16(e)(2)(iii)(a) and (b) to allow long-term bicycle parking for the residential units to be provided in the first and second level of the underground parking garage in lieu of the parking garage-level closest the ground floor and in lieu of the shortest walking distance to the nearest pedestrian entrance of the building.

These development standards would have the effect of physically precluding construction of a development providing 122 live/work residential units, of which 14 units, or 11 percent of the total units, will be set aside for Very Low Income units. Compliance with the underlying setback limits and long-term bicycle parking location requirements would require the removal of a significant amount of floor area that could otherwise be dedicated to the number, configuration and livability of affordable housing units. By waiving these development standards, the project is able to maximize ground floor square footage for other required uses. The off-menu waiver as recommended will allow the developer to build the proposed 122 live/work residential units on the 27,689 square-foot site and expand the Project's building envelope so that the units being constructed are of sufficient size, configuration, and quality.

ii. **The Incentive will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.**

There is no substantial evidence that the proposed incentive will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22-A.25(b)). Based on the above there is no basis to deny the requested incentive.

**9. 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.**

As discussed in Finding No. 1, the recommended Vesting Zone and Height District Change for the Project Site would be consistent with the recommended land use designation of Regional Commercial. The Project proposes to redevelop a surface parking lot with a seven-story mixed-use building containing 122 live/work residential

units and ground floor commercial space. Of the proposed 122 units, 14 units will be set aside for Very Low Income Households. In addition to general commercial square footage, the Project proposes to provide floor area dedicated to art and production for use by the future residents. As discussed in Finding No. 5, the Project would meet the goals, objectives, and policies of the General Plan and the Central City Community Plan area. As such, the project is in substantial conformance with the General Plan and Community Plan. The project site is not located within a specific plan area.

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 in neighboring properties.**

The arrangement of the proposed development is consistent and compatible with existing and future development in neighboring properties. The subject site is located within the Central City North Community Plan Area. The surrounding urban environment is comprised of industrial, commercial, and mixed-use residential developments. The following project elements were designed in a manner that is compatible with both existing and future development of the surrounding area:

Height/Massing

The proposed project will have a maximum of seven stories and will not exceed 85 feet in height. With the requested zone and height district change to [T][Q]C2-2D-RIO, the project would be limited to an FAR of 4.7 to 1 and a height of 85 feet. The total proposed 4.7:1 FAR for the building is consistent with the surrounding area, which is developed with buildings of varying heights. Buildings in the vicinity include the seven-story Toy Factory Lofts, the seven-story Biscuit Company Lofts, the eight-story 1745 E. 7th Street building currently being converted to live/work uses, and the seven-story ROW DTLA project. Additionally projects of similar height are being proposed or have been entitled in the vicinity, such as the AMP Lofts Project. To reduce the massing, the building features a second floor courtyard open space area along Decatur Street, as well as an additional outdoor garden opening on the seven level also facing Decatur Street.

Building Materials

The building design incorporates a mix of materials, including masonry on all façades, pleated plaster accent walls, large gridded windows, and glass balconies. Both the ground floor and top floor of the building are situated on separate planes from the remaining floors and are further differentiated with dark painted metal frames, metal canopies, and floor-to-ceiling windows. The project features an art wall and a green wall on the Decatur Street façade and a recessed 1,050 square-foot outdoor dining area that wraps around the northwest corner of the building. The materials evoke a context-sensitive hybrid industrial feel that complements the surrounding environment.

Setbacks

The setbacks applicable to the project are established under LAMC Section 12.14, which has no setback requirement for commercial uses in the requested C2 Zone. Residential live/work uses defer to the R4 Zone for the purposes of required setbacks. Pursuant to LAMC Section 12.22 A, no yard requirements shall apply to the residential portions of buildings located on lots in the C2 Zone if such portions abut a street, private street, or alley. Therefore, the only portion of the project subject to yard requirements is the

easterly edge of the building, which as proposed will have a side yard of 5 feet in lieu of the required 10 feet, and the southerly edge of the building, which as proposed will have a rear yard of 5 feet, in lieu of the required 19 feet.

The applicant is seeking Off-Menu Density Bonus Waiver of Development Standards incentives to allow the reduced side and rear yard setback. The requirement would have the effect of physically precluding construction of a development providing 122 live/work residential units, of which 14 units, or 11 percent of the total units, will be set aside for Very Low Income units. Compliance with the underlying side and rear yard setback limitation would require the removal of a significant amount of floor area that could otherwise be dedicated to the number, configuration and livability of affordable housing units. By waiving these development standards, the project is able to maximize ground floor square footage for other required uses. The off-menu waiver as recommended will allow the developer to build the proposed 122 live/work residential units and expand the Project's building envelope so that the units being constructed are of sufficient size, configuration, and quality. The setbacks as proposed are appropriate in relation to the project's design and location.

Parking & Loading Areas

A total of 132 automobile parking spaces and 145 bicycle parking spaces are proposed. Vehicular access to the project site would be provided by two driveways on Decatur Street. Driveway design and internal parking circulation will require review and approval by the Department of Transportation. The majority of the automobile parking spaces are located in subterranean levels, while the parking area on the ground floor is located behind active commercial uses and will not be visible from public view.

The Project has proposed the installation of wiring for the future installation of electric vehicle charging stations for 20 percent of the proposed parking, the immediate installation of electric vehicle charging stations for five percent of the proposed parking spaces, and would install operational photovoltaic system (solar) that would offset the electrical demand of the EV charging stations 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.

Lighting & Building Signage

Lighting and signage will be provided per LAMC requirements. The use of pole-mounted lighting or floodlights is not anticipated. Project lighting would also include visible interior light emanating from the ground-level commercial uses and decorative lighting within the public open spaces. Additionally, the project is required to have outdoor lighting to shine downward, be installed with shielding, and be directed onto the project site, so that the light source does not directly illuminate any adjacent properties or the above night skies. The parking is fully screened, thereby eliminating the potential for illumination from headlights on adjacent uses. Building signage will be required to comply with LAMC Section 14.4.

Landscaping

Open space and landscaping opportunities are utilized on the site in open areas not used for circulation, building, driveways, and parking. The project will provide a total of 31 trees distributed among the sidewalk, second floor courtyard, second floor planter boxes, and seventh floor roof garden. Approximately 1,300 square feet of vegetated area is proposed, including trees, shrubs, and groundcover. A 3,386 square-foot landscaped courtyard is located on the second floor, while a 4,815 square-foot outdoor garden is located on the seventh floor.

Trash Collection

All trash and recycling areas are enclosed and not visible to the public. Trash collection will occur within a trash room in the parking area on the ground floor.

As described above, 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 will be compatible with existing and future development on adjacent and neighboring properties.

c. **That any residential project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.**

The proposed project would provide recreational and service amenities in the form of dedicated resident production space, a second-floor courtyard with swimming pool, a seventh-floor outdoor garden, and a community room. The resident production space is intended to provide an amenity for future live/work residents to not only live and work within the dwelling unit but to produce their work within the building they live in as well. In addition to the common open space available throughout the building, private open space in the form of balconies will be provided for a number of proposed dwelling units. All 122 units are live/work residential units which allow for the creation of arts and crafts or production in the workspace. Additionally, the project includes ground floor commercial space that is proposed for restaurant, retail, and creative office/commercial space.

**10. Environmental Finding**

**Find**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in Mitigated Negative Declaration, No. ENV-2016-2684-MND, adopted on March 28, 2018; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project.

**11. 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. Currently, there are no flood zone compliance requirements for construction in these zones.

# PUBLIC HEARING AND COMMUNICATIONS

A public hearing was held by the Hearing Officer for the proposed project on January 24, 2018. Testimony received at the hearing has been summarized below.

1. Oral Testimony

   a. The applicant and their representatives provided an overview of the project, stating the following:

      - The project is well-designed and features residential units that comply with the requirements of Section 419 of the Building Code for live/work units. The building features high ceilings, quality materials, art walls, resident production/gallery space, and open workspaces.
      - The design speaks to the existing masonry architecture of the Arts District. The rooftop references the loading docks in the area.
      - The ground floor features 50 percent façade transparency, new sidewalks, and street trees.
      - The applicant proposes a voluntary condition to provide leasing preference to artists to the extent permissible by law.
      - Proposed project will provide public benefits, including 14 Very Low Income units, LEED Silver certification, solar panels, and a preference for local hiring.
      - Applicant has conducted extensive public outreach. The Downtown Los Angeles Neighborhood Council (DLANC) has submitted a letter recommending approval.
      - Disagrees with the assertion that mixed-use development is incompatible with a school.
      - Project will not cast shade/shadow onto the school, which is located to the south. The building would cast shadows to the north
      - Project will add eyes onto the street and deter antisocial behavior.

   b. During the hearing, six members of the public spoke in support or opposition about the proposed project and its impacts on the surrounding neighborhood:

      <u>Comments in Support of Project</u>

      - The project will help young artists in Los Angeles as it would provide affordable live/work units.

      <u>Comments in Opposition to Project</u>

      - Project is too large and does not provide a sufficient buffer for the adjacent high school.
      - Construction will result in noise, smoke, and traffic.
      - Building will block sunlight to the adjacent high school.
      - Consumption of alcohol near a school is problematic.
      - Project would prohibit expansion of the adjacent high school; there is a coalition to build a soccer field on the project site.
      - Antisocial activities occur on the project site, including drug use. The site is contaminated.

2. Written Testimony

Staff received one comment letter from the Principal of Metropolitan High School opposing the proposed project. Forty three comment letters were received in support of the project, including one letter from the Downtown Los Angeles Neighborhood Council (DLANC) and 42 form letters. The following is a summary of the main arguments received.

Richard Jenson, Metropolitan High School Principal

- The proposed setbacks are insufficient relative to the school.
- Construction of the project would expose students to noise and dust.
- The project will result in congestion and traffic collisions.
- The project would deprive students of views, breezes, and sunlight.
- The project would deprive Metropolitan High School of space to expand.
- Students would be exposed to noise from the new uses and alcohol consumption.

*Staff Response:*

With respect to the proposed setbacks, the applicant is proposing a 5-foot easterly side yard setback in lieu of the required 10 feet, and a 5-foot rear yard setback in lieu of the required 19 feet, for the residential portions of the project. It should be noted that setbacks are not required for any non-residential uses in the C2 Zone, and that a commercial or industrial building could be built to the property line by right without providing any setbacks. In addition, the main buildings at Metropolitan High School are located along vacated 7th Place, with frontage on Wilson Street, and are set back from the property line of the project site by a minimum of approximately 50 feet. The school structures closest to the project site are the trailers at the northern end of the school's parking lot. The project will include a 5-foot setback above the ground level, and the trailers are located approximately 10 feet from the property line to the east. The predominant use located adjacent to the project site is surface parking for the school. The project provides a buffer between the existing school structures and the proposed building.

With respect to environmental impacts, the project was assessed in Mitigated Negative Declaration, No. ENV-2016-2684-MND, which was adopted on March 28, 2018. Pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project.

Comments in Support

Comments were received stating that housing projects are desperately needed in Los Angeles, which is facing a housing shortage and affordability crisis. Commenters state that the project is in a great location for housing, as it is served by public transit and provides good access to major employment centers and neighborhood amenities. Commenters commend the use of the density bonus to bring both market rate and affordable units into the city.

*Staff Response:*

The comments are noted and will be forwarded to the decision makers.

# Exhibit "A"




CONCEPTUAL RENDERING

# 1800 E 7th St

LOS ANGELES, CA 90015

## ENTITLEMENT REQUEST

| |
|---|
| APRIL 18, 2018 |
| SEPTEMBER 11, 2017_INCLUDES PVP COMMENTS AND CUB INFORMATION |
| JUNE 30, 2016 R |

OWNER:
Elm Tree Investment L.P.

DEVELOPMENT ADVISOR:
Central City Development Group

ARCHITECT:
hansonla ARCHITECTURE

STRUCTURAL ENGINEER:
Englekirk

LANDSCAPE ARCHITECT:
Design WorkShop

DRAWING INDEX


CIVIL
.....TOPOGRAPHIC SURVEY

ARCHITECTURE
A000.....PLOT PLAN
A101.....LEVEL B2 PLAN
A102.....LEVEL B1 PLAN
A103.....LEVEL 1 PLAN
A104.....LEVEL 2 PLAN
A105.....LEVEL 3 PLAN (4,5,6 SIM.)
A106.....LEVEL 7 PLAN
A107.....ROOF PLAN

A200.....NORTH ELEVATION
A201.....WEST ELEVATION
A202.....EAST ELEVATION
A203.....SOUTH ELEVATION
A204.....SECTIONS
A205.....RENDERING
A206.....RENDERING

A300.....FAR / OPEN SPACE

LANDSCAPE
L100.....LEVEL 1 PLAN
L101.....LEVEL 2 PLAN
L102.....LEVEL 7 PLAN

L200.....LEVEL 1 IRRIGATION PLAN
L201.....LEVEL 2 IRRIGATION PLAN
L202.....LEVEL 7 IRRIGATION PLAN

L300.....LANDSCAPE ORDINANCE COMPLIANCE




NORTH

GRAPHIC SCALE

20 0 10 20 40 80

( IN FEET )
1 inch = 20 ft.

| SYMBOLOGY LEGEND | |
|---|---|
| | YARD LIGHT |
| | POWER POLE |
| | GUY ANCHOR |
| WM | WATER METER |
| SLPB | STREET LITE PULL BOX |
| TSPB | TRAFFIC SIGNAL PULL BOX |
| | EDGE OF PAVEMENT |
| | CENTER LINE OF STREET |
| S | SEWER MANHOLE |
| | GUARD POST |
| | SINGLE POST SIGN |
| | DOUBLE POST SIGN |
| | TREE |
| | CHAIN LINK FENCE |
| GV | GAS VALVE |
| T | TELEPHONE MANHOLE |

SURVEYORS NOTES:

BENCHMARK:
CITY OF LOS ANGELES BENCHMARK SHOWN ON MAP NO. 12 ID NO. 04110, WIRE SPK IN S CURB 7TH ST; 8FT E OF BC CURB RETURN E OF LAWRENCE ST. ELEV=244.363 (1985) NGVD 1929.

BASIS OF BEARINGS:

THE CENTERLINE OF 7TH STREET AS N85°29'00"W SHOWN ON E.B. MILLAR TRACT, RECORDED IN BOOK 13 PAGE 91 IN THE COUNTY OF LOS ANGELES.

MAP FOR

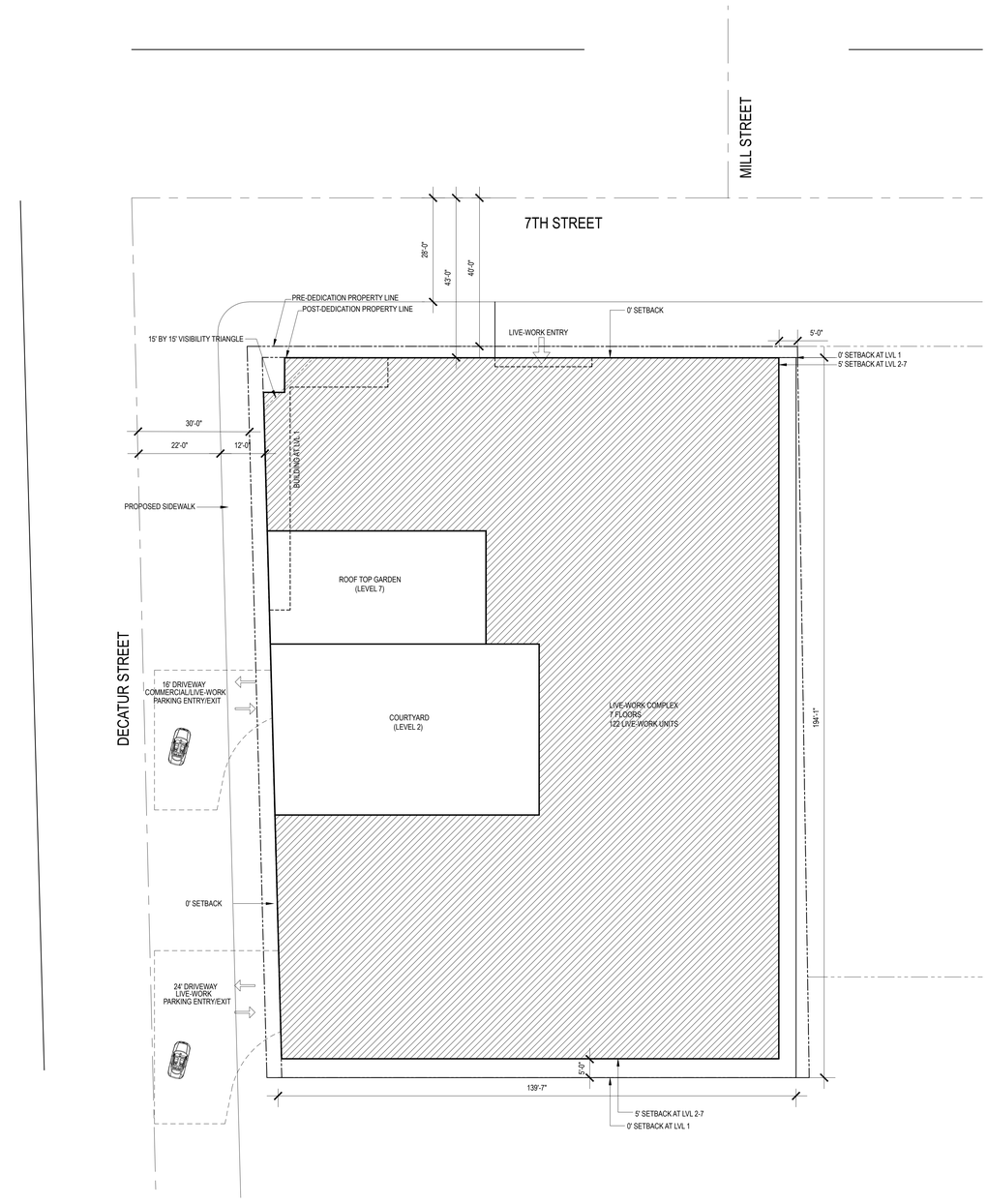
# TOPOGRAPHIC SURVEY

1800 E. 7th STREET, LOS ANGELES, CA

PARKVIEW PROPERTY MANAGEMENT, INC.

| | | | |
|---|---|---|---|
| DRAWN BY: | BB | DATE: | 1 APR 14 |
| CHECKED BY: | RD | DRAWING NO.: | TOPO |
| JOB NO.: | 140336 | SHEET | 1 OF 1 |


DULIN & BOYNTON
LICENSED SURVEYORS
729 E. WILLOW STREET @ (562)426-6464 FAX(562)426-7707 @ SIGNAL HILL, CA. 90755




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

0' 2' 4' 8' 16' 32'

## PROJECT SUMMARY

| | |
|---|---|
| GROSS SITE AREA (PRE-DEDICATION): | 29,006 SF |
| **SITE AREA (POST-DEDICATION):** | **27,883 SF** |
| FLOOR AREA ALLOWED: | (27,833 x 6.0) = 167,298 SF |
| **FLOOR AREA PROPOSED:** | **129,440 SF** |
| FAR ALLOWED: | 6.0 to 1 |
| **FAR PROPOSED:** | **4.7 to 1** |

| | |
|---|---|
| COMMERCIAL SPACE & RESIDENTIAL PRODUCTION/ART GALLERY SPACE RECOMMENDED: 150SFx50 units + 100SFx50units + 50SFx22units = | 13,600 SF |
| COMMERCIAL SPACE PROPOSED: | |
| GROUND FLOOR RESTAURANT SPACE: (WITH AN ADDITIONAL 1,050 SF OF OUTDOOR DINING) | 3,555 SF |
| GROUND FLOOR COMMERCIAL SPACE: | 3,245 SF |
| SECOND FLOOR COMMERCIAL SPACE: | 2,700 SF |
| **TOTAL COMMERCIAL SPACE PROPOSED:** | **9,500 SF** |
| **RESIDENT PRODUCTION / ART GALLERY SPACE PROPOSED:** | **5,885 SF** |
| **TOTAL COMMERCIAL / RESIDENTIAL PRODUCTION / ART GALLERY PROPOSED:** | **15,385 SF** |

| | |
|---|---|
| **PROPOSED BUILDING HEIGHT:** | **85'0" (7 FLOORS)** |
| PROPOSED MARKET RATE UNITS: | 108 UNITS |
| PROPOSED VERY LOW INCOME UNITS (AFFORDABLE HOUSING): | 14 UNITS |
| **PROPOSED LIVE-WORK UNITS (TOTAL):** | **122 UNITS** |
| MINIMUM AVERAGE LIVE-WORK UNIT SIZE RECOMMENDED: | 750 SF |
| **MINIMUM AVERAGE LIVE-WORK UNIT SIZE PROVIDED:** | **781 SF** |

| | |
|---|---|
| OPEN SPACE REQUIRED: | 12,200 SF |
| DENSITY BONUS (20% REDUCTION) 100SF per live-work unit *Official City Code of Los Angeles SEC 12.21.G* | 12,200 x 0.8 = 9,760 SF |
| | Private Space = 4,450 SF |
| | Outdoor Communal Space = 5,201 SF |
| **OPEN SPACE PROVIDED:** | Indoor Communal Space = 742 SF |
| **DENSITY BONUS (20% REDUCTION)** | **TOTAL = 10,393 SF** |
| TREES REQUIRED: *Official City Code of Los Angeles SEC 12.21.G* (3) | 25% of common open space planted with ground cover, shrubs or trees. 1 24" box tree per 4 units 122 / 4 = 31 trees |
| **TREES PROVIDED:** | **31 x 24" BOX TREES** |

| | |
|---|---|
| LIVE-WORK PARKING REQUIRED: *Assembly Bill No. 744* | 0.5 space per unit 122 UNITS x 0.5= 61 Spaces |
| COMMERCIAL PARKING REQUIRED: *EAST LA ENTERPRISE ZONE 2129* | 2 spaces per 1000 SF of commercial area 9,500 SF / 1000 x 2 = 19 SPACES |
| HANDICAP PARKING REQUIRED: | 5 SPACES |
| **TOTAL PARKING PROVIDED:** | |
| LIVE-WORK | 113 |
| COMMERCIAL | 19 |
| | **132 SPACES** |

| | |
|---|---|
| BICYCLE PARKING REQUIRED FOR RESIDENTIAL: *Official City Code of Los Angeles SEC 12.21.A.16* | Short-term spaces 1 per 20 dwelling units = 7 SPACES Long-term spaces 1 per 2 dwelling units = 61 SPACES TOTAL = 68 SPACES |
| **BICYCLE PARKING PROVIDED FOR RESIDENTIAL:** | **68 SPACES** |
| BICYCLE PARKING REQUIRED FOR COMMERCIAL: *Official City Code of Los Angeles SEC 12.21.A.16* | Short-term spaces 1 per 2000 SF = 5 SPACES Long-term spaces 1 per 2000 SF = 5 SPACES TOTAL = 10 SPACES |
| **BICYCLE PARKING PROVIDED FOR COMMERCIAL:** | **10 SPACES** |
| **TOTAL BICYCLE PARKING SPACES PROVIDED:** | **78 SPACES** |

# 1800 E 7TH STREET


**1800 7TH STREET**
**LOS ANGELES, CA 90015**

**ELM TREE INVESTMENT L.P.**
OWNER

**CENTRAL CITY DEVELOPMENT GROUP**
**601 S. FIGUEROA**
**SUITE 2601**
**LOS ANGELES, CA 90017**
DEVELOPMENT ADVISOR

hansonla ARCHITECTURE

**724 SOUTH SPRING STREET**
**SUITE 1002**
**LOS ANGELES, CA 90014**
ARCHITECT

**ENGLEKIRK**
**888 S. FIGUEROA STREET**
**18TH FLOOR**
**LOS ANGELES, CA 90017**
STRUCTURAL ENGINEER

**DESIGN WORKSHOP**
**724 SOUTH SPRING STREET**
**SUITE 701**
**LOS ANGELES, CA 90014**
LANDSCAPE ARCHITECT


NOT FOR CONSTRUCTION

| No. | Date | Description |
|---|---|---|
| 4 | 04/18/18 | Entitlement Submittal |
| 3 | 02/09/18 | Entitlement Submittal |
| 2 | 09/11/17 | Entitlement Submittal with PVP + CUB |
| 1 | 06/30/16 R | Entitlement Submittal |

PLOT PLAN

A000

APRIL 18, 2018

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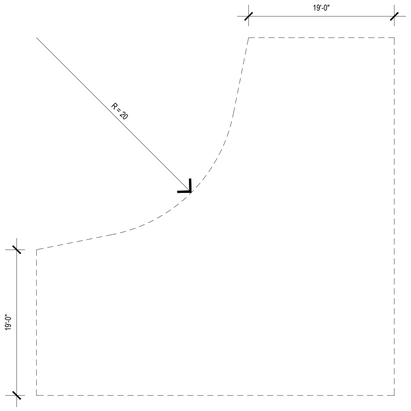
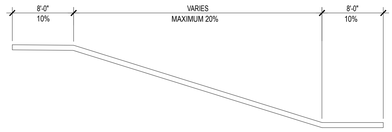
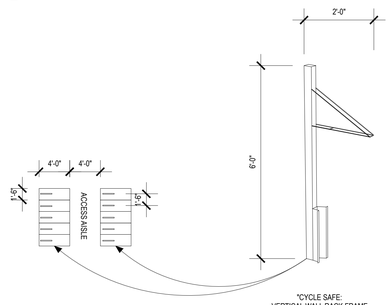


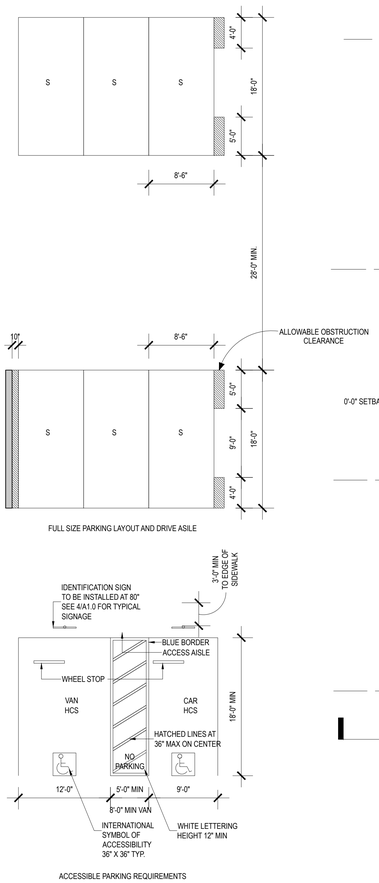

5 TYPICAL TURNING RADIUS
SCALE: 1/8"= 1'-0"



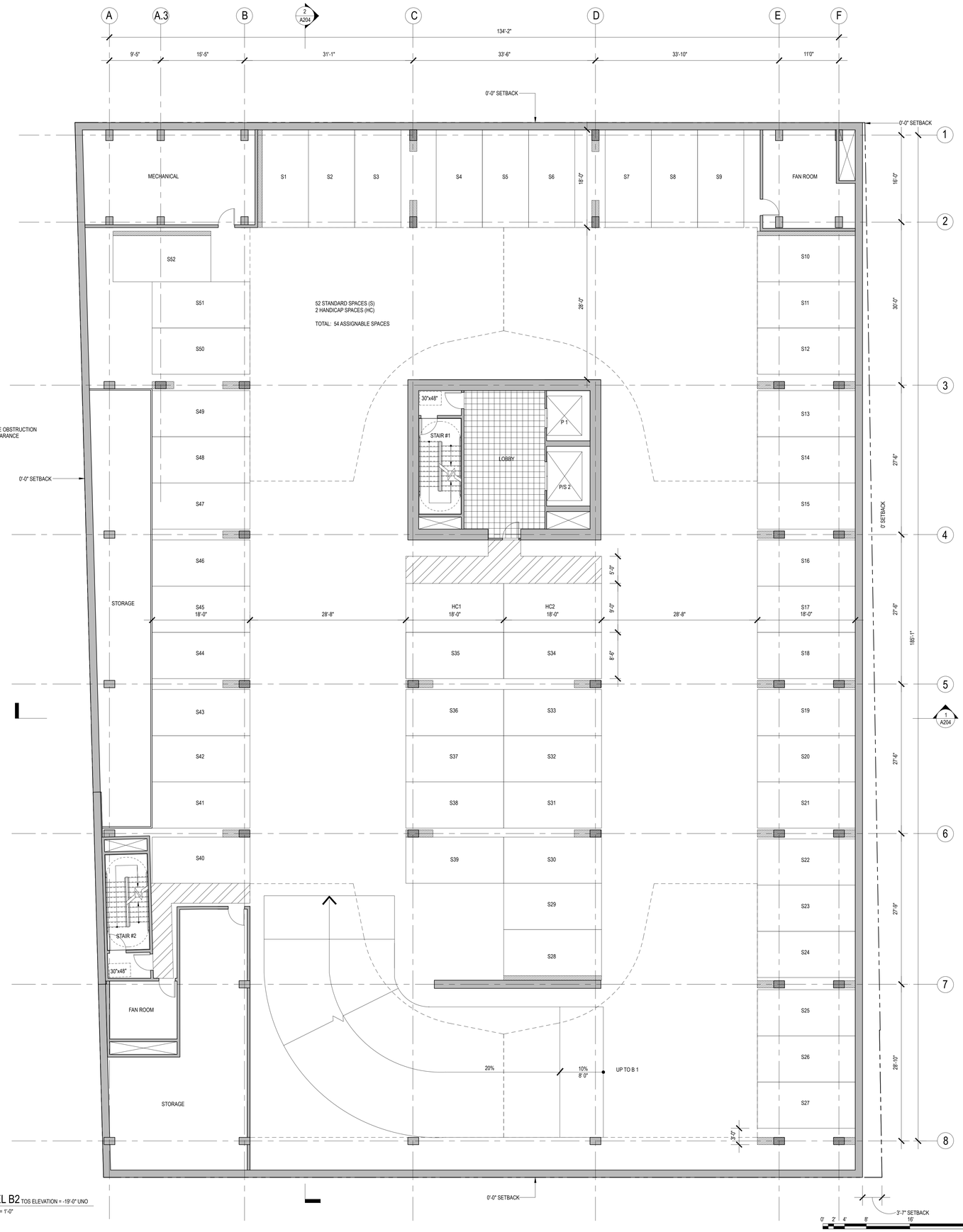

4 TYPICAL RAMP DIAGRAM
SCALE: 1/8"= 1'-0"




3 VERTICAL BICYCLE PARKING
SCALE: 1/8"= 1'-0"




2 PARKING SPACE SIZES
SCALE: 1/8"= 1'-0"




1 LEVEL B2 TOS ELEVATION = -19'-0" UNO
SCALE: 1/8"= 1'-0"

# 1800 E 7TH STREET

1800 7TH STREET
LOS ANGELES, CA 90015

ELM TREE INVESTMENT L.P.
OWNER

CENTRAL CITY DEVELOPMENT GROUP
601 S. FIGUEROA
SUITE 2601
LOS ANGELES, CA 90017
DEVELOPMENT ADVISOR

hansonla ARCHITECTURE

724 SOUTH SPRING STREET
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LOS ANGELES, CA 90014
ARCHITECT

ENGLEKIRK
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18TH FLOOR
LOS ANGELES, CA 90017
STRUCTURAL ENGINEER

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SUITE 701
LOS ANGELES, CA 90014
LANDSCAPE ARCHITECT

NOT FOR CONSTRUCTION

| No. | Date | Description |
|---|---|---|
| 4 | 04/18/18 | Entitlement Submittal |
| 3 | 02/09/18 | Entitlement Submittal |
| 2 | 09/11/17 | Entitlement Submittal with PVP + CUB |
| 1 | 06/30/16 R | Entitlement Submittal |

LEVEL B2 PLAN

A101

APRIL 18, 2018

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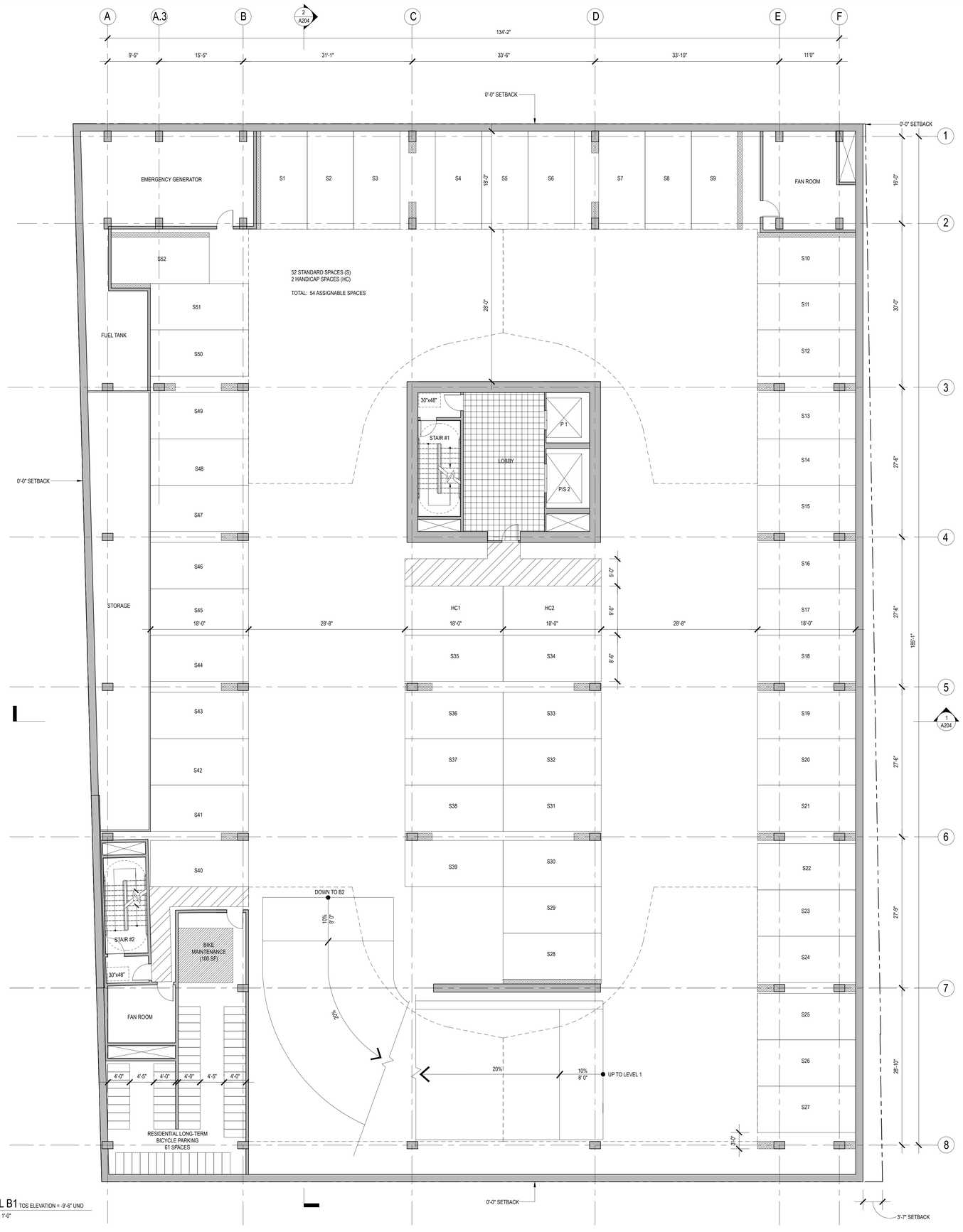


1 LEVEL B1 TOS ELEVATION = -9'-6" UNO
SCALE: 1/16" = 1'-0"

# 1800 E 7TH STREET

1800 7TH STREET
LOS ANGELES, CA 90015

**ELM TREE INVESTMENT L.P.**
OWNER

**CENTRAL CITY DEVELOPMENT GROUP**
601 S. FIGUEROA
SUITE 2601
LOS ANGELES, CA 90017
DEVELOPMENT ADVISOR

hansonla ARCHITECTURE

724 SOUTH SPRING STREET
SUITE 1002
LOS ANGELES, CA 90014
ARCHITECT

**ENGLEKIRK**
888 S. FIGUEROA STREET
18TH FLOOR
LOS ANGELES, CA 90017
STRUCTURAL ENGINEER

**DESIGN WORKSHOP**
724 SOUTH SPRING STREET
SUITE 701
LOS ANGELES, CA 90014
LANDSCAPE ARCHITECT

NOT FOR CONSTRUCTION

| No. | Date | Description |
|---|---|---|
| 4 | 04/18/18 | Entitlement Submittal |
| 3 | 02/09/18 | Entitlement Submittal |
| 2 | 09/11/17 | Entitlement Submittal with PVP + CUB |
| 1 | 06/30/16 R | Entitlement Submittal |

LEVEL B1 PLAN

A102

APRIL 18, 2018

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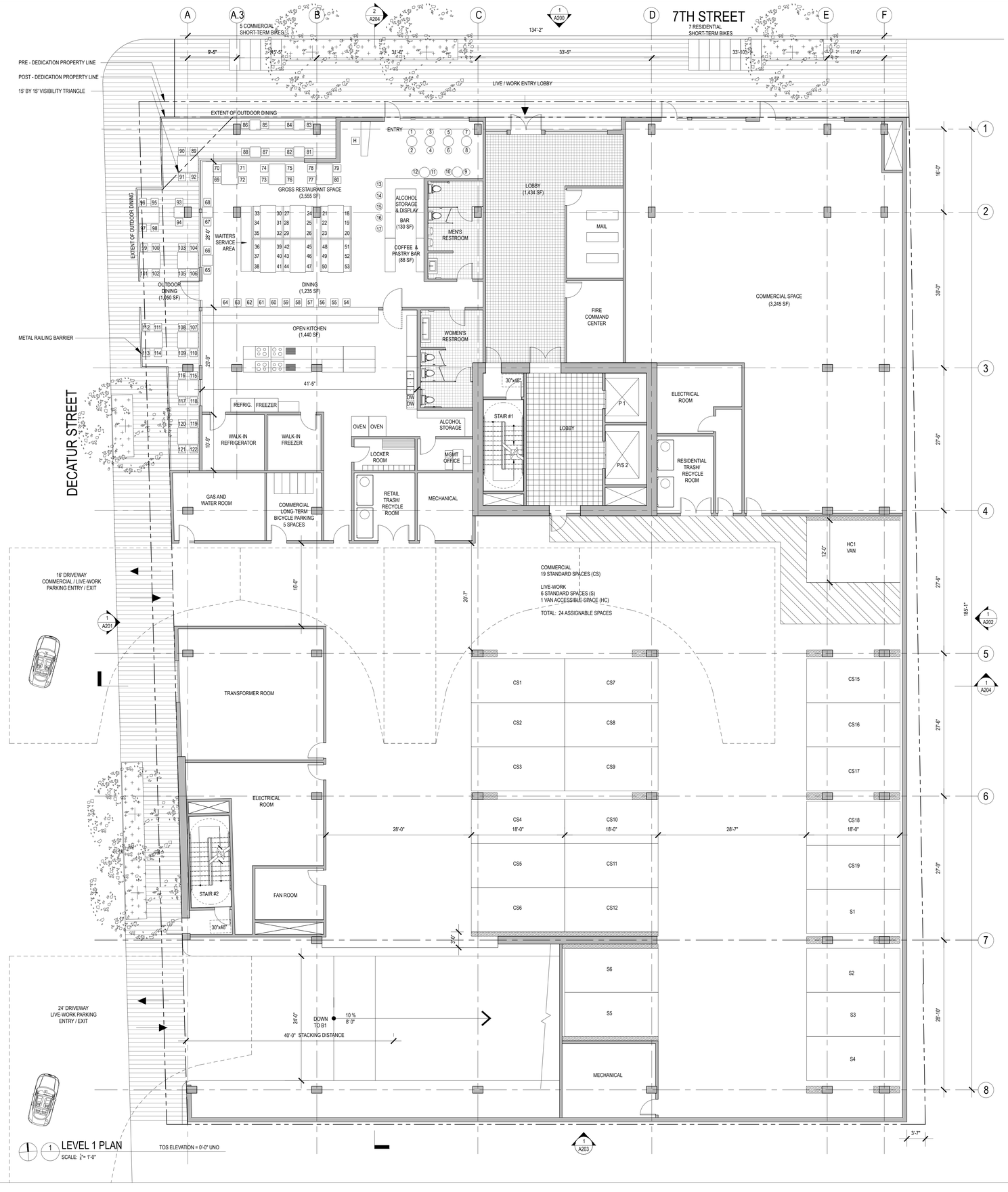


1 LEVEL 1 PLAN
SCALE: 1/8" = 1'-0"

TOS ELEVATION = 0'-0" UNO

0' 2' 4' 8' 16' 32'

# 1800 E 7TH STREET

**1800 7TH STREET**
**LOS ANGELES, CA 90015**

**ELM TREE INVESTMENT L.P.**
OWNER

**CENTRAL CITY DEVELOPMENT GROUP**
**601 S. FIGUEROA**
**SUITE 2601**
**LOS ANGELES, CA 90017**
DEVELOPMENT ADVISOR

hansonla ARCHITECTURE

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**LOS ANGELES, CA 90017**
STRUCTURAL ENGINEER

**DESIGN WORKSHOP**
**724 SOUTH SPRING STREET**
**SUITE 701**
**LOS ANGELES, CA 90014**
LANDSCAPE ARCHITECT

## RESTAURANT AREA BREAKDOWN

**INDOOR GROSS SF** **3,555 SF**

| | |
|---|---|
| INDOOR DINING ROOM: | 1,235 SF |
| BAR : | 130 SF |
| COFFEE & PASTRY BAR: | 88 SF |
| KITCHEN/SERVICE : | 1,440 SF |

* GROSS INDOOR AREA INCLUDES RESTROOMS

**OUTDOOR GROSS SF** **1,050 SF**

**OCCUPANCY LOAD FOR ASSEMBLY:**
*Official California Building Code*
*TABLE 1004.1.2*

| | |
|---|---|
| INDOOR DINING ROOM: | 1,235 SF / 15 SF PER OCC = 83 PEOPLE |
| OUTDOOR DINING ROOM : | 1,050 SF / 15 SF PER OCC = 70 PEOPLE |
| BAR : | 130 SF / 7 SF PER OCC = 19 PEOPLE |
| COFFEE & PASTRY BAR: | 88 SF / 5 SF PER OCC = 18 PEOPLE |
| KITCHEN/SERVICE : | 1,440 SF / 200 SF PER OCC = 7 PEOPLE |

TOTAL OCCUPANCY LOAD = 197 PEOPLE

**TOILET COUNT REQUIRED:**
*Official California Plumbing Code*
*TABLE 422.1*

| | |
|---|---|
| 60 MEN | 60 WOMEN |
| 2 WC | 3 WC |
| 1 LAVATORY | 1 LAVATORY |
| 1 URINAL | |

**TOTAL SEATS PROVIDED:** **122 SEATS**
INDOOR DINING ROOM: 80 SEATS
OUTDOOR DINING ROOM: 42 SEATS

**COMMERCIAL PARKING REQUIRED:**

COMMERCIAL PARKING REQUIRED: 2 spaces per 1,000 SF of commercial area
*ENTERPRISE ZONE 2129* 3,555 SF / 1,000 x 2 = 8 SPACES

HANDICAP PARKING REQUIRED: 1 SPACES

**TOTAL HANDICAP PARKING PROVIDED:** 1 SPACES

**TOTAL PARKING SPACES PROVIDED:** **8 SPACES**

**COMMERCIAL BICYCLE PARKING REQUIRED:**

BICYCLE PARKING REQUIRED FOR COMMERCIAL: Short-term spaces 1 per 2000 SF = 2 SPACES
*Official City Code of Los Angeles* Long-term spaces 1 per 2000 SF = 2 SPACES
*SEC 12.21.A.16* TOTAL = 4 SPACES
**BICYCLE PARKING PROVIDED FOR COMMERCIAL:** **4 SPACES**

**TOTAL BICYCLE PARKING SPACES PROVIDED:** **4 SPACES**

NOT FOR CONSTRUCTION

| No. | Date | Description |
|---|---|---|
| 4 | 04/18/18 | Entitlement Submittal |
| 3 | 02/09/18 | Entitlement Submittal |
| 2 | 09/11/17 | Entitlement Submittal with PVP + CUB |
| 1 | 06/30/16 R | Entitlement Submittal |

LEVEL 1 PLAN

# A103

APRIL 18, 2018

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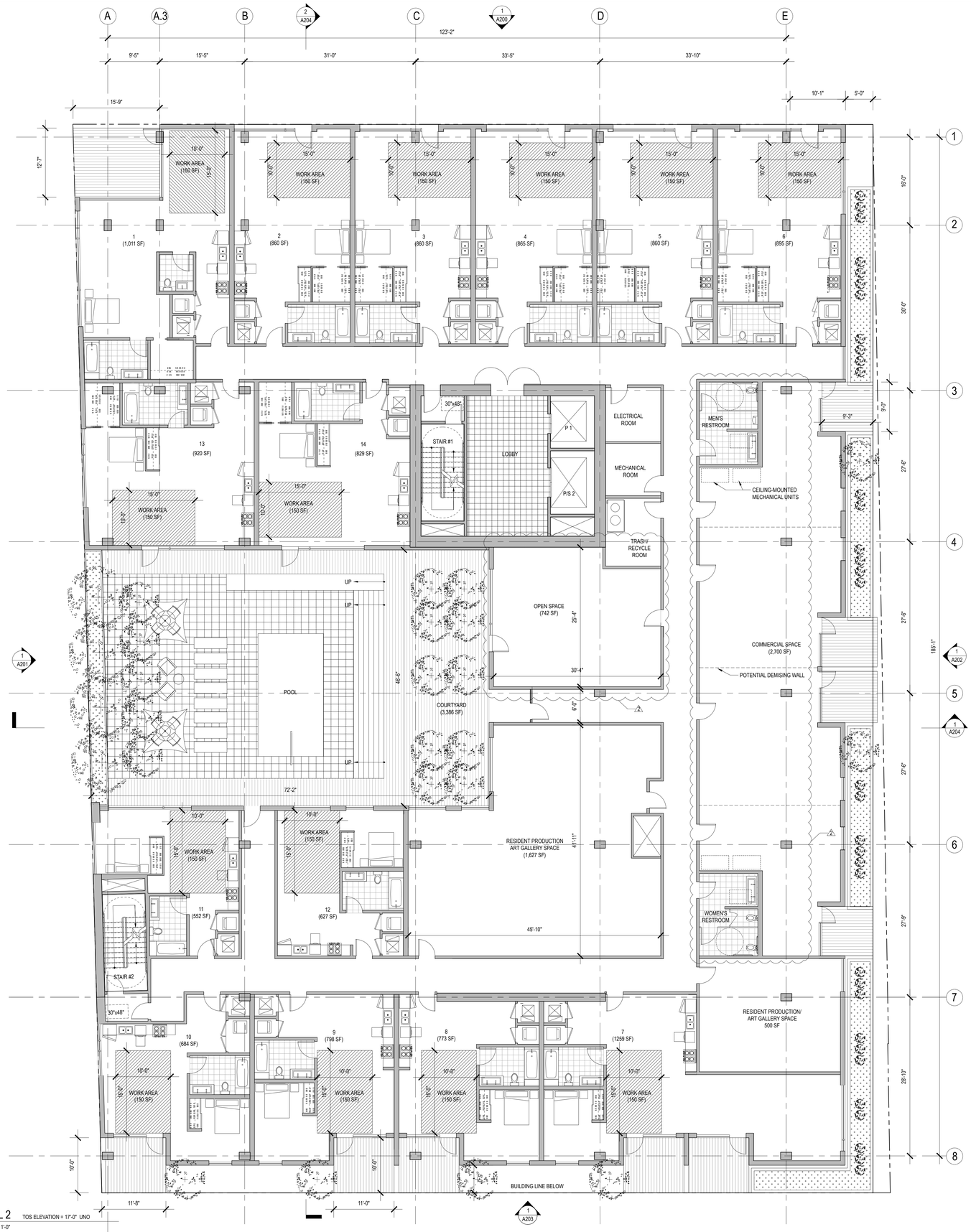


1 LEVEL 2 SCALE: 1/8" = 1'-0"

TOS ELEVATION = 17'-0" UNO

0' 2' 4' 8' 16' 32'

PRINTED: Monday, September 11, 2017 12:51:40 PM BY: HLA160627 FILE: 1800_A104_LEVEL 2 .PVP

# 1800 E 7TH STREET

1800 7TH STREET
LOS ANGELES, CA 90015

ELM TREE INVESTMENT L.P.
OWNER

CENTRAL CITY DEVELOPMENT GROUP
601 S. FIGUEROA
SUITE 2601
LOS ANGELES, CA 90017
DEVELOPMENT ADVISOR

hansonla ARCHITECTURE

724 SOUTH SPRING STREET
SUITE 1002
LOS ANGELES, CA 90014
ARCHITECT

ENGLEKIRK
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18TH FLOOR
LOS ANGELES, CA 90017
STRUCTURAL ENGINEER

DESIGN WORKSHOP
724 SOUTH SPRING STREET
SUITE 701
LOS ANGELES, CA 90014
LANDSCAPE ARCHITECT

NOT FOR CONSTRUCTION

| No. | Date | Description |
|---|---|---|
| 2 | 09/11/17 | Entitlement Submittal with PVP + CUB |
| 1 | 06/30/16 R | Entitlement Submittal |

LEVEL 2 PLAN

A104

SEPTEMBER 11, 2016

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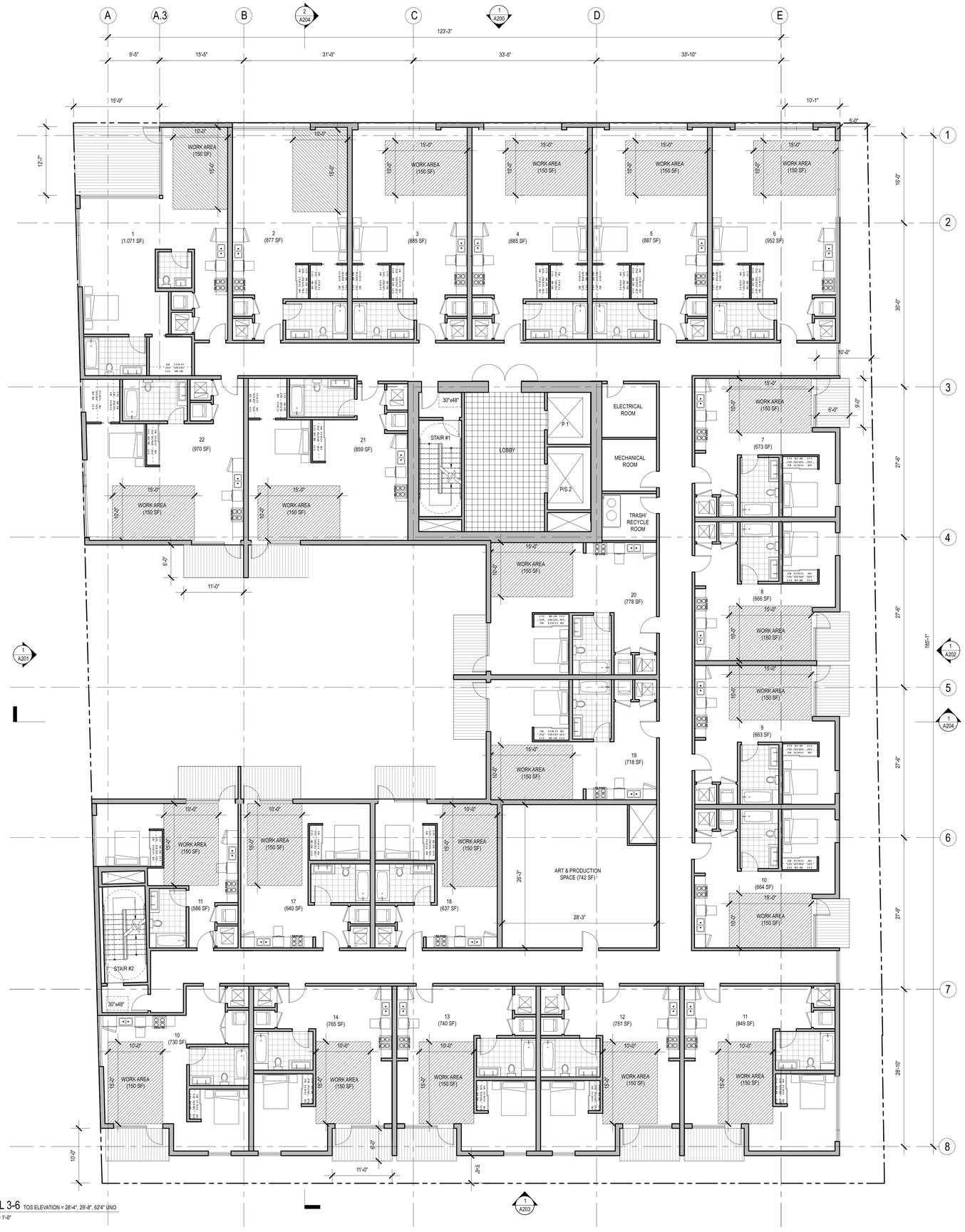


1 LEVEL 3-6 TOS ELEVATION = 28'-4", 29'-8", 62'4" UNO
SCALE: 1/8"= 1'-0"

0' 2' 4' 8' 16' 32'

# 1800 E 7TH STREET

**1800 7TH STREET**
**LOS ANGELES, CA 90015**

**ELM TREE INVESTMENT L.P.**
OWNER

**CENTRAL CITY DEVELOPMENT GROUP**
**601 S. FIGUEROA**
**SUITE 2601**
**LOS ANGELES, CA 90017**
DEVELOPMENT ADVISOR

hansonla ARCHITECTURE

**724 SOUTH SPRING STREET**
**SUITE 1002**
**LOS ANGELES, CA 90014**
ARCHITECT

**ENGLEKIRK**
**888 S. FIGUEROA STREET**
**18TH FLOOR**
**LOS ANGELES, CA 90017**
STRUCTURAL ENGINEER

**DESIGN WORKSHOP**
**724 SOUTH SPRING STREET**
**SUITE 701**
**LOS ANGELES, CA 90014**
LANDSCAPE ARCHITECT

NOT FOR CONSTRUCTION

| No. | Date | Description |
|---|---|---|
| 1 | 06/30/16 R | Entitlement Submittal |

LEVEL 3 PLAN (4,5,6 SIM.)

A105

JUNE 30, 2016

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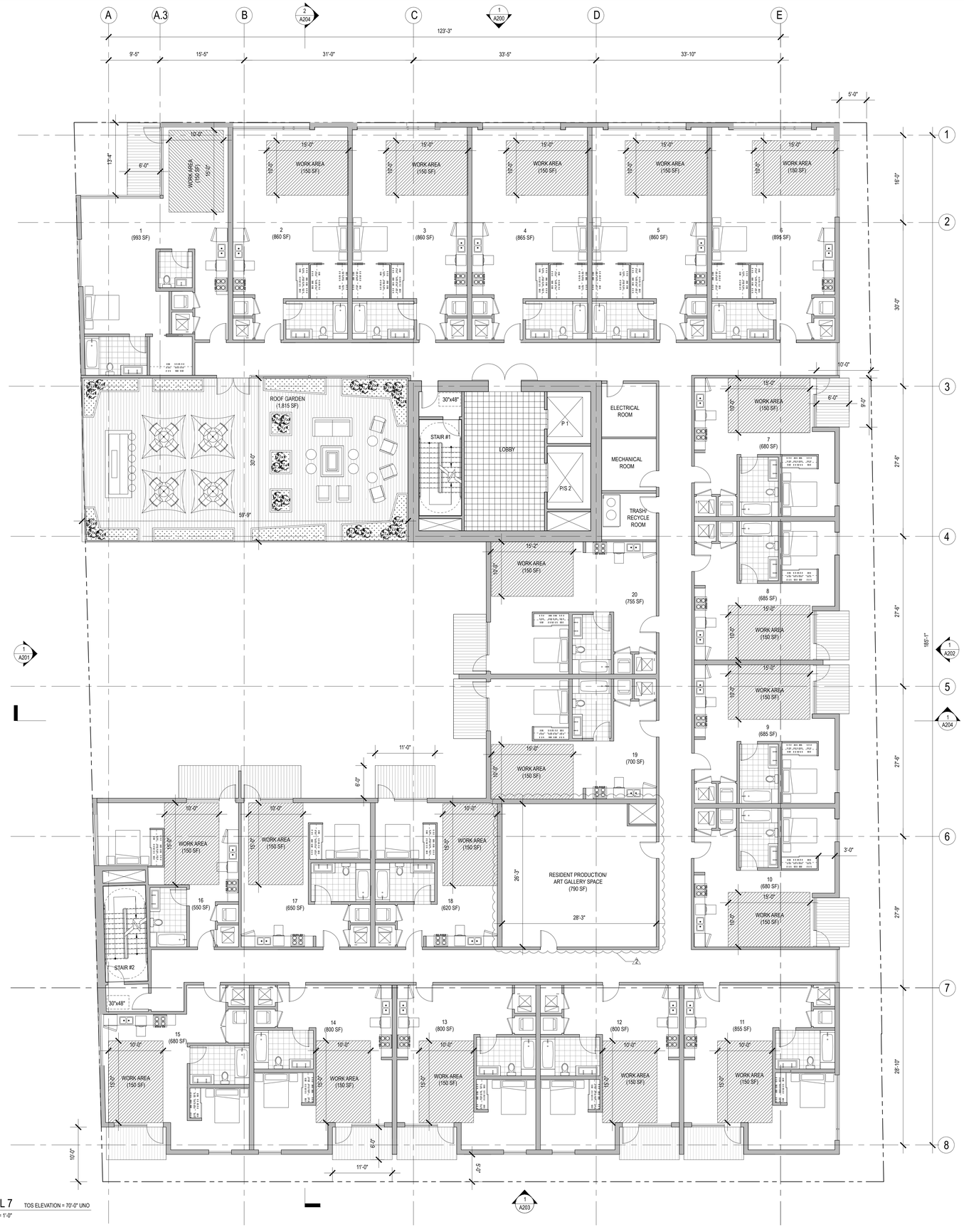


1 LEVEL 7 TOS ELEVATION = 70'-0" UNO
SCALE: 1/8" = 1'-0"

0' 2' 4' 8' 16' 32'

# 1800 E 7TH STREET

1800 7TH STREET
LOS ANGELES, CA 90015

ELM TREE INVESTMENT L.P.
OWNER

CENTRAL CITY DEVELOPMENT GROUP
601 S. FIGUEROA
SUITE 2601
LOS ANGELES, CA 90017
DEVELOPMENT ADVISOR

hansonla ARCHITECTURE

724 SOUTH SPRING STREET
SUITE 1002
LOS ANGELES, CA 90014
ARCHITECT

ENGLEKIRK
888 S. FIGUEROA STREET
18TH FLOOR
LOS ANGELES, CA 90017
STRUCTURAL ENGINEER

DESIGN WORKSHOP
724 SOUTH SPRING STREET
SUITE 701
LOS ANGELES, CA 90014
LANDSCAPE ARCHITECT

NOT FOR CONSTRUCTION

| No. | Date | Description |
|---|---|---|
| 2 | 09/11/17 | Entitlement Submittal with PVP + CUB |
| 1 | 06/30/16 R | Entitlement Submittal |

LEVEL 7 PLAN

A106
SEPTEMBER 11, 2016

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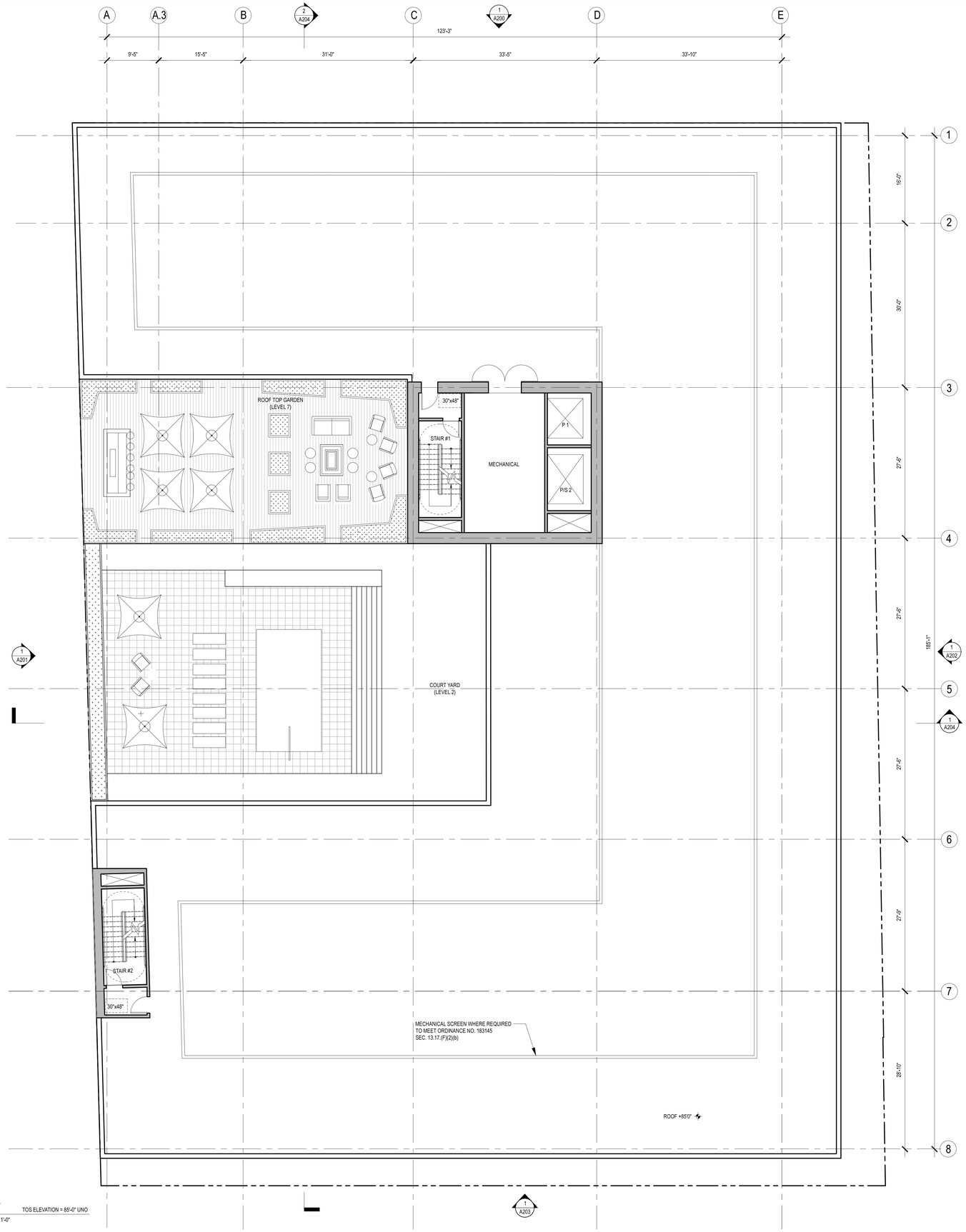


1 ROOF
SCALE: 1/8" = 1'-0"
TOS ELEVATION = 85'-0" UNO

0' 2' 4' 8' 16' 32'

PRINTED: Thursday, October 06, 2016 3:51:52 PM BY: HLA140124 FILE: 1800_A107_ROOF PLAN

# 1800 E 7TH STREET


1800 7TH STREET
LOS ANGELES, CA 90015

ELM TREE INVESTMENT L.P.
OWNER

CENTRAL CITY DEVELOPMENT GROUP
601 S. FIGUEROA
SUITE 2601
LOS ANGELES, CA 90017
DEVELOPMENT ADVISOR

hansonla
ARCHITECTURE

724 SOUTH SPRING STREET
SUITE 1002
LOS ANGELES, CA 90014
ARCHITECT

ENGLEKIRK
888 S. FIGUEROA STREET
18TH FLOOR
LOS ANGELES, CA 90017
STRUCTURAL ENGINEER

DESIGN WORKSHOP
724 SOUTH SPRING STREET
SUITE 701
LOS ANGELES, CA 90014
LANDSCAPE ARCHITECT


NOT FOR CONSTRUCTION

| No. | Date | Description |
|---|---|---|
| 1 | 06/30/16 R | Entitlement Submittal |

ROOF PLAN

A107

JUNE 30, 2016

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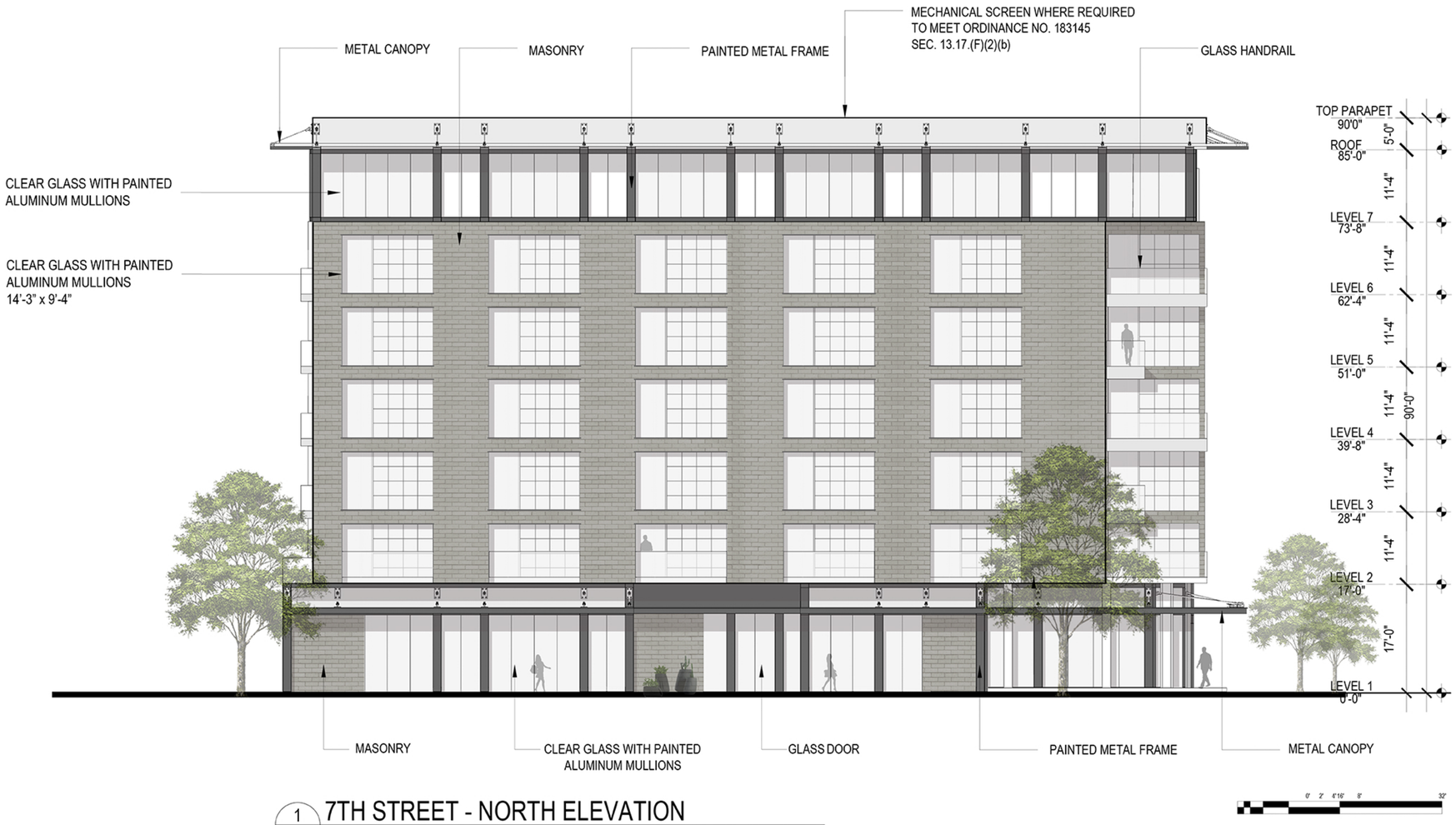
NOTE:
ALL PROJECT SITE / BUILDING LIGHTING (ENTRIES, STOREFRONTS, BALCONIES, TERRACES) TO MEET ORDINANCE NO. 183145 SEC. 13.17. (F)(b)




1 7TH STREET - NORTH ELEVATION
SCALE: 1/16"= 1'-0"

# 1800 E 7TH STREET

1800 7TH STREET
LOS ANGELES, CA 90015

ELM TREE INVESTMENT L.P.
OWNER

CENTRAL CITY DEVELOPMENT GROUP
601 S. FIGUEROA
SUITE 2601
LOS ANGELES, CA 90017
DEVELOPMENT ADVISOR

hansonla ARCHITECTURE

724 SOUTH SPRING STREET
SUITE 1002
LOS ANGELES, CA 90014
ARCHITECT

ENGLEKIRK
888 S. FIGUEROA STREET
18TH FLOOR
LOS ANGELES, CA 90017
STRUCTURAL ENGINEER

DESIGN WORKSHOP
724 SOUTH SPRING STREET
SUITE 701
LOS ANGELES, CA 90014
LANDSCAPE ARCHITECT

NOT FOR CONSTRUCTION

| No. | Date | Description |
|---|---|---|
| 2 | 04/18/18 | Entitlement Submittal |
| 1 | 05/30/16 R | Entitlement Submittal |

NORTH ELEVATION

A 200
APRIL 18, 2018

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NOTE:
ALL PROJECT SITE / BUILDING LIGHTING (ENTRIES, STOREFRONTS, BALCONIES, TERRACES) TO MEET ORDINANCE NO. 183145 SEC. 13.17. (F)(3)

GLASS HANDRAIL

PAINTED METAL FRAME

MASONRY

"PLEATED" PLASTER

CLEAR GLASS WITH PAINTED ALUMINUM MULLIONS

MECHANICAL SCREEN WHERE REQUIRED TO MEET ORDINANCE NO. 183145 SEC. 13.17.(F)(2)(b)

CLEAR GLASS WITH PAINTED ALUMINUM MULLIONS
12'-5" x 9'-4"

CLEAR GLASS WITH PAINTED ALUMINUM MULLIONS
14'-3" x 9'-4"

CLEAR GLASS WITH PAINTED ALUMINUM MULLIONS
5'-6" x 10'-2"

CLEAR GLASS WITH PAINTED ALUMINUM MULLIONS
9'-0" x 9'-4"

CLEAR GLASS WITH PAINTED ALUMINUM MULLIONS
9'-3" x 9'-4"




METAL CANOPY

PAINTED METAL FRAME

MASONRY

MASONRY

ART WALL (2156 SF)
COLORED GLASS WITH PAINTED ALUMINUM MULLIONS AND PAINTED MURAL FACADE

PAINTED METAL FRAME

0' 2' 4'16' 8' 32'

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

# 1800 E 7TH STREET

1800 7TH STREET
LOS ANGELES, CA 90015

ELM TREE INVESTMENT L.P.
OWNER

CENTRAL CITY DEVELOPMENT GROUP
601 S. FIGUEROA
SUITE 2601
LOS ANGELES, CA 90017
DEVELOPMENT ADVISOR

hansonla ARCHITECTURE
724 SOUTH SPRING STREET
SUITE 1002
LOS ANGELES, CA 90014
ARCHITECT

ENGLEKIRK
888 S. FIGUEROA STREET
18TH FLOOR
LOS ANGELES, CA 90017
STRUCTURAL ENGINEER

DESIGN WORKSHOP
724 SOUTH SPRING STREET
SUITE 701
LOS ANGELES, CA 90014
LANDSCAPE ARCHITECT

NOT FOR CONSTRUCTION

| No. | Date | Description |
|---|---|---|
| 2 | 04/18/18 | Entitlement Submittal |
| 1 | 06/30/16 R | Entitlement Submittal |

WEST ELEVATION

A 201

APRIL 18, 2016

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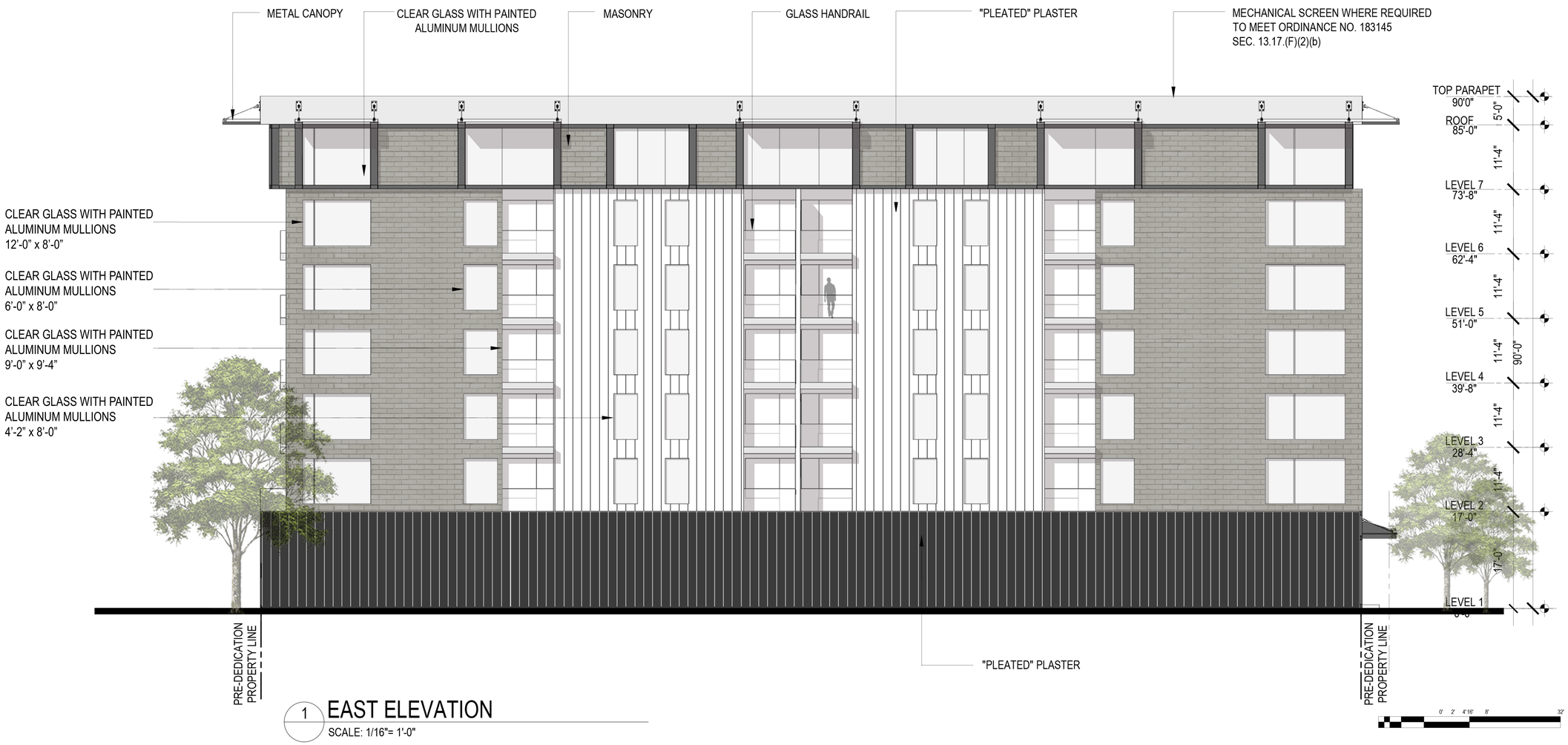


1 EAST ELEVATION

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

# 1800 E 7TH STREET

1800 7TH STREET
LOS ANGELES, CA 90015

ELM TREE INVESTMENT L.P.
OWNER

CENTRAL CITY DEVELOPMENT GROUP
601 S. FIGUEROA
SUITE 2601
LOS ANGELES, CA 90017
DEVELOPMENT ADVISOR

hansonla ARCHITECTURE

724 SOUTH SPRING STREET
SUITE 1002
LOS ANGELES, CA 90014
ARCHITECT

ENGLEKIRK
888 S. FIGUEROA STREET
18TH FLOOR
LOS ANGELES, CA 90017
STRUCTURAL ENGINEER

DESIGN WORKSHOP
724 SOUTH SPRING STREET
SUITE 701
LOS ANGELES, CA 90014
LANDSCAPE ARCHITECT

NOT FOR CONSTRUCTION

| No. | Date | Description |
|---|---|---|
| 2 | 04/18/18 | Entitlement Submittal |
| 1 | 06/30/16 R | Entitlement Submittal |

EAST ELEVATION

A 202

APRIL 18, 2018

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NOTE:
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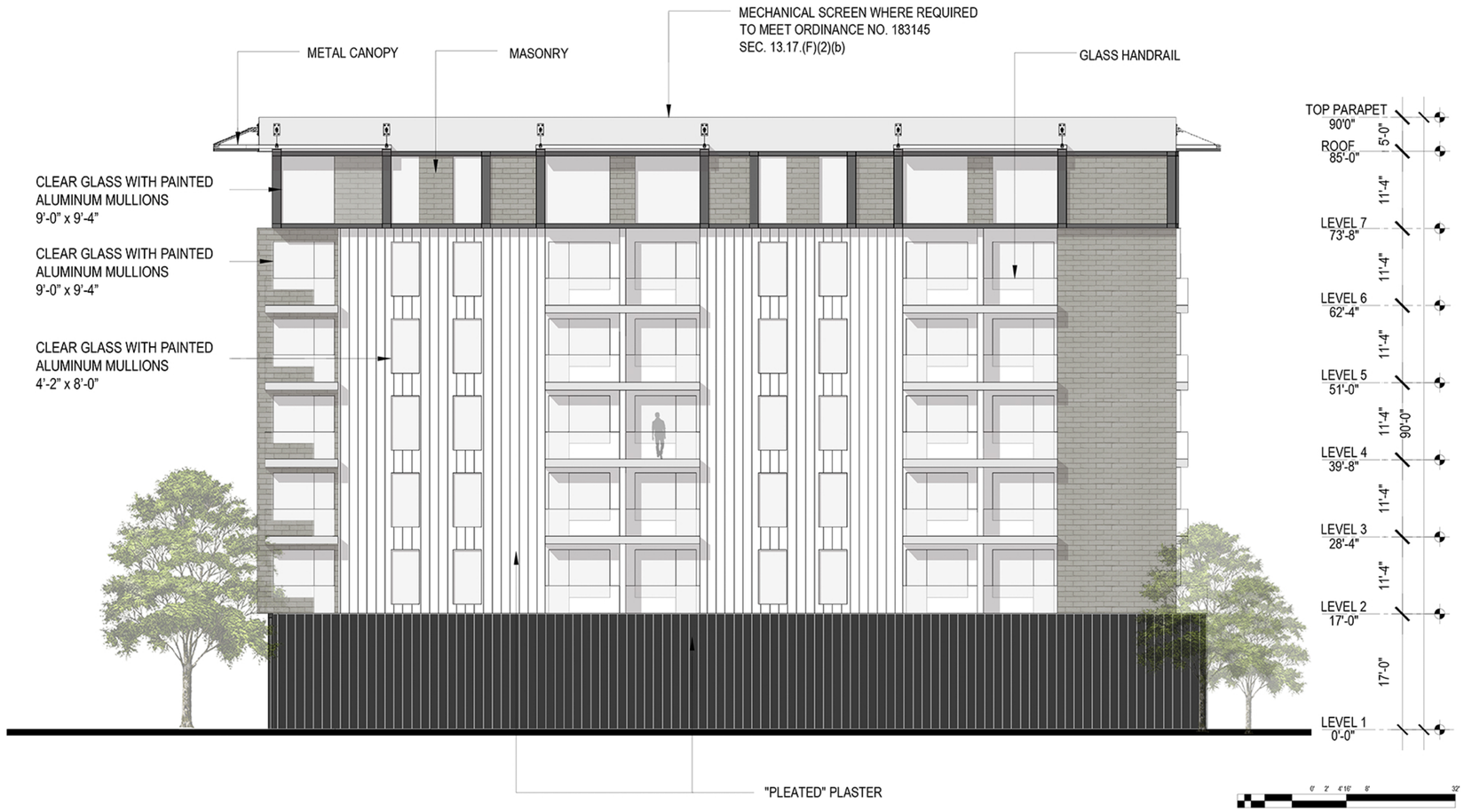


1 SOUTH ELEVATION
SCALE: 1/16"= 1'-0"

# 1800 E 7TH STREET

1800 7TH STREET
LOS ANGELES, CA 90015

ELM TREE INVESTMENT L.P.
OWNER

CENTRAL CITY DEVELOPMENT GROUP
601 S. FIGUEROA
SUITE 2601
LOS ANGELES, CA 90017
DEVELOPMENT ADVISOR

hansonla ARCHITECTURE

724 SOUTH SPRING STREET
SUITE 1002
LOS ANGELES, CA 90014
ARCHITECT

ENGLEKIRK
888 S. FIGUEROA STREET
18TH FLOOR
LOS ANGELES, CA 90017
STRUCTURAL ENGINEER

DESIGN WORKSHOP
724 SOUTH SPRING STREET
SUITE 701
LOS ANGELES, CA 90014
LANDSCAPE ARCHITECT

NOT FOR CONSTRUCTION

| No. | Date | Description |
|---|---|---|
| 2 | 04/18/18 | Entitlement Submittal |
| 1 | 06/30/16 R | Entitlement Submittal |

SOUTH ELEVATION

A 203
APRIL 18, 2016

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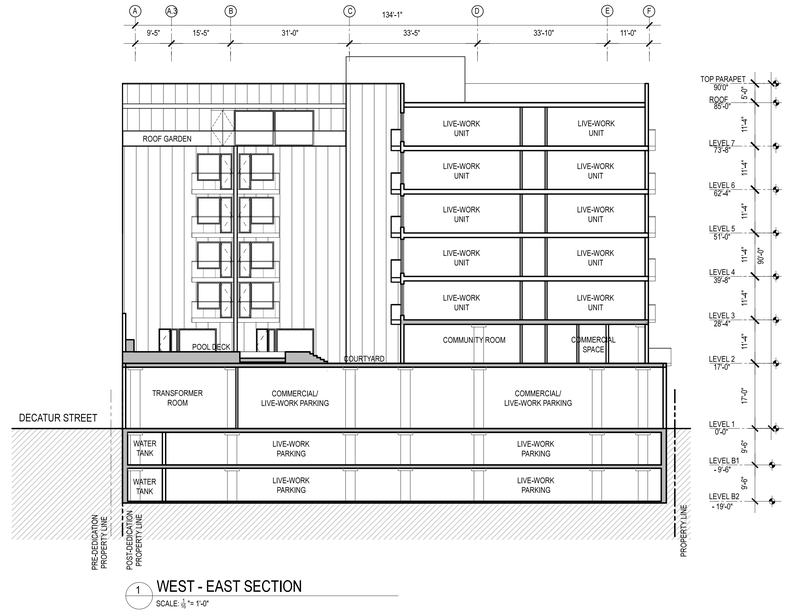
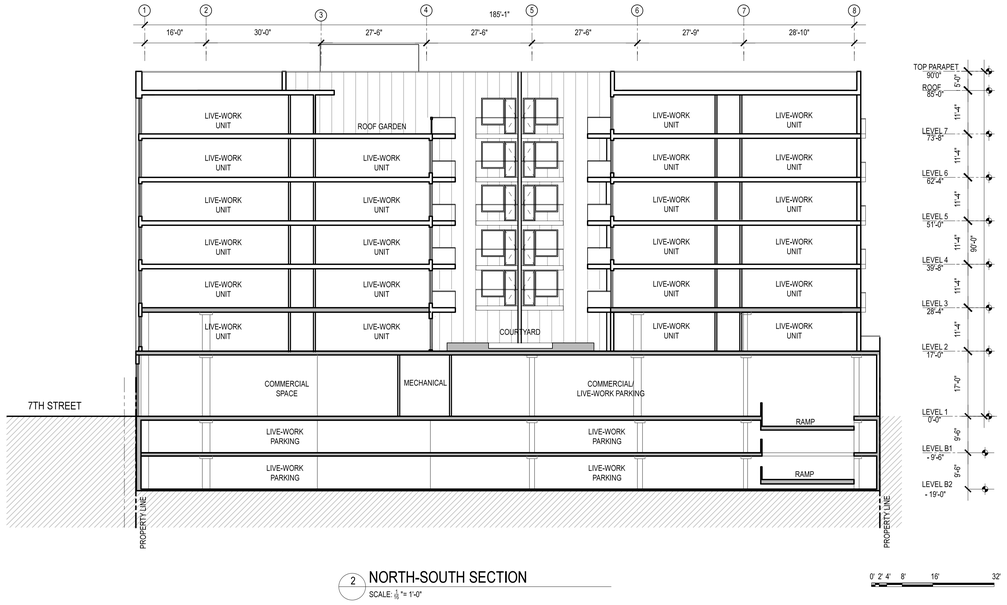



1 WEST - EAST SECTION
SCALE: 1/16" = 1'-0"




2 NORTH-SOUTH SECTION
SCALE: 1/16" = 1'-0"

# 1800 E 7TH STREET

**1800 7TH STREET**
**LOS ANGELES, CA 90015**

**ELM TREE INVESTMENT L.P.**
OWNER

**CENTRAL CITY DEVELOPMENT GROUP**
**601 S. FIGUEROA**
**SUITE 2601**
**LOS ANGELES, CA 90017**
DEVELOPMENT ADVISOR

hansonla ARCHITECTURE

**724 SOUTH SPRING STREET**
**SUITE 1002**
**LOS ANGELES, CA 90014**
ARCHITECT

**ENGLEKIRK**
**888 S. FIGUEROA STREET**
**18TH FLOOR**
**LOS ANGELES, CA 90017**
STRUCTURAL ENGINEER

**DESIGN WORKSHOP**
**724 SOUTH SPRING STREET**
**SUITE 701**
**LOS ANGELES, CA 90014**
LANDSCAPE ARCHITECT

NOT FOR CONSTRUCTION

| No. | Date | Description |
|---|---|---|
| 1 | 05/30/16 R | Entitlement Submittal |

SECTIONS

A204

JUNE 30, 2016

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NOTE:
ALL PROJECT SITE / BUILDING LIGHTING (ENTRIES, STOREFRONTS, BALCONIES, TERRACES) TO MEET ORDINANCE NO. 183145 SEC. 13.17. (F)(3)




1 7TH STREET VIEW
SCALE: NTS

# 1800 E 7TH STREET

1800 7TH STREET
LOS ANGELES, CA 90015

ELM TREE INVESTMENT L.P.
OWNER

CENTRAL CITY DEVELOPMENT GROUP
601 S. FIGUEROA
SUITE 2601
LOS ANGELES, CA 90017
DEVELOPMENT ADVISOR

hansonla
ARCHITECTURE

724 SOUTH SPRING STREET
SUITE 1002
LOS ANGELES, CA 90014
ARCHITECT

ENGLEKIRK
888 S. FIGUEROA STREET
18TH FLOOR
LOS ANGELES, CA 90017
STRUCTURAL ENGINEER

DESIGN WORKSHOP
724 SOUTH SPRING STREET
SUITE 701
LOS ANGELES, CA 90014
LANDSCAPE ARCHITECT

NOT FOR CONSTRUCTION

| No. | Date | Description |
|---|---|---|
| 2 | 04/18/18 | Entitlement Submittal |
| 1 | 06/30/16 R | Entitlement Submittal |

RENDERING

A 205
APRIL 18, 2018

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NOTE:
ALL PROJECT SITE / BUILDING LIGHTING (ENTRIES, STOREFRONTS, BALCONIES, TERRACES) TO MEET ORDINANCE NO. 183145 SEC. 13.17. (F)(3)



1 7TH AND DECATUR STREET VIEW
SCALE: NTS

# 1800 E 7TH STREET

1800 7TH STREET
LOS ANGELES, CA 90015

ELM TREE INVESTMENT L.P.
OWNER

CENTRAL CITY DEVELOPMENT GROUP
601 S. FIGUEROA
SUITE 2601
LOS ANGELES, CA 90017
DEVELOPMENT ADVISOR

hansonla
ARCHITECTURE

724 SOUTH SPRING STREET
SUITE 1002
LOS ANGELES, CA 90014
ARCHITECT

ENGLEKIRK
888 S. FIGUEROA STREET
18TH FLOOR
LOS ANGELES, CA 90017
STRUCTURAL ENGINEER

DESIGN WORKSHOP
724 SOUTH SPRING STREET
SUITE 701
LOS ANGELES, CA 90014
LANDSCAPE ARCHITECT

NOT FOR CONSTRUCTION

| No. | Date | Description |
|---|---|---|
| 2 | 04/18/18 | Entitlement Submittal |
| 1 | 06/30/16 R | Entitlement Submittal |

RENDERING

A 206
APRIL 18, 2018

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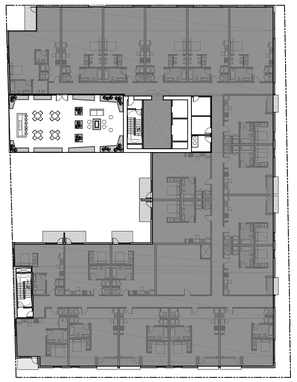


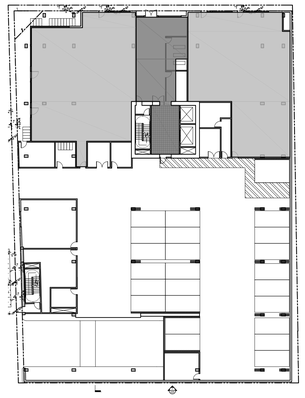
9 LEVEL 7
SCALE: 1/32"= 1'-0"



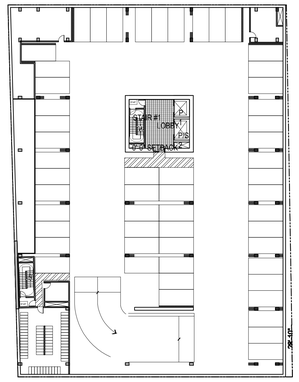
8 LEVEL 3-6
SCALE: 1/32"= 1'-0"



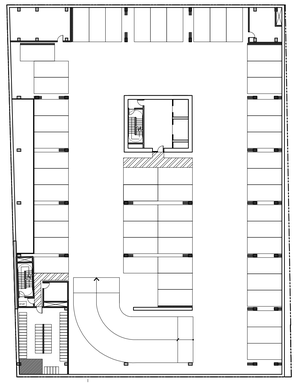
7 LEVEL 2
SCALE: 1/32"= 1'-0"



6 LEVEL 1
SCALE: 1/32"= 1'-0"




5 LEVEL B1
SCALE: 1/32"= 1'-0"



4 LEVEL B2
SCALE: 1/32"= 1'-0"

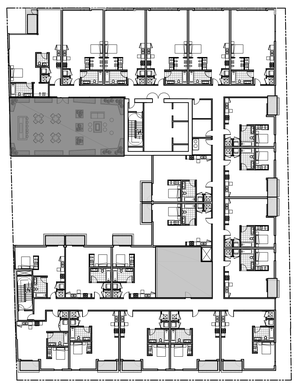
FAR CALCULATIONS

FLOOR AREA ALLOWED: 29,006 SF x 4.5= 130,527 SF
FLOOR AREA PROPOSED: 129,440 SF / 29,006 SF= 4.46 FAR

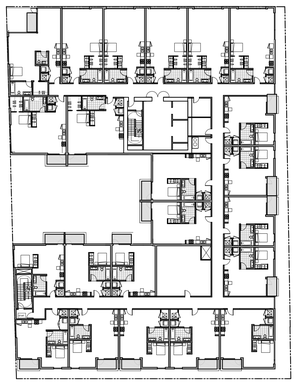
TOTAL COMMERCIAL / RESIDENTIAL PRODUCTION / ART GALLERY RECOMMENDED: 13,600 SF
TOTAL COMMERCIAL / RESIDENT PRODUCTION / ART GALLERY SPACE PROVIDED: 15,385 SF

| LEVEL | LIVE-WORK FLOOR AREA | COMMERCIAL FLOOR AREA | PRODUCTION/GALLERY FLOOR AREA | TOTAL |
|---|---|---|---|---|
| LEVEL 7 | 18746 SQ. FT. | 0 | 0 | 18,746 SQ. FT. |
| LEVEL 6 | 19753 SQ. FT. | 0 | 742 SQ. FT. | 20,495 SQ. FT. |
| LEVEL 5 | 19753 SQ. FT. | 0 | 742 SQ. FT. | 20,495 SQ. FT. |
| LEVEL 4 | 19753 SQ. FT. | 0 | 742 SQ. FT. | 20,495 SQ. FT. |
| LEVEL 3 | 19753 SQ. FT. | 0 | 742 SQ. FT. | 20,495 SQ. FT. |
| LEVEL 2 | 14863 SQ. FT. | 2700 SQ. FT. | 2,917 SQ. FT. | 20,480 SQ. FT. |
| LEVEL 1 | 1434 SQ. FT. | 6800 SQ. FT. | 0 | 8,234 SQ. FT. |
| LEVEL B1 | 0 | 0 | 0 | 0 |
| LEVEL B2 | 0 | 0 | 0 | 0 |
| TOTAL | 114,055 SQ. FT. | 9,500 SQ. FT. | 5,885 SQ. FT. | 129,440 SQ. FT. |

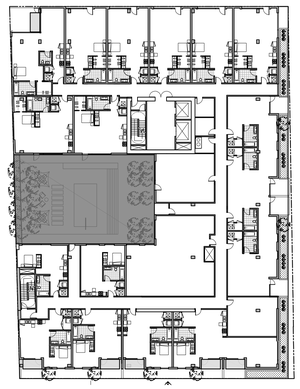
LIVE-WORK FLOOR AREA
COMMERCIAL FLOOR AREA
(non residential uses per 12.04.06E.1(c)(1)
RESIDENT PRODUCTION / ART GALLERY SPACE FLOOR AREA
(non residential uses per 12.04.06E.1(c)(1)



3 LEVEL 7
SCALE: 1/32"= 1'-0"



2 LEVEL 3-6
SCALE: 1/32"= 1'-0"



1 LEVEL 2
SCALE: 1/32"= 1'-0"

OPEN SPACE CALCULATIONS

OPEN SPACE REQUIRED: 100 SF PER UNIT X 122 UNITS= 12,200 SF
DENSITY BONUS ( 20% REDUCTION) (ORDINANCE NO. 184099)= 9,760 SF

OPEN SPACE PROVIDED: 10,393 SF

PRIVATE OPEN SPACE PROVIDED: 4,450 SF
COMMUNAL OPEN SPACE PROVIDED: 5,943 SF

| LEVEL | PRIVATE SPACE | OUTDOOR COMMUNAL SPACE | INDOOR COMMUNAL SPACE | TOTAL |
|---|---|---|---|---|
| LEVEL 7 | 750 SQ. FT. | 1815 SQ. FT. | 742 SQ. FT. | 3307 SQ. FT. |
| LEVEL 6 | 850 SQ. FT. | 0 | 0 | 850 SQ. FT. |
| LEVEL 5 | 850 SQ. FT. | 0 | 0 | 850 SQ. FT. |
| LEVEL 4 | 850 SQ. FT. | 0 | 0 | 850 SQ. FT. |
| LEVEL 3 | 850 SQ. FT. | 0 | 0 | 850 SQ. FT. |
| LEVEL 2 | 300 SQ. FT. | 3386 SQ. FT. | 0 | 3686 SQ. FT. |
| LEVEL 1 | 0 | 0 | 0 | 0 SQ. FT. |
| LEVEL B1 | 0 | 0 | 0 | 0 SQ. FT. |
| LEVEL B2 | 0 | 0 | 0 | 0 SQ. FT. |
| TOTAL | 4,450 SQ. FT. | 5201 SQ. FT. | 742 SQ. FT. | 10,393 SQ. FT. |

PRIVATE OPEN SPACE
OUTDOOR COMMUNAL SPACE
INDOOR COMMUNAL SPACE

# 1800 E 7TH STREET

**1800 7TH STREET**
**LOS ANGELES, CA 90015**

**ELM TREE INVESTMENT L.P.**
OWNER

**CENTRAL CITY DEVELOPMENT GROUP**
**601 S. FIGUEROA**
**SUITE 2601**
**LOS ANGELES, CA 90017**
DEVELOPMENT ADVISOR

hansonla
ARCHITECTURE

**724 SOUTH SPRING STREET**
**SUITE 1002**
**LOS ANGELES, CA 90014**
ARCHITECT

**ENGLEKIRK**
**888 S. FIGUEROA STREET**
**18TH FLOOR**
**LOS ANGELES, CA 90017**
STRUCTURAL ENGINEER

**DESIGN WORKSHOP**
**724 SOUTH SPRING STREET**
**SUITE 701**
**LOS ANGELES, CA 90014**
LANDSCAPE ARCHITECT

NOT FOR CONSTRUCTION

| No. | Date | Description |
|---|---|---|
| 1 | 06/30/16 R | Entitlement Submittal |

FAR / OPEN SPACE

A300

JUNE 30, 2016

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# 1800 E 7TH STREET

1800 7TH STREET
LOS ANGELES, CA 90015


ELM TREE INVESTMENT L.P.
OWNER

CENTRAL CITY DEVELOPMENT GROUP
601 S. FIGUEROA
SUITE 2601
LOS ANGELES, CA 90017
DEVELOPMENT ADVISOR

hansonla ARCHITECTURE
724 SOUTH SPRING STREET
SUITE 1002
LOS ANGELES, CA 90014
ARCHITECT

ENGLEKIRK
888 S. FIGUEROA STREET
18TH FLOOR
LOS ANGELES, CA 90017
STRUCTURAL ENGINEER

DESIGN WORKSHOP
724 SOUTH SPRING STREET
SUITE 701
LOS ANGELES, CA 90014
LANDSCAPE ARCHITECT


REGISTERED LANDSCAPE ARCHITECT
STEVEN L. N.
NO. 3300
STATE OF CALIFORNIA

NOT FOR CONSTRUCTION

| No. | Date | Description |
|---|---|---|
| 1 | 06/30/16 | Entitlement Submittal |

## LEVEL 1 PLAN

L100

JUNE 30, 2016

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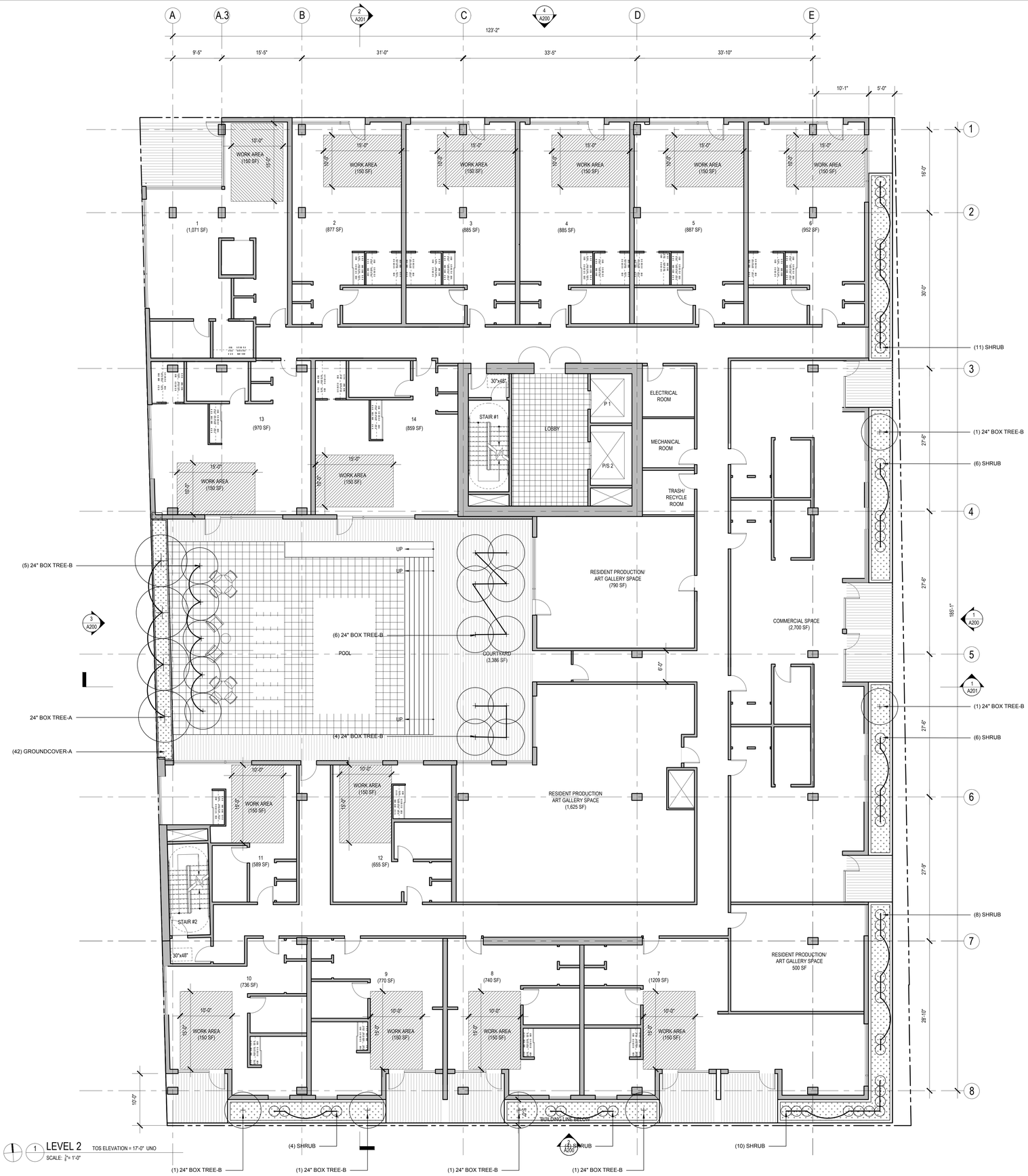


1 LEVEL 2 TOS ELEVATION = 17'-0" UNO
SCALE: 1/8" = 1'-0"

# 1800 E 7TH STREET

1800 7TH STREET
LOS ANGELES, CA 90015

**ELM TREE INVESTMENT L.P.**
OWNER

**CENTRAL CITY DEVELOPMENT GROUP**
601 S. FIGUEROA
SUITE 2601
LOS ANGELES, CA 90017
DEVELOPMENT ADVISOR

hansonla ARCHITECTURE

724 SOUTH SPRING STREET
SUITE 1002
LOS ANGELES, CA 90014
ARCHITECT

**ENGLEKIRK**
888 S. FIGUEROA STREET
18TH FLOOR
LOS ANGELES, CA 90017
STRUCTURAL ENGINEER

**DESIGN WORKSHOP**
724 SOUTH SPRING STREET
SUITE 701
LOS ANGELES, CA 90014
LANDSCAPE ARCHITECT

REGISTERED LANDSCAPE ARCHITECT
STEVEN L. NOBLE
NO. 3300
STATE OF CALIFORNIA

NOT FOR CONSTRUCTION

| No. | Date | Description |
|---|---|---|
| 1 | 06/30/16 | Entitlement Submittal |

LEVEL 2 PLAN

L101

JUNE 30, 2016

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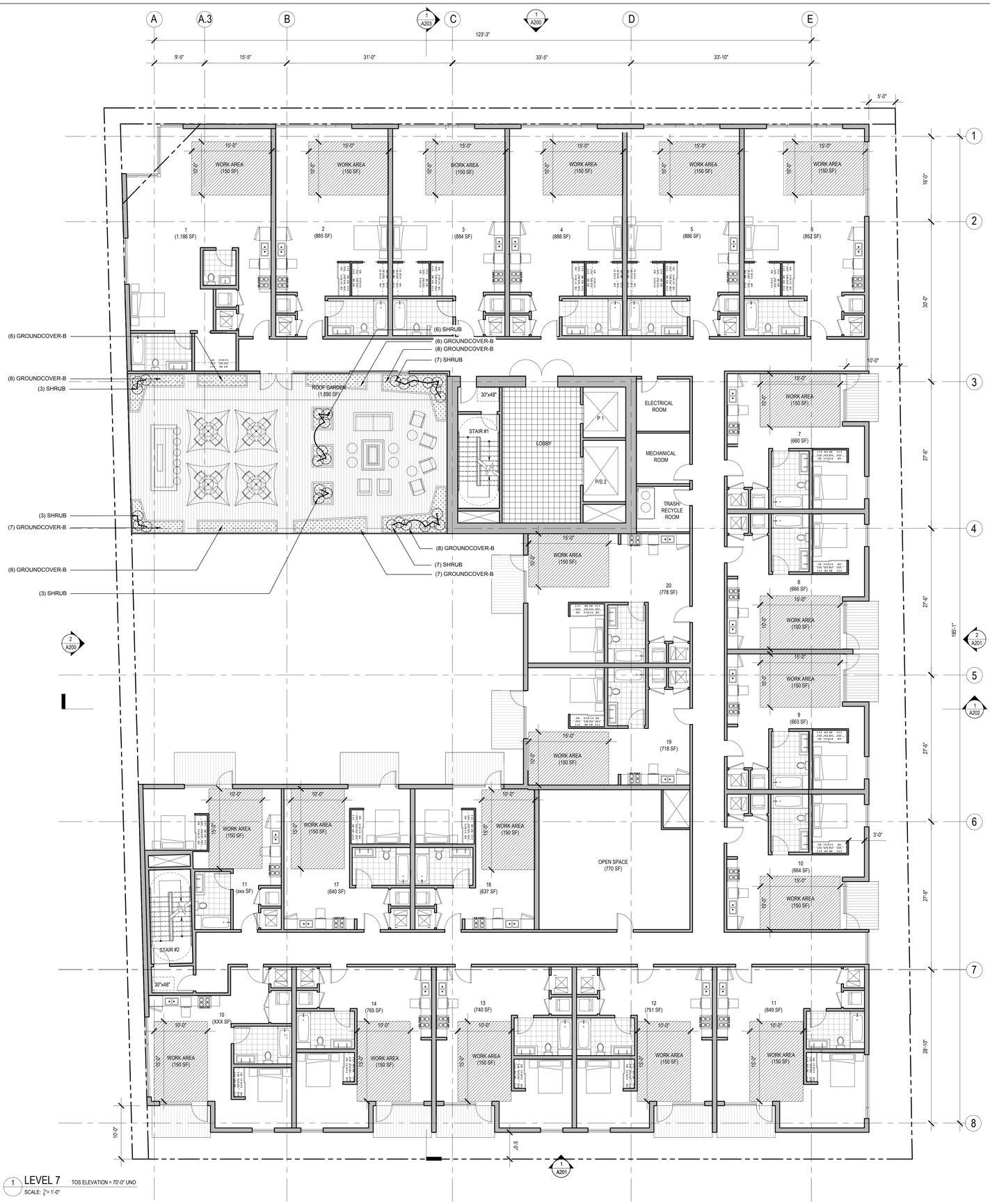


1 LEVEL 7 TOS ELEVATION = 70'-0" UNO
SCALE: 1/8" = 1'-0"

0' 2' 4' 8' 16' 32'

PRINTED: Monday, July 11, 2016 3:45:22 PM BY: LYDIA KENSELAAR FILE: 5583-DW-LEVEL7

# 1800 E 7TH STREET

1800 7TH STREET
LOS ANGELES, CA 90015

ELM TREE INVESTMENT L.P.
OWNER

CENTRAL CITY DEVELOPMENT GROUP
601 S. FIGUEROA
SUITE 2691
LOS ANGELES, CA 90017
DEVELOPMENT ADVISOR

hansonla ARCHITECTURE

724 SOUTH SPRING STREET
SUITE 1002
LOS ANGELES, CA 90014
ARCHITECT

ENGLEKIRK
888 S. FIGUEROA STREET
18TH FLOOR
LOS ANGELES, CA 90017
STRUCTURAL ENGINEER

DESIGN WORKSHOP
724 SOUTH SPRING STREET
SUITE 701
LOS ANGELES, CA 90014
LANDSCAPE ARCHITECT

REGISTERED LANDSCAPE ARCHITECT
STEVEN M. NEIL
NO. 3300
STATE OF CALIFORNIA

NOT FOR CONSTRUCTION

| No. | Date | Description |
|---|---|---|
| 1 | 06/30/16 | Entitlement Submittal |

LEVEL 7 PLAN

L102

JUNE 30, 2016

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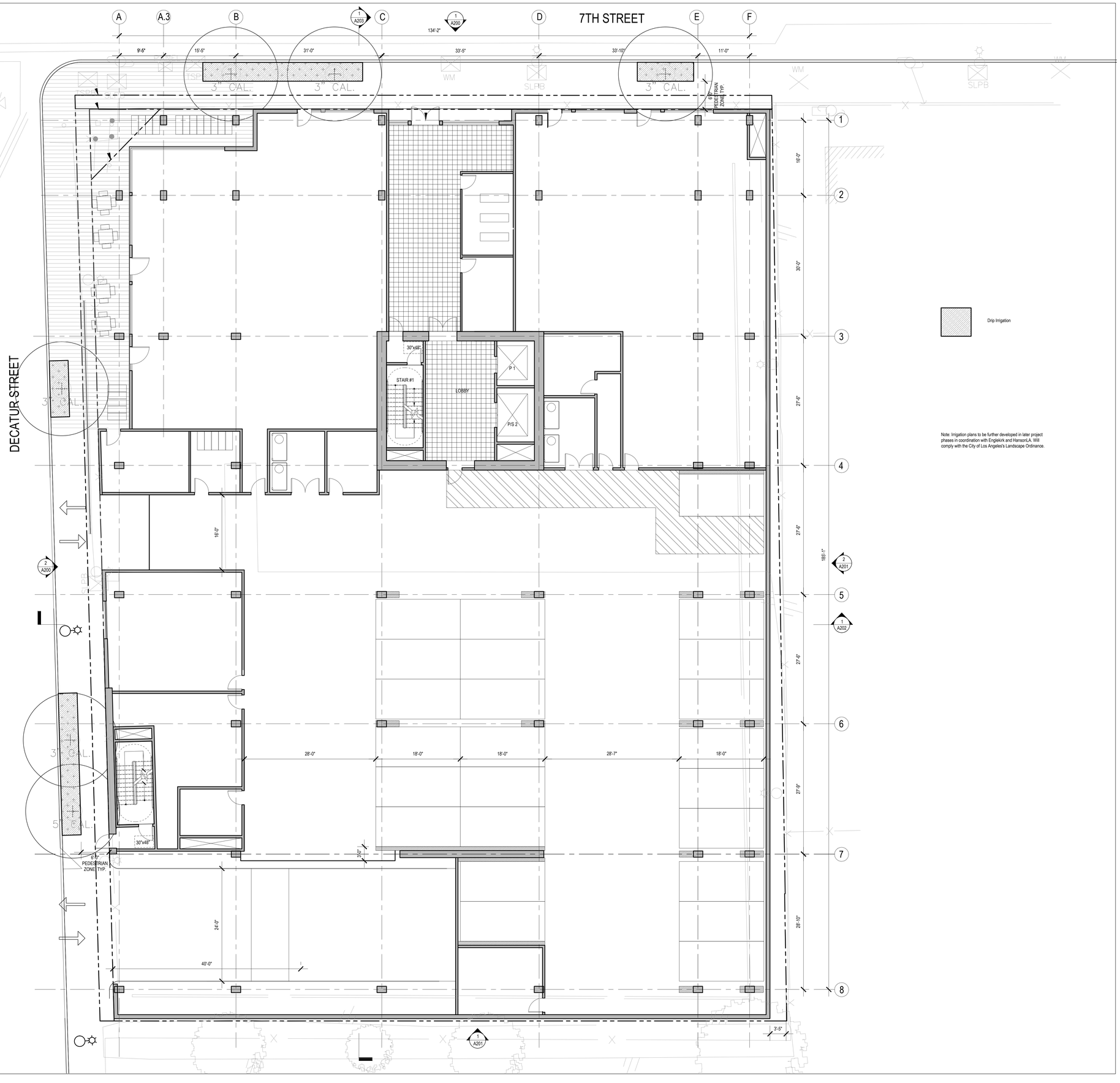


# 1800 E 7TH STREET

**1800 7TH STREET**
**LOS ANGELES, CA 90015**

**ELM TREE INVESTMENT L.P.**
OWNER

**CENTRAL CITY DEVELOPMENT GROUP**
**601 S. FIGUEROA**
**SUITE 2601**
**LOS ANGELES, CA 90017**

DEVELOPMENT ADVISOR

hansonla ARCHITECTURE

**724 SOUTH SPRING STREET**
**SUITE 1002**
**LOS ANGELES, CA 90014**

ARCHITECT

**ENGLEKIRK**
**888 S. FIGUEROA STREET**
**18TH FLOOR**
**LOS ANGELES, CA 90017**

STRUCTURAL ENGINEER

**DESIGN WORKSHOP**
**724 SOUTH SPRING STREET**
**SUITE 701**
**LOS ANGELES, CA 90014**

LANDSCAPE ARCHITECT

REGISTERED LANDSCAPE ARCHITECT
STEVEN L. N...
NO. 3300
STATE OF CALIFORNIA

NOT FOR CONSTRUCTION

| No. | Date | Description |
|---|---|---|
| 1 | 06/30/16 | Entitlement Submittal |

## LEVEL 1 IRRIGATION PLAN

L200

JUNE 30, 2016

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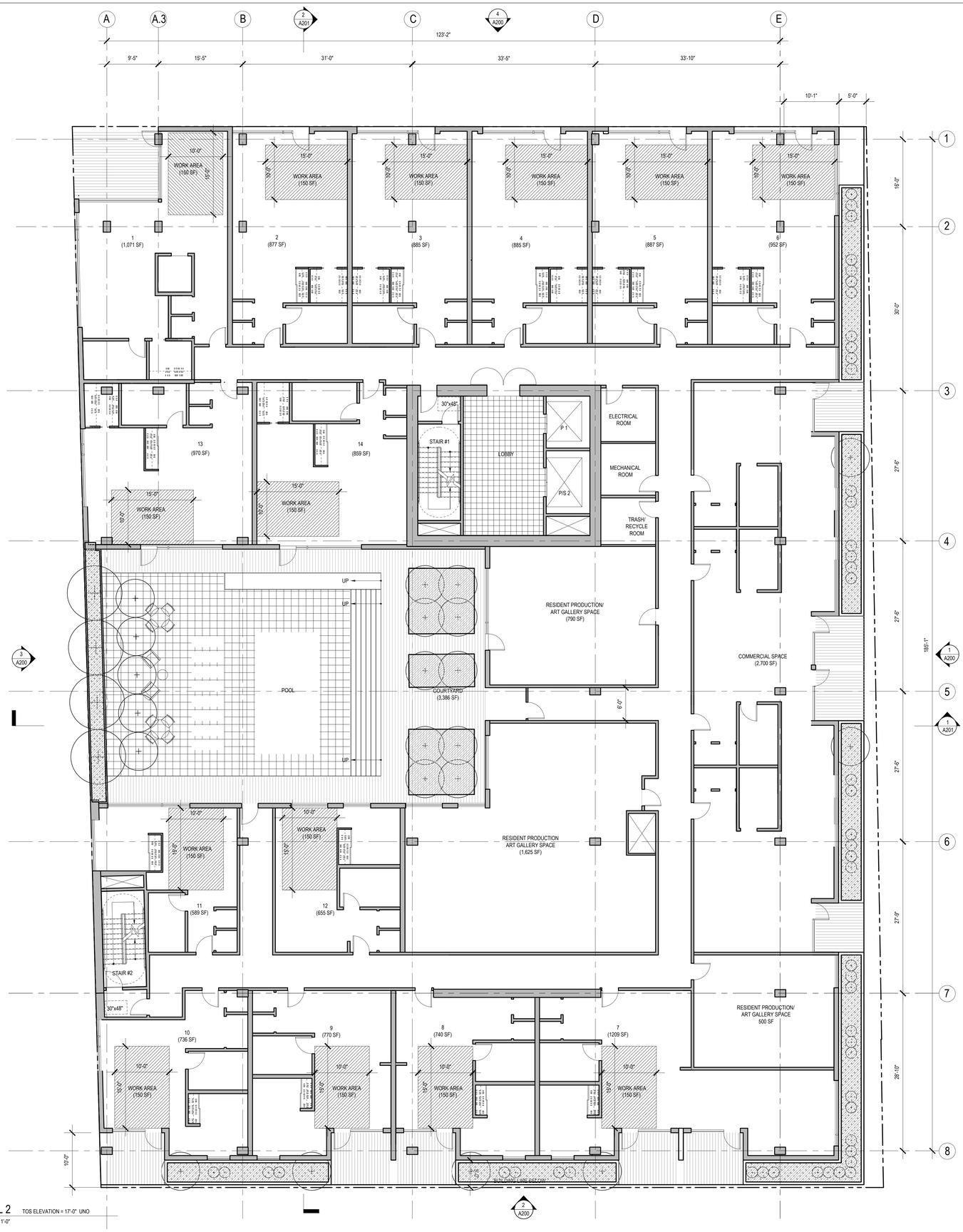


1 LEVEL 2 TOS ELEVATION = 17'-0" UNO
SCALE: 1/8" = 1'-0"

Drip Irrigation

Note: Irrigation plans to be further developed in later project phases in coordination with Englekirk and HansonLA. Will comply with the City of Los Angeles's Landscape Ordinance.

0' 2' 4' 8' 16' 32'

# 1800 E 7TH STREET

**1800 7TH STREET**
**LOS ANGELES, CA 90015**

**ELM TREE INVESTMENT L.P.**
OWNER

**CENTRAL CITY DEVELOPMENT GROUP**
**601 S. FIGUEROA**
**SUITE 2601**
**LOS ANGELES, CA 90017**
DEVELOPMENT ADVISOR

hansonla ARCHITECTURE

**724 SOUTH SPRING STREET**
**SUITE 1002**
**LOS ANGELES, CA 90014**
ARCHITECT

**ENGLEKIRK**
**888 S. FIGUEROA STREET**
**18TH FLOOR**
**LOS ANGELES, CA 90017**
STRUCTURAL ENGINEER

**DESIGN WORKSHOP**
**724 SOUTH SPRING STREET**
**SUITE 701**
**LOS ANGELES, CA 90014**
LANDSCAPE ARCHITECT

REGISTERED LANDSCAPE ARCHITECT
STEVEN M. NOLL
No. 3300
STATE OF CALIFORNIA

NOT FOR CONSTRUCTION

| No. | Date | Description |
|---|---|---|
| 1 | 06/30/16 | Entitlement Submittal |

LEVEL 2 IRRIGATION PLAN

L201

JUNE 30, 2016

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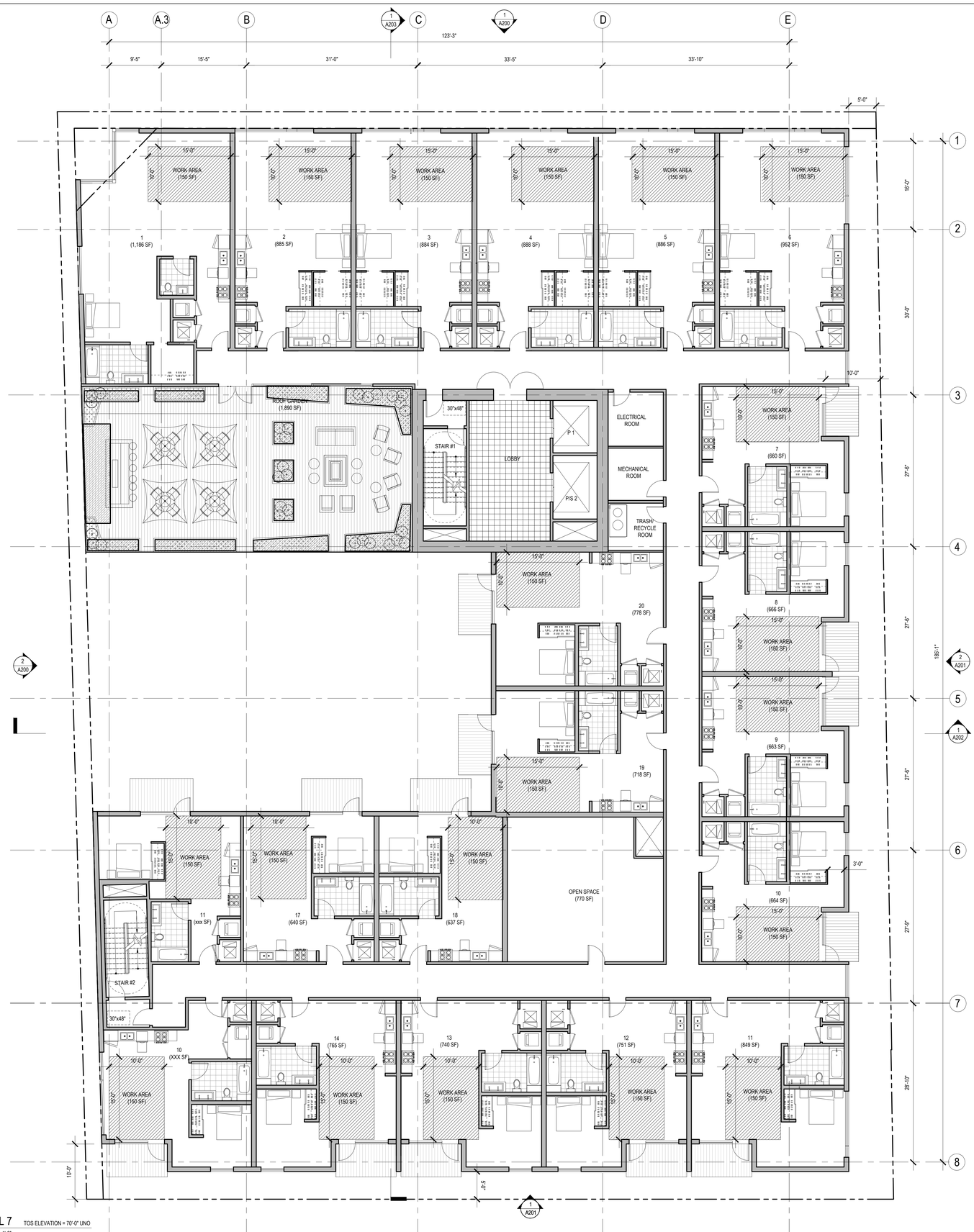


1 LEVEL 7 TOS ELEVATION = 70'-0" UNO
SCALE: 1/8" = 1'-0"

Drip Irrigation

Note: Irrigation plans to be further developed in later project phases in coordination with Englekirk and HansonLA. Will comply with the City of Los Angeles's Landscape Ordinance.

0' 2' 4' 8' 16' 32'

# 1800 E 7TH STREET

1800 7TH STREET
LOS ANGELES, CA 90015

ELM TREE INVESTMENT L.P.
OWNER

CENTRAL CITY DEVELOPMENT GROUP
601 S. FIGUEROA
SUITE 2601
LOS ANGELES, CA 90017
DEVELOPMENT ADVISOR

hansonla ARCHITECTURE

724 SOUTH SPRING STREET
SUITE 1002
LOS ANGELES, CA 90014
ARCHITECT

ENGLEKIRK
888 S. FIGUEROA STREET
18TH FLOOR
LOS ANGELES, CA 90017
STRUCTURAL ENGINEER

DESIGN WORKSHOP
724 SOUTH SPRING STREET
SUITE 701
LOS ANGELES, CA 90014
LANDSCAPE ARCHITECT

REGISTERED LANDSCAPE ARCHITECT
STEVEN M. MOTT
No. 3300
STATE OF CALIFORNIA

NOT FOR CONSTRUCTION

| No. | Date | Description |
|---|---|---|
| 1 | 06/30/16 | Entitlement Submittal |

LEVEL 7 IRRIGATION PLAN

L202

JUNE 30, 2016

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# LANDSCAPE ORDINANCE COMPLIANCE

| LANDSCAPE POINT SYSTEM | | |
|---|---|---|
| Square footage of site | | 29,006 |
| Minimum points required | | 20 |
| ***Points Required for Affordable Housing Density Bonus*** | | ***22*** |
| | | |
| ***Points Provided*** | ***Qty.*** | ***Points*** |
| 36" box trees (large canopy) | 6 | 12 |
| 24" box trees (small understory) | 25 | 25 |
| Pervious paving in sidewalks (per 100sf) | *To be determined w/Architect* | |
| Pervious paving in driveway | *To be determined w/Architect* | |
| Use of 100% California native plants throughout project | | |
| Free-flowering street trees | *TBD* | |
| ***Total Landscape Points Provided*** | | **37** |

| WATER MANAGEMENT POINT SYSTEM | | |
|---|---|---|
| | ***Qty.*** | ***Points*** |
| Square footage of site | 29,006 | |
| ***Points required*** | | ***300*** |
| | | |
| ***Points Provided*** | | |
| Automatic controller | *To be coordinated w/Irrigation Consultant* | - |
| 0-15% of total site + open space vegetated area lawn area or pools | 7.49% | 10 |
| Plants that will, once established for 3 years, remain in good health with nor more than monthly watering in summer (excluding street trees) | 169 | 338 |
| Low precipitation sprinkler circuits | *To be coordinated w/Irrigation Consultant* | - |
| Soil moisture sensor | *To be coordinated w/Irrigation Consultant* | - |
| Excess flow meter | *To be coordinated w/Irrigation Consultant* | - |
| Permeable Paving | *To be determined w/Architect* | - |
| | | |
| ***Total Water Management Points Provided*** | | ***348*** |

| LANDSCAPE AREA - Level 1 | | |
|---|---|---|
| | | ***Area*** |
| Potential Landscape Area (31,886 sf (site) - 29,006 (building)) | | 2,880 |
| Landscape area provided - groundcover | | 352 |
| Landscape area provided - tree canopy | | 1,884 |
| ***Total landscape area provided*** | | ***2,236*** |

| OPEN SPACE - Level 2 + 7 | | |
|---|---|---|
| | | ***Area*** |
| Open space required | | 12,200 |
| Density Bonus (20% reduction) | | 9,760 |
| | | |
| Common open space provided | | 5,201 |
| Private open space provided | | 4,150 |
| Indoor communal space provided | | 702 |
| ***Total open space provided*** | | ***10,053*** |
| | | |
| SF of vegetated common open space required | | 1,300 |
| % of vegetated common open space required | | 25% |
| | | |
| ***SF of vegetated common open space provided*** | | **1,300** |
| ***% of vegetated common open space provided*** | | ***27.7%*** |

# OPEN SPACE COMPLIANCE

| LEVEL 1 | | |
|---|---|---|
| Open Space (sf): | N/A | *Excluded from total Vegetated Open Space calculation. Used only for Landscape Area figure.* |
| 25% Open Space (sf): | N/A | |
| Vegetated Area Provided (sf): | 496.2 | |
| Number of Trees: | 6 | |

| LEVEL 2 | |
|---|---|
| Open Space (sf): | 3,390.0 |
| 25% Open Space (sf): | 847.5 |
| Vegetated Area Provided (sf): | 1,013.1 |
| Vegetated Area Provided %: | 29.9% |
| Number of Trees: | 25 |

| LEVEL 7 | |
|---|---|
| Open Space (sf): | 1,786.0 |
| 25% Open Space (sf): | 446.5 |
| Vegetated Area Provided (sf): | 287.3 |
| Vegetated Area Provided %: | 16.1% |
| Number of Trees: | 0 |

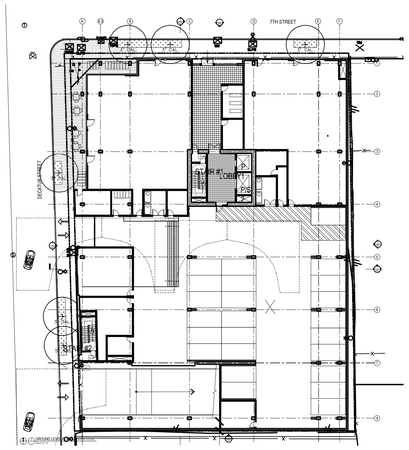
| | |
|---|---|
| **TOTAL TREES PROVIDED** | 31 |
| **TOTAL OPEN SPACE** | 5,201.0 |
| **TOTAL SF VEGETATED OPEN SPACE** | 1,300.5 |
| **TOTAL % VEGETATED OPEN SPACE** | 25.0% |

# PLANT LIST

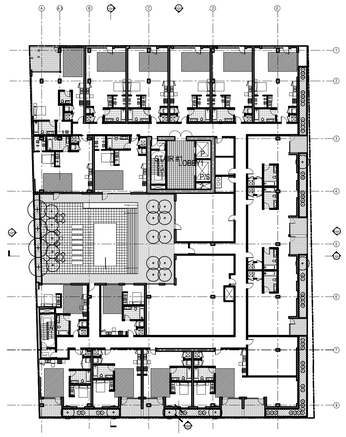
| SYMBOL | CONTAINER SIZE | MATURE HEIGHT | SPACING | SPECIES NAME | COMMON NAME | Native | LA's Street Species List | WUCOLS | Watershed Wise | CHARACTER | NOTES | QTY. | IMAGES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36" BOX TREE | 36" BOX | 30-60 FT | 22' O.C., TYP. | *Platanus acerifolia 'Columbia'* | London Plane Tree | | x | | | Drought-tolerant decidiuous tree providing ample shade for streetscape | This is a preliminary species selection. Species may change as design develops in later phases. Will ensure compliance with all relevant plant list recommendations. | 6 |  |
| 24" BOX TREE-A | 24" BOX | 10-20 FT | 7' O.C., TYP. | *Cercis occidentalis* | Western Redbud | x | | x | x | Drought-tolerant decidious understory tree(s) suitable for rooftop conditions | This is a preliminary species selection. Species may change as design develops in later phases. Will ensure compliance with all relevant plant list recommendations. | 4 |  |
| 24" BOX TREE-B | 24" BOX | 15-30 FT | 10' O.C., TYP. | *Prunus ilicifolia ssp. lyonii* | Catalina Cherry | x | | x | x | Drought-tolerant decidious understory tree(s) suitable for rooftop conditions | This is a preliminary species selection. Species may change as design develops in later phases. Will ensure compliance with all relevant plant list recommendations. | 21 |  |
| GROUNDCOVER-A | 1 GAL | 6 INCHES | 18" O.C., TYP. | *Dichondra argentea* | Silver Pony Foot | x | | x | | Shade and drought tolerant species suitable for streetscape | This is a preliminary species selection. Species may change as design develops in later phases. Will ensure compliance with all relevant plant list recommendations. | 181 |  |
| GROUNDCOVER-B | 1 GAL | .5-1 FT | 1-2" O.C., TYP. | *Baccharis pilularis 'Pigeon Point'* | Dwarf Coyote Bush | x | | x | x | Drought-tolerant species with visual appeal suitable for rooftop conditions | This is a preliminary species selection. Species may change as design develops in later phases. Will ensure compliance with all relevant plant list recommendations. | 92 |  |
| SHRUB | 1 GAL | 1-3 FT ht/sp | 2' O.C., TYP. | *Verbena lilacina* | Lilac Verbena | x | | x | x | Drought-tolerant species with visual appeal suitable for rooftop conditions | This is a preliminary species selection. Species may change as design develops in later phases. Will ensure compliance with all relevant plant list recommendations. | 81 |  |
| SHRUB-ALT1 | 1 GAL | 1-3 FT ht/sp | 2' O.C., TYP. | *Linum perenne* | Island Alum Root | x | | x | x | Drought-tolerant species with visual appeal suitable for rooftop conditions | This is a preliminary species selection. Species may change as design develops in later phases. Will ensure compliance with all relevant plant list recommendations. | |  |
| SHRUB-ALT2 | 1 GAL | 1-3 FT ht/sp | 2' O.C., TYP. | *Helleborus argutifolius* | Corsican Hellebore | | | x | x | Drought-tolerant species with visual appeal suitable for rooftop conditions | This is a preliminary species selection. Species may change as design develops in later phases. Will ensure compliance with all relevant plant list recommendations. | |  |
| SHRUB-ALT3 | 1 GAL | 1-3 FT ht/sp | 2' O.C., TYP. | *Salvia clevelandii 'Winifred Gilman'* | Sage | x | | x | x | Drought-tolerant species with visual appeal suitable for rooftop conditions | This is a preliminary species selection. Species may change as design develops in later phases. Will ensure compliance with all relevant plant list recommendations. | |  |

The Los Angeles River Master Plan Landscaping Guidelines And Plant Palettes is more suitable for riverside planting design. However, we will consider the plant list from this guidelines.

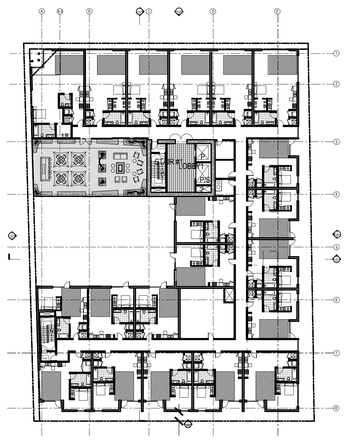
## LEVEL 1




## LEVEL 2




## LEVEL 7





**1800 E 7TH STREET**

**1800 7TH STREET**
**LOS ANGELES, CA 90015**

**ELM TREE INVESTMENT L.P.**
OWNER

**CENTRAL CITY DEVELOPMENT GROUP**
**601 S. FIGUEROA**
**SUITE 2601**
**LOS ANGELES, CA 90017**
DEVELOPMENT ADVISOR

hansonla ARCHITECTURE

**724 SOUTH SPRING STREET**
**SUITE 1002**
**LOS ANGELES, CA 90014**
ARCHITECT

**ENGLEKIRK**
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**18TH FLOOR**
**LOS ANGELES, CA 90017**
STRUCTURAL ENGINEER

**DESIGN WORKSHOP**
**724 SOUTH SPRING STREET**
**SUITE 701**
**LOS ANGELES, CA 90014**
LANDSCAPE ARCHITECT


REGISTERED LANDSCAPE ARCHITECT
STEVEN M. NG
NO. 3300
STATE OF CALIFORNIA

NOT FOR CONSTRUCTION

| No. | Date | Description |
|---|---|---|
| 1 | 06/30/16 | Entitlement Submittal |

LANDSCAPE ORDINANCE COMPLIANCE

L300

JUNE 30, 2016

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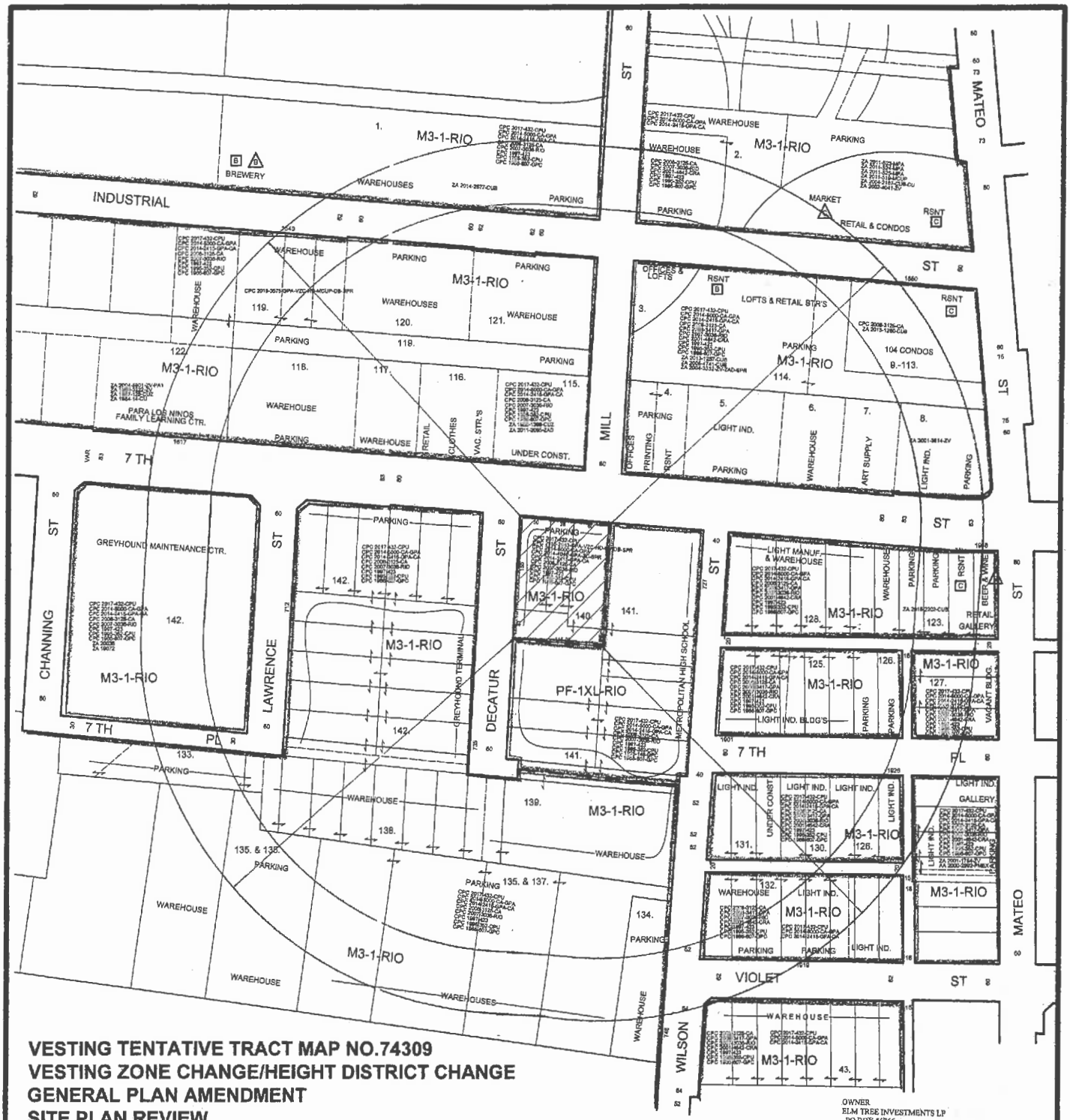
# Exhibit "B"




**VESTING TENTATIVE TRACT MAP NO.74309**
**VESTING ZONE CHANGE/HEIGHT DISTRICT CHANGE**
**GENERAL PLAN AMENDMENT**
**SITE PLAN REVIEW**
**DENSITY BONUS**
**IMPORT/EXPORT HAUL ROUTE**
**CONDITIONAL USE - ALCOHOL**

FROM M3-1-RIO TO C2-2D-RIO

OWNER
ELM TREE INVESTMENTS LP
PO BOX 367766
SHERMAN OAKS CA 91413
VTT 74309

APPLICANT
ELM TREE INVESTMENTS LP
C/O PARKVIEW MGMT GROUP INC
15260 VENTURA BLVD SUITE 620
SHERMAN OAKS CA 91403
VTT 74309

REPRESENTATIVE
ARKORALTER GOLDSMITH & DELVAC LLP
ATTN: ALEX WIENER
(310)209-8100
12100 WILSHIRE BLVD SUITE 1630
LOS ANGELES CA 90025
VTT 74309

CPC-2016-2683

LEGAL: LOTS 1-3, AND UNNUMBERED LOT, BLK. D, E.B. MILLER TRACT, M.R. 13-91.

SITE: 1800 E. 7TH ST.

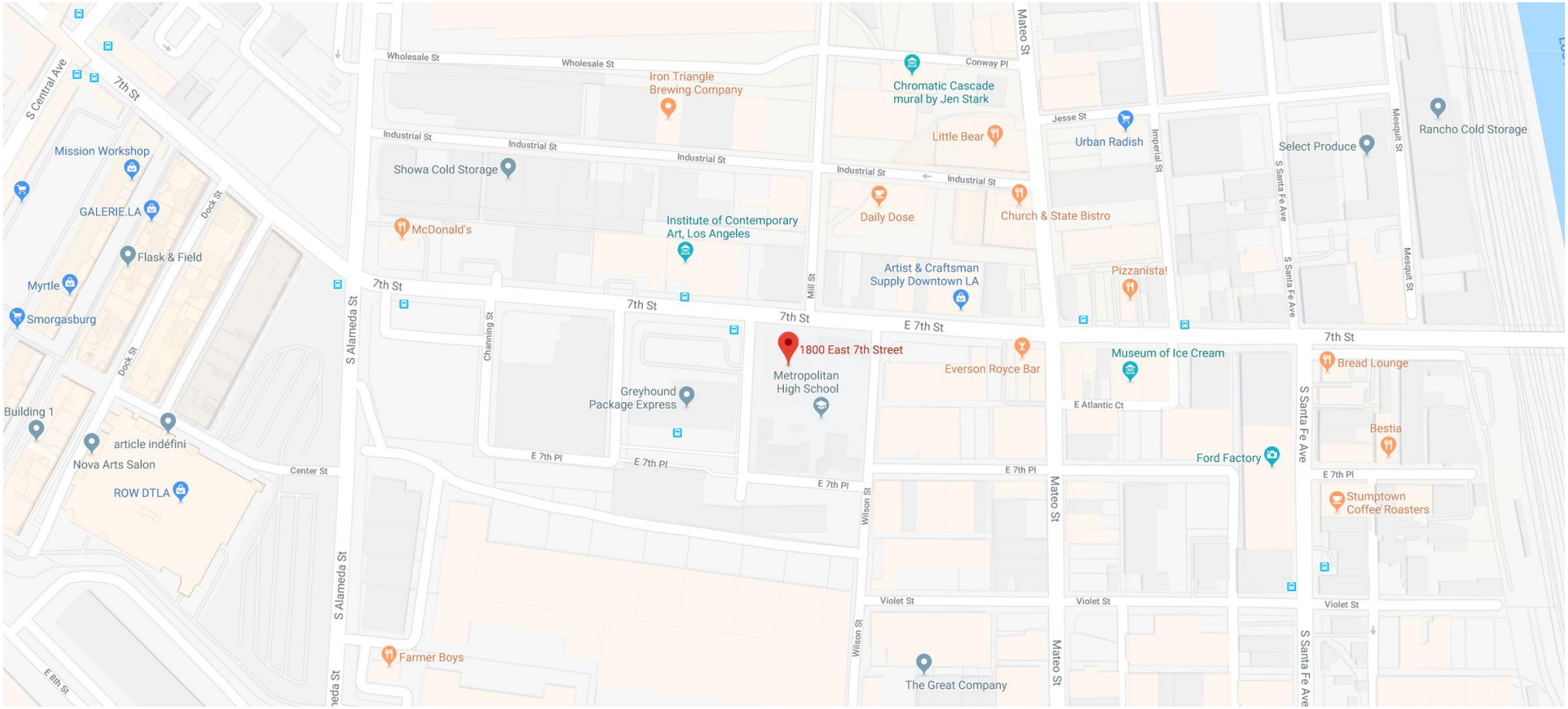
C.D. 14
C.T. 2060.31
P.A. CENTRAL CITY NORTH

**GC MAPPING SERVICE, INC.**
3055 WEST VALLEY BOULEVARD
ALHAMBRA CA 91803
(626) 441-1080 FAX (626) 441-8850

LEGEND:
- [C] ON-SITE CONSUMPTION OF FULL LINE ALCOHOLIC BEVERAGES
- [B] ON-SITE CONSUMPTION OF BEER AND OR WINE
- [A] OFF-SITE CONSUMPTION OF FULL LINE ALCOHOLIC BEVERAGES
- [B] OFF-SITE CONSUMPTION OF BEER AND OR WINE

0.67 NET AC.

CASE NO.
DATE: 09-01-2017
SCALE: 1" = 100'
USES FIELD
D.M. 124.5 A 215, 124.5 A 217, 123 A 215, 123 A 217
T.B. PAGE: 634 GRID: H-6


1800 East 7th Street
Metropolitan High School
Iron Triangle Brewing Company
Chromatic Cascade mural by Jen Stark
Little Bear
Urban Radish
Select Produce
Rancho Cold Storage
Showa Cold Storage
Daily Dose
Church & State Bistro
McDonald's
Institute of Contemporary Art, Los Angeles
Artist & Craftsman Supply Downtown LA
Pizzanista!
Everson Royce Bar
Museum of Ice Cream
Bread Lounge
Greyhound Package Express
Ford Factory
Bestia
Stumptown Coffee Roasters
Mission Workshop
GALERIE.LA
Flask & Field
Myrtle
Smorgasburg
Building 1
article indéfini
Nova Arts Salon
ROW DTLA
Farmer Boys
The Great Company
Wholesale St
Industrial St
Conway Pl
Jesse St
Mateo St
Imperial St
Mesquit St
S Santa Fe Ave
7th St
E 7th St
Mill St
Channing St
S Alameda St
Dock St
S Central Ave
Center St
E 7th Pl
Wilson St
E Atlantic Ct
Violet St
E 8th St

# ZIMAS INTRANET

General Plan Land Use

04/30/2018

City of Los Angeles
Department of City Planning




Address: 1806 E 7TH ST
APN: 5166033004
PIN #: 124-5A215 68

Tract: E. B. MILLAR TRACT
Block: D
Lot: 2
Arb: None

Zoning: M3-1-RIO
General Plan: Heavy Manufacturing

N
W E
S

Streets Copyright (c) Thomas Brothers Maps, Inc.

# ZIMAS INTRANET

Generalized Zoning

04/30/2018

City of Los Angeles
Department of City Planning




Address: 1806 E 7TH ST
APN: 5166033004
PIN #: 124-5A215 68

Tract: E. B. MILLAR TRACT
Block: D
Lot: 2
Arb: None

Zoning: M3-1-RIO
General Plan: Heavy Manufacturing

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DEPARTMENT OF
CITY PLANNING

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ
PRESIDENT

RENEE DAKE WILSON
VICE-PRESIDENT

CAROLINE CHOE
VAHID KHORSAND
SAMANTHA MILLMAN
MARC MITCHELL
VERONICA PADILLA-CAMPOS
DANA M. PERLMAN
VACANT

ROCKY WILES
COMMISSION OFFICE MANAGER
(213) 978-1300

# CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801

VINCENT P. BERTONI, AICP
DIRECTOR
(213) 978-1271

KEVIN J. KELLER, AICP
EXECUTIVE OFFICER
(213) 978-1272

LISA M. WEBBER, AICP
DEPUTY DIRECTOR
(213) 978-1274

http://planning.lacity.org

Decision Date: March 23, 2018

**Exhibit "C"**

Last Day to Appeal: April 2, 2018

Fred Afari (O)
Elm Tree Investments L.P.
P.O. Box 56766
Sherman Oaks, CA 91413

Alix Wisner and Dale Goldsmith (R)
Armbruster Goldsmith & Delvac LLP
12100 Wilshire Blvd, Suite 1600
Los Angeles, CA 90025

RE: Vesting Tentative Tract No. VTT-74309
Related Case: CPC-2016-2683-GPA-VZC-HD-CUB-DB-SPR
Address: 1800 East 7th Street (1800-1810 E. 7th St and 712 S. Decatur St)
Community Plan: Central City North
Zone: M3-1-RIO
District Map: 124-5A217
Council District: 14
CEQA No.: ENV-2016-2684-MND
Legal Description: Lots 1, 2, and 3 of E.B. Millar Tract; Lot 18 of M.L. Wicks Subdivision of Kiefer Tract

In accordance with provisions of Section 17.03 of the Los Angeles Municipal Code (LAMC), the Advisory Agency adopted Mitigated Negative Declaration ENV-2016-2684-MND as the environmental clearance, adopted the Mitigation Monitoring Program, and approved Vesting Tentative Tract No. 74309 composed **one master ground lot and five airspace lots**, located at 1800 East 7th Street for a maximum of **122 residential apartment units and 9,500 square feet of commercial space**, as shown on map stamp-dated February 21, 2018, in the Central City North Community Plan. (Verification should be obtained from the Department of Building and Safety which will legally interpret the Zoning Code as it applies to this particular property.) The Advisory Agency's approval is subject to the following conditions:

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

**BUREAU OF ENGINEERING - SPECIFIC CONDITIONS**

1. That a 4-foot wide strip of land be dedicated along Decatur Street adjoining the tract to complete a 34-foot wide half right-of-way in accordance with Industrial Collector Street Standards of Mobility Plan 2035.

2. That a 3-foot wide strip of land be dedicated along 7th Street adjoining the tract to complete a 43-foot wide half right-of-way in accordance with Avenue II Standards of Mobility Plan 2035 and also dedicate a 15-foot by 15-foot minimum property line cut corner at the intersection with Decatur Street.

3. 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.

4. That a set of drawings for airspace lots be submitted to the City Engineer showing the following:

    a. Plan view at different elevations.
    b. Isometric views.
    c. Elevation views.
    d. Section cuts at all locations where air space lot boundaries change.

5. That the owners of the property record an agreement satisfactory to the City Engineer stating that they will grant the necessary private easements for ingress and egress purposes to serve proposed airspace lots to use upon the sale of the respective lots and they will maintain the private easements free and clear of obstructions and in safe conditions for use at all times.

**DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION**

6. That prior to issuance of a grading or building permit, or prior to recordation of the final map, the subdivider shall comply with any requirements with the Department of Building and Safety, Grading Division for the recordation of the final map and issuance of any permit.

**DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION**

7. That prior to recordation of the final map, the Department of Building and Safety, Zoning Division shall certify that no Building or Zoning Code violations exist on the subject site. In addition, the following items shall be satisfied:

    a. Provide a copy of CPC case CPC-2016-2683-GPA-VZC-HD-CUB-DB-SPR. Show compliance with all the conditions/requirements of the CPC case as applicable.

    b. Residential use is not allowed in the M3 Zone. Obtain Zone Change approval from the Department of City Planning and City Council. Comply with Zone Change requirements.

c. Zone Change must be recorded prior to obtaining Zoning clearance.

d. Show all street dedication(s) as required by Bureau of Engineering and provide net lot area after all dedication. “Area” requirements shall be re-checked as per net lot area after street/alley dedication. Front and side yard requirements shall be measured from new property lines after dedication(s).

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.

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.

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

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 (213) 482-0434 to schedule an appointment.

**DEPARTMENT OF TRANSPORTATION**

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

**FIRE DEPARTMENT**

9. That prior to the recordation of the final map, a suitable arrangement shall be made satisfactory to the Fire Department, binding the subdivider and all successors to the following:

a. Submittal of plot plans for Fire Department review and approval prior to recordation of Tract Map Action.

b. Access for Fire Department apparatus and personnel to and into all structures shall be required.

c. The entrance to a Residence lobby must be within 50 feet of the desired street address curb face.

d. Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.

e. The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

f. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

g. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

h. Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend unto the roof.

i. Entrance to the main lobby shall be located off the address side of the building.

j. Any required Fire Annunciator panel or Fire Control Room shall be located within 50ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

k. Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.

l. Site plans shall include all overhead utility lines adjacent to the site.

m. Adequate public and private fire hydrants shall be required.

n. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.

o. Policy Exception – L.A.M.C. 57.09.03.B Exception:

(1) When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane

to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.

(2) It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building.

(3) This policy does not apply to single-family dwellings or to non-residential buildings.

p. Each standpipe in a new high-rise building shall be provided with two remotely located FDC's for each zone in compliance with NFPA 14-2013, Section 7.12.2.

q. Recently, the Los Angeles Fire Department (LAFD) modified Fire Prevention Bureau (FPB) Requirement 10. Helicopter landing pads are still required on all High-Rise buildings in the City. However, FPB's Requirement 10 has been revised to provide two new alternatives to a full FAA-approved helicopter landing pad.

r. SECTION 510 - EMERGENCY RESPONDER RADIO COVERAGE

5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.

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.

**LOS ANGELES UNIFIED SCHOOL DISTRICT (LAUSD)**

10. <u>That prior to the issuance of any demolition or grading permit or any other permit allowing site preparation and/or construction activities on the site</u>, satisfactory arrangements shall be made with the Los Angeles Unified School District. The project site is located on the pedestrian and bus routes for students attending Metropolitan High School. Therefore, the applicant shall make timely contact for coordination to safeguard pedestrians/motorists with the LAUSD Transportation Branch, phone no. 213-580-2950, and the principals or designees of Metropolitan High School. (This condition may be cleared by a written communication from the LAUSD Transportation Branch attesting to the required coordination and/or the

principals of the above referenced schools and to the satisfaction of the Advisory Agency).

**DEPARTMENT OF WATER AND POWER**

11. 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**

12. 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**

13. Satisfactory arrangements shall be made with the Bureau of Sanitation, Wastewater Collection Systems Division for compliance with its sewer system review and requirements. 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).)

**DEPARTMENT OF RECREATION AND PARKS**

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

**DEPARTMENT OF CITY PLANNING – SITE SPECIFIC CONDITIONS**

15. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

a. Limit the proposed development to a maximum of 122 residential units and 9,500 square feet of commercial floor area.

b. Residential parking may be provided per Assembly Bill (AB) 744, which permits a maximum of 0.5 parking spaces per bedroom, provided that 11 percent of the total dwelling units is set aside for Very Low Income Households; otherwise, residential parking shall be provided consistent with

LAMC Section 12.22 A.25(d). Commercial parking shall be provided per LAMC Section 12.21 A.4(x)(3)(6).

In addition, prior to issuance of a building permit, a parking plan showing off-street parking spaces, as required by the Advisory Agency, be submitted for review and approval by the Department of City Planning (201 N. Figueroa Street, 4th Floor).

d. The applicant shall install an air filtration system(s) to reduce the effects of diminished air quality on occupants of the project.

e. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit.

f. That the subdivider consider the use of natural gas and/or solar energy and consult with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.

g. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.

h. INDEMNIFICATION AND REIMBURSEMENT OF LITIGATION COSTS.

Applicant shall do all of the following:

(i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

(ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

(iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

(iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from

the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

(v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, of 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 <u>any</u> federal, state or local law.

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

16. <u>That prior to the issuance of the building permit or the recordation of the final map</u>, a copy of Case No. CPC-2016-2683-GPA-VZC-HD-CUB-DB-SPR shall be submitted to the satisfaction of the Advisory Agency. In the event that Case No. CPC-2016-2683-GPA-VZC-HD-CUB-DB-SPR is not approved, the subdivider shall submit a tract modification.

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

17. <u>That prior to recordation of the final map</u> the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770 and Exhibit CP-6770. in a manner satisfactory to the Planning Department requiring

the subdivider to identify (a) mitigation monitor(s) who shall provide periodic status reports on the implementation of mitigation items required by Mitigation **Condition No. 18 and 19** 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.

18. 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. In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:

a. Weather-based irrigation controller with rain shutoff.

b. Matched precipitation (flow) rates for sprinkler heads.

c. Drip/microspray/subsurface irrigation where appropriate.

d. Minimum irrigation system distribution uniformity of 75 percent.

e. Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials.

f. Use of landscape contouring to minimize precipitation runoff.

A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 square feet and greater.

MM-2. Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.

Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.

Install and utilize only restroom faucets of a self-closing design.

Install and utilize only high-efficiency Energy Star-rated dishwashers in the Project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the Applicant shall be responsible for ensuring compliance.

Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

All commercial restroom faucets shall be of a self-closing design.

MM-3. Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.

Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the Applicant shall be responsible for ensuring compliance.

19. **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. All off-road construction equipment greater than 50 hp shall meet U.S. EPA Tier 4 emission standards, where commercially available, to reduce NOx, PM10, and PM2.5 emissions at the Project site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.

CM-2. The use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) shall be required during Project construction and, if the City determines that 2010 model year or newer diesel trucks cannot be obtained, trucks that meet U.S. EPA 2007 model year NOx emissions requirements shall be required.

CM-3. Haul trucks during the grading and excavation phase shall have a minimum capacity of 15 cubic yards per truck.

CM-4. The construction staging area shall be as far from sensitive receptors as possible.

CM-5. The Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices capable of attenuating sound by 3 dBA or more.

The power contractor shall use either plug-in electric or solar powered on-site generators to the extent feasible.

CM-6. Temporary sound barriers, capable of achieving a sound attenuation of at least 12 dBA (e.g., construction sound wall with sound blankets) and blocking the line-of-sight shall be installed between the Project Site and the Metropolitan Continuation High School classroom buildings and outdoor eating area to the south of the Project Site as well as between the Project Site and the Metropolitan Continuation High School trailer buildings to the east of the Project Site.

CM-7. Two weeks prior to commencement of construction, notification shall be provided to the off-site residential and school uses within 500 feet of the Project Site that discloses the construction schedule, including the types of activities and equipment that would be used throughout the duration of the construction period.

CM-8. The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features:

- Fire lanes, where required, shall be a minimum of 20 feet in width;
- All structures must be within 300 feet of an approved fire hydrant; and
- Entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

CM-9. Prior to plan check review, the Project Applicant shall consult with the Los Angeles Fire Department regarding the installation of public and/or private fire hydrants, sprinklers, access, and/or other fire protection features within the Project. All required fire protection features shall be installed to the satisfaction of the Los Angeles Fire Department.

CM-10. Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

CM-11. The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences

with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

CM-12. A construction work site traffic control plan shall be submitted to LADOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall 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. All construction related traffic shall be restricted to off-peak hours.

All delivery truck loading and unloading shall take place on-site.

The Applicant shall plan construction and construction staging as to maintain pedestrian access on existing 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.

CM-13. In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

a. Upon a discovery of a potential tribal cultural resource, the project Permittee shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning at (213) 978-1454.

b. If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Project Permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.

c. The project Permittee shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible.

d. The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.

e. If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.

f. The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.

g. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal

Information Center (SCCIC) at California State University, Fullerton.

h. Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

**DEPARTMENT OF CITY PLANNING - STANDARD JOINT LIVING AND WORK CONDITIONS**

LW-1. 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 LAMC and to be paid and deposited in the trust accounts of the Park and Recreation Fund.

LW-2. That a landscape plan, prepared by a licensed landscape architect, be submitted to and approved by the Advisory Agency in accordance with CP-6730 prior to obtaining any permit. The landscape plan shall identify tree replacement on a 1:1 basis by a minimum of 24-inch box trees for the unavoidable loss of desirable trees on the site. Failure to comply with this condition as written shall require the filing of a modification to this tract map in order to clear the condition.

In the event the subdivider decides not to request a permit before the recordation of the final map, the following statement shall appear on the plan and be recorded as a covenant and agreement satisfactory to the Advisory Agency guaranteeing that:

a. The planting and irrigation system shall be completed by the developer/builder prior to the close of escrow of 50 percent of the units of the project or phase.

b. Sixty days after landscape and irrigation installation, the landscape professional shall submit to the homeowners/property owners association a Certificate of Substantial Completion (Sec. 12.40 G LAMC.)

c. The developer/builder shall maintain the landscaping and irrigation for 60 days after completion of the landscape and irrigation installation.

d. The developer/builder shall guarantee all trees and irrigation for a period of six months and all other plants for a period of 60 days after landscape and irrigation installation.

LW-3. In order to expedite the development, the applicant may apply for a building permit for a joint living and work building. However, prior to issuance of a building permit for joint living and work units, 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 joint living and work units 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 a joint living and work building and intends to acquire a building permit for a joint living and work condominium building. Such letter is sufficient to clear this condition.

LW-4. 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 12.22 A.10 and 11 and Section 17.05 O of the Los Angeles Municipal Code (LAMC) shall be fully complied with satisfactory to the Department of Building and Safety.

**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 Los Angeles Municipal Code (LAMC).

(b) That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.

(c) That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.

(d) That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by

separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.

(e) That drainage matters be taken care of satisfactory to the City Engineer.

(f) That satisfactory street, sewer and drainage plans and profiles as required, together with a lot grading plan of the tract and any necessary topography of adjoining areas be submitted to the City Engineer.

(g) That any required slope easements be dedicated by the final map.

(h) That each lot in the tract comply with the width and area requirements of the Zoning Ordinance.

(i) That 1-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting unsubdivided property. The 1-foot dedications on the map shall include a restriction against their use of access purposes until such time as they are accepted for public use.

(j) That any 1-foot future street and/or alley adjoining the tract be dedicated for public use by the tract, or that a suitable resolution of acceptance be transmitted to the City Council with the final map.

(k) That no public street grade exceeds 15%.

(l) That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 1990.

S-2. That the following provisions be accomplished in conformity with the improvements constructed herein:

(a) Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary monuments requires that other procedures be followed.

(b) Make satisfactory arrangements with the Department of Traffic with respect to street name, warning, regulatory and guide signs.

(c) All grading done on private property outside the tract boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.

(d) All improvements within public streets, private streets, 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 two new street lights on Decatur Street.

b. If street widening per BOE improvement conditions, relocate and upgrade street lights; two street lights on 7th 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 Decatur Street being dedicated and adjoining the subdivision by the construction of the following:

(1) A concrete curb, a concrete gutter, and a 10-foot full-width concrete sidewalk with tree wells.

(2) Suitable surfacing to join the existing pavement and to complete 24-foot half roadway.

(3) Any necessary removal and reconstruction of existing improvements.

(4) The necessary transitions to join the existing improvement.

b. Improve 7th Street adjoining the tract by the construction of additional sidewalk to complete a new 15-foot full width concrete sidewalk with tree wells including any necessary removal and construction of existing improvements.

NOTES:

The Advisory Agency approval is the maximum number of units permitted under the tract action. However the existing or proposed zoning may not permit this number of units. This vesting map does not constitute approval of any variations from the Los Angeles Municipal Code (LAMC), 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 LAMC.

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

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

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

**FINDINGS OF FACT (CEQA)**

The project was issued Mitigated Negative Declaration ENV-2016-2684-MND on October 5, 2017. Potential negative impacts could occur from the project's implementation due to:

Air Quality
Noise
Public Services
Transportation
Tribal Cultural Resources
Public Utilities

The Deputy Advisory Agency, adopts Mitigated Negative Declaration No. ENV-2016-2684-MND and finds that it reflects the independent judgment of the lead agency and determined that this project would not have a significant effect upon the environment provided the potential impacts identified above are mitigated to a less than significant level through implementation of **Condition No. 18 and 19** of the Tract's approval. Other identified potential impacts not mitigated by these conditions are mandatorily subject to existing City ordinances (Sewer Ordinance, Grading Ordinance, Flood Plain Management Specific Plan, Xeriscape Ordinance, Stormwater Ordinance, etc.), which are specifically intended to mitigate such potential impacts on all projects.

In accordance with Section 21081.6 of the Public Resources Code (AB3180), the Deputy Advisory Agency has assured that the above identified mitigation measures will be implemented by requiring reporting and monitoring as specified in Condition No. 18 and 19.

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

In connection with the approval of Vesting Tentative Tract No. 74309, 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 project is located within the Central City North Community Plan, one of 35 Community Plans that comprise the Land Use Element of the General Plan. The adopted Central City North Community Plan designates the subject property for Heavy Manufacturing land uses with the corresponding zone of M3. The property is approximately 29,006 square feet (before dedications) and is presently zoned M3-1-RIO. While the M3 zone does not allow residential uses, the applicant is currently applying for a General Plan Amendment to amend the land use designation to Regional Center Commercial, and a Vesting Zone Change and Height District Change to C2-2D-RIO with a "D" limitation of a 4.7:1 Floor Area Ratio (FAR). The requested C2 Zone would permit the proposed commercial and residential uses.

The proposed C2 Zone generally limits density to the R4 standard (i.e., 400 square feet of lot area per dwelling unit); however, the C2 Zone allows R5 density (i.e., 200 square feet of lot area) for mixed-use projects on sites designated as Regional Center. The R5 standard would allow development of up to 139 units on the property, in excess of the 122 units currently proposed. Upon approval of the requested Vesting Zone/Height District Change and General Plan Amendment, the project would be consistent with the density requirements under the LAMC.

The site's current M3-1-RIO designation indicates that the property is located in Height District 1, which does not specify a building height limit, and limits FAR to 1.5:1. The project would have a FAR of approximately 4.66 to 1. The proposed project would be in Height District 2, which allows for a 6:1 FAR. As noted, a "D" limitation has been requested in conjunction with the Height District change for the property, limiting FAR to 4.7 to 1. Upon approval of these requests, the project would be consistent with the LAMC's floor area regulations.

In conjunction with the pending General Plan Amendment, Vesting Zone Change, and Height District change, the proposed vesting tentative tract map would be consistent with the use, density, and area requirements of the requested zone and would therefore be consistent with the Central City North Community Plan.

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

The Bureau of Engineering has reviewed the proposed subdivision and found the subdivision layout generally satisfactory and that there are existing sewers in the streets adjoining the subdivision. As a condition of approval, the subdivider is required to make dedications and improvements on East 7th Street and Decatur Street in order to meet current street standards. The Bureau of Street Lighting has also reviewed the proposed subdivision and has conditioned the subdivision approval to upgrade and/or construct new street lights on East 7th Street and Decatur Street in order to meet current street lighting standards. This tract will connect to the public sewer system and will not result in violation of the California Water Code. The Bureau of Sanitation reviewed the sewer/storm drain lines serving the proposed subdivision and found no potential problems to their structures or potential maintenance problems.

Therefore, as conditioned, the proposed map is substantially consistent with the applicable General and Specific Plans affecting the project site, and demonstrates compliance with Sections 17.01, and 17.05 C of the Los Angeles Municipal Code.

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

The site is currently developed with a surface parking lot. The development of this site is an infill development in an otherwise mixed-density and mixed-use neighborhood. The site is not located within a Bureau of Engineering-designated Special Grading Area or Hillside Area. The site is not located within an Alquist-Priolo Fault Zone. The nearest fault is Puente Hills Blind Thrust which is located approximately 1.05 kilometers from the project site. The site is not located within

a liquefaction area, high fire hazard zone, flood zone, landslide, or tsunami inundation zone.

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 November 8, 2016. In addition, the Department of Water and Power has reviewed the proposed project and has determined that water can be adequately supplied to the site.

Therefore, the project site is physically suitable for the proposed type of development.

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

The subject site currently consists of four, contiguous, flat, rectangular-shaped lots totaling approximately 29,006 square feet. The site has frontage on the south side of East 7th Street (approximately 150 feet), as well as frontage on the west side of Decatur Street (approximately 200 feet). The property is currently developed with a surface parking lot.

The proposed project is the merger of four lots into one ground lot and five airspace lots in conjunction with the construction of a new, approximately 129,440 square-foot mixed-use building with 122 residential units and approximately 9,500 square feet of commercial floor area, reaching a maximum of approximately 85 feet in height.

The adjacent property to the north, across East 7th Street, is zoned M3-1-RIO and is developed with an eight-story building currently being converted into a mix of residential and commercial uses. The adjacent properties to the south and east are zoned PF-1XL-RIO and developed with Metropolitan Continuing High School. Adjacent properties to the west, across Decatur Street, are zoned M3-1-RIO and developed with a Greyhound bus terminal. The development of this tract is an infill project in an existing mixed-use and mixed-density neighborhood.

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 finds that Mitigated Negative Declaration No. ENV-2016-2684-MND reflects the independent judgment of the lead agency and determined that this project would not have a significant effect upon the environment provided that the potential impacts identified above are mitigated to

a less than significant level through implementation of **Conditions No. 18 and 19** of the Tract's approval.

The Initial Study, published on October 5, 2017, does not identify any potential adverse impact on fish or wildlife resources as far as earth, air, and plant life are concerned. Furthermore, the project site, as well as the surrounding area is presently developed with existing improvements and does not provide a natural habitat for either fish or wildlife. Any demolition, grading, and construction will be conducted per the requirements of the Los Angeles Municipal Code and associated permits needed to perform such work. These permits also restrict work hours to mitigate noise pollution.

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

There appears to be no potential public health problems caused by the design or improvement of the proposed subdivision. The development is required to be connected to the City's sanitary sewer system, where the sewage will be directed to the LA Hyperion Treatment Plant, which has been upgraded to meet Statewide ocean discharge standards. The Bureau of Engineering has reported that the proposed subdivision does not violate the existing California Water Code because the subdivision will be connected to the public sewer system and will have only a minor incremental impact on the quality of the effluent from the Hyperion Treatment Plant.

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

There are no recorded instruments identifying easements encumbering the project site for the purpose of providing public access. The project site contains legally recorded lots identified by the Assessor Parcel Record. The site is surrounded by private and public properties that adjoin improved public streets and sidewalks designed and improved for the specific purpose of providing public access throughout the area. The project site does not adjoin or provide access to a public resource, natural habitat, public park, or any officially recognized public recreation area. Therefore, the design of the subdivision and the proposed improvements would not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.

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

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

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

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

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

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

These findings shall apply to both the tentative and final maps for Tract No. 74309.

VINCENT P. BERTONI, AICP
Advisory Agency

KEVIN S. GOLDEN
Deputy Advisory Agency

JANE J. CHOI, AICP
Senior City Planner

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:

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

*Valley Office*
*6262 Van Nuys Boulevard, Suite 251*
*Van Nuys, CA 91401*
*(818) 374-5050*

*West Los Angeles Office*
*1828 Sawtelle Boulevard, 2nd Floor*
*Los Angeles, CA 90025*
*(310) 231-2598*

**Forms are also available on-line at http://planning.lacity.org**

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

**Exhibit "D"**

City of Los Angeles

Department of City Planning • Environmental Analysis Section
City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012

# INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

## CENTRAL CITY NORTH COMMUNITY PLAN AREA

# 1800 E. 7th Street Project

**Case No. ENV-2016-2684-MND**

**Council District No. 14**

**THIS DOCUMENT COMPRISES THE INITIAL STUDY/PROPOSED MITIGATED NEGATIVE DECLARATION ANALYSIS AS REQUIRED UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

**Project Addresses:** 1800 E. 7th Street, Los Angeles, CA 90021

**Project Description:** The Project Site is located on the southeast corner of 7th Street and Decatur Street in the Central City North Community Plan Area of the City of Los Angeles. The Project Site is bounded on the north by 7th Street, on the east by industrial and educational land uses and surface parking lots, on the south by the Metropolitan Continuation High School (LAUSD), and on the west by Decatur Street. The total area of all the parcels that compose the Project site is approximately 29,006 square feet (or 0.67 acre). The Project Site is zoned M3-1-RIO (Heavy Industrial, Height District 1), and the General Plan land use designation for the Site is Heavy Industrial. The subject of this Initial Study/Mitigated Negative Declaration (IS/MND) is the proposed 1800 E. 7th Street development (the "Project" or "Proposed Project"), which consists of the redevelopment of an existing surface parking lot at the corner of 7th Street and Decatur Street in the Arts District with a 85-foot tall mixed use project consisting of 122 live/work units, 9,500 square feet of commercial space (including 3,245 square feet of retail space, 3,555 square feet of restaurant space, and 2,700 square feet of creative office space), 5,885 square feet of arts and production and other related amenity spaces for the use of residents living in the building, and 132 parking spaces in a two-level subterranean garage and ground-floor level parking area (the "Project"). The Project's FAR would be approximately 4.66 to 1. The Applicant would provide a total of 14 Very Low Income Units (11 percent). By providing these affordable units, the Project is entitled to by right reduced parking under AB 744. The Project will include an air filtration system with filters meeting the Minimum Efficiency Reporting Value (MERV) of 11.

The Project will require approval of the following discretionary actions:

1. General Plan Amendment from Heavy Industrial to Regional Center Commercial;
2. Vesting Zone/Height District Change from M3-1-RIO to C2-2D-RIO (with the D limitation allowing a maximum FAR of 4.7 to 1);
3. An On Menu Density Bonus Incentive for a 20% decrease from the Code required Open Space;
4. Off Menu Density Bonus Incentives to allow for long-term bicycle parking for the residential units to be provided in the first and second level of the underground parking garage instead of the parking garage level closest to the ground floor and in lieu of the shortest walking distance to the nearest pedestrian entrance to the building from the parking garage as required by LAMC Sections 12.21 A.16.(e)(2)(iii)(a) and 12.21 A.16.(e)(2)(iii)(b);
5. Off Menu Waiver of Development Standards Incentives for 5-foot easterly side yard and 5-foot rear yard for the residential portion of the Project located above the ground level;
6. Site Plan Review;
7. A Conditional Use to allow the sale and dispensing of a full line of alcoholic beverages in conjunction with a restaurant; and
8. A Vesting Tentative Tract Map to create one ground lot and five airspace lots.

**APPLICANT:**
Elm Tree Investments, L.P.
**PREPARED FOR:**
Los Angeles Department of City Planning
**PREPARED BY:**
CAJA Environmental Services, LLC

# I. INTRODUCTION

The subject of this Initial Study/Mitigated Negative Declaration (IS/MND) is the proposed 1800 E. 7th Street development (the "Project" or "Proposed Project"), which consists of the redevelopment of an existing surface parking lot at the corner of 7th Street and Decatur Street in the Downtown Los Angeles Arts District with a seven-story (85-foot tall) mixed use project consisting of 122 live/work units, 9,500 square feet of commercial space (including 3,245 square feet of retail space, 3,555 square feet of restaurant space, and 2,700 square feet of creative office space), 5,885 square feet of arts and production and other related amenity spaces for the use of residents living in the building, and 132 parking spaces in a two-level subterranean garage and ground-floor level parking area. The Project's FAR would be approximately 4.66. The Applicant would provide a total of 14 Very Low Income Units. The Project will include an air filtration system with filters meeting the Minimum Efficiency Reporting Value (MERV) of 11.

**PROJECT INFORMATION**

| | |
|---|---|
| Project Title: | 1800 E. 7th Street Project |
| Project Location: | 1800 E. 7th Street, Los Angeles, CA |
| Lead Agency: | City of Los Angeles, Department of City Planning<br>200 N. Spring Street, Room 621, Los Angeles, CA 90012 |
| City Staff Contact: | Michael Sin |
| Applicant: | Elm Tree Investments, LP |

**ORGANIZATION OF THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

This IS/MND is organized into five sections as follows:

I. Introduction: This section (above) provides introductory information about the Project.

II. Project Description: This section provides a detailed description of the environmental setting and the Project, including Project characteristics, Project objectives, and environmental review requirements.

III. Initial Study Checklist: This section contains the completed Initial Study Checklist showing the significance level under each environmental impact category.

IV. Environmental Impact Analysis: Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of impacts associated with each subject area. When the evaluation identifies potentially significant effects, as identified in the Checklist, mitigation measures are provided to reduce such impacts to a less than significant level.

V. List of Preparers: This section provides a list of City personnel, other governmental agencies, and consultant team members that participated in the preparation of the IS/MND.

Appendices: Includes various documents, technical reports, and information used in the IS/MND.

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**

| **LEAD CITY AGENCY** | **COUNCIL DISTRICT** |
|---|---|
| City of Los Angeles | 14 |
| **PROJECT TITLE:** | **CASE NO.** |
| 1800 E. 7th Street Project | CPC-2016-2683-GPA-VZC-HD-CU-DB-SPR, VTT No. 74309, ENV-2016-2684-MND |

**PROJECT LOCATION:** 1800 E. 7th Street, Los Angeles, CA 90021

**PROJECT DESCRIPTION:** The Project Site is located on the southeast corner of 7th Street and Decatur Street in the Central City North Community Plan Area of the City of Los Angeles. The Project Site is bounded on the north by 7th Street, on the east by industrial and educational land uses and surface parking lots, on the south by the Metropolitan Continuation High School (LAUSD), and on the west by Decatur Street. The total area of all the parcels that compose the Project site is approximately 29,006 square feet (or 0.67 acre). The Project Site is zoned M3-1-RIO (Heavy Industrial, Height District 1), and the General Plan land use designation for the Site is Heavy Industrial. The subject of this Initial Study/Mitigated Negative Declaration (IS/MND) is the proposed 1800 E. 7th Street development (the "Project" or "Proposed Project"), which consists of the redevelopment of an existing surface parking lot at the corner of 7th Street and Decatur Street in the Arts District with a 85-foot tall mixed use project consisting of 122 live/work units, 9,500 square feet of commercial space (including 3,245 square feet of retail space, 3,555 square feet of restaurant space, and 2,700 square feet of creative office space), 5,885 square feet of arts and production and other related amenity spaces for the use of residents living in the building, and 132 parking spaces in a two-level subterranean garage and ground-floor level parking area (the "Project"). The Project's FAR would be approximately 4.66 to 1. The Applicant would provide a total of 14 Very Low Income Units (11 percent). By providing these affordable units, the Project is entitled to by right reduced parking under AB 744. The Project will include an air filtration system with filters meeting the Minimum Efficiency Reporting Value (MERV) of 11.

The Project will require approval of the following discretionary actions:

1. General Plan Amendment from Heavy Industrial to Regional Center Commercial;
2. Vesting Zone/Height District Change from M3-1-RIO to C2-2D-RIO (with the D limitation allowing a maximum FAR of 4.7 to 1);
3. An On Menu Density Bonus Incentive for a 20% decrease from the Code required Open Space;
4. Off Menu Density Bonus Incentives to allow for long-term bicycle parking for the residential units to be provided in the first and second level of the underground parking garage instead of the parking garage level closest to the ground floor and in lieu of the shortest walking distance to the nearest pedestrian entrance to the building from the parking garage as required by LAMC Sections 12.21 A.16.(e)(2)(iii)(a) and 12.21 A.16.(e)(2)(iii)(b);
5. Off Menu Waiver of Development Standards Incentives for 5-foot easterly side yard and 5-foot rear yard for the residential portion of the Project located above the ground level;
6. Site Plan Review;
7. A Conditional Use to allow the sale and dispensing of a full line of alcoholic beverages in conjunction with a restaurant; and
8. A Vesting Tentative Tract Map to create one ground lot and five airspace lots.

**NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY**
Fred Afari, PE
Elm Tree Investments, L.P.
P.O. Box 56766
Sherman Oaks, CA 91413

| | | |
|---|---|---|
| **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. | | |
| SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED | | |
| Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the Mitigated Negative Declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made. | | |
| THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED. | | |
| **NAME OF PERSON PREPARING FORM**<br>Michael Sin | **TITLE**<br>City Planning Associate | **TELEPHONE NUMBER**<br>(213) 978-1345 |
| **ADDRESS**<br>200 North Spring Street, Room 621<br>Los Angeles, CA 90012 | **SIGNATURE (Official)** | **DATE**<br>9/27/2017 |

# SUMMARY OF MITIGATION MEASURES

## 1. AESTHETICS

No Mitigation Measures are required.

## 2. AGRICULTURE

No Mitigation Measures are required.

## 3. AIR QUALITY

**3-1** All off-road construction equipment greater than 50 hp shall meet U.S. EPA Tier 4 emission standards, where commercially available, to reduce $NO_x$, $PM_{10}$, and $PM_{2.5}$ emissions at the Project site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.

**3-2** The use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) shall be required during Project construction and, if the City determines that 2010 model year or newer diesel trucks cannot be obtained, trucks that meet U.S. EPA 2007 model year $NO_x$ emissions requirements shall be required.

**3-3** Haul trucks during the grading and excavation phase shall have a minimum capacity of 15 cubic yards per truck.

## 4. BIOLOGICAL RESOURCES

No mitigation measures are required.

## 5. CULTURAL RESOURCES

No mitigation measures are required.

## 6. GEOLOGY AND SOILS

No mitigation measures are required.

## 7. GREENHOUSE GAS EMISSIONS

No mitigation measures are required.

## 8. HAZARDS

No mitigation measures are required.

## 9. HYDROLOGY/WATER QUALITY

No mitigation measures are required.

## 10. LAND USE

No mitigation measures are required.

## 11. MINERAL RESOURCES

No mitigation measures are required.

## 12. NOISE

### 12-2 Noise (Construction Staging)

- The construction staging area shall be as far from sensitive receptors as possible.

### 12-3 Noise (Construction Power Equipment)

- The Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices capable of attenuating sound by 3 dBA or more.
- The power contractor shall use either plug-in electric or solar powered on-site generators to the extent feasible.

### 12-4 Noise (Construction Sound Barriers)

- Temporary sound barriers, capable of achieving a sound attenuation of at least 12 dBA (e.g., construction sound wall with sound blankets) and blocking the line-of-sight shall be installed between the Project Site and the Metropolitan Continuation High School classroom buildings and outdoor eating area to the south of the Project Site as well as between the Project Site and the Metropolitan Continuation High School trailer buildings to the east of the Project Site.

### 12-5 Noise (Construction Notification)

- Two weeks prior to commencement of construction, notification shall be provided to the off-site residential and school uses within 500 feet of the Project Site that discloses the construction schedule, including the types of activities and equipment that would be used throughout the duration of the construction period.

## 13. POPULATION AND HOUSING

No mitigation measures are required.

## 14. PUBLIC SERVICES

14-1 The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features:

- Fire lanes, where required, shall be a minimum of 20 feet in width;
- All structures must be within 300 feet of an approved fire hydrant; and
- Entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

14-2 Prior to plan check review, the Project Applicant shall consult with the Los Angeles Fire Department regarding the installation of public and/or private fire hydrants, sprinklers, access, and/or other fire protection features within the Project. All required fire protection features shall be installed to the satisfaction of the Los Angeles Fire Department.

**14-3 Public Services (Police – Demolition/Construction Sites)**

- Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

**14-4 Public Services (Police)**

- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

## 15. RECREATION

No mitigation measures are required.

## 16. TRANSPORTATION

**16-1 Transportation/Traffic (Construction)**

- A construction work site traffic control plan shall be submitted to LADOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall 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. All construction related traffic shall be restricted to off-peak hours.

- All delivery truck loading and unloading shall take place on-site.

- 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.

- 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.

## 17. TRIBAL CULTURAL RESOURCES

**17-1** In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities[1], all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

a. Upon a discovery of a potential tribal cultural resource, the project Permittee shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning at (213) 978-1454.
b. If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Project Permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
c. The project Permittee shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible.
d. The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.

---

[1] Ground disturbance activities shall include the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity

e. If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.

f. The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.

g. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.

h. Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

## 18. PUBLIC UTILITIES

### 18-1 Utilities (Local Water Supplies - Landscaping)

- In addition to the requirements of the Landscape Ordinance, the Project landscape plan shall incorporate the following:
    - Weather-based irrigation controller with rain shutoff
    - Matched precipitation (flow) rates for sprinkler heads
    - Drip/microspray/subsurface irrigation where appropriate
    - Minimum irrigation system distribution uniformity of 75 percent
    - Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials
    - Use of landscape contouring to minimize precipitation runoff

- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 square feet and greater.

### 18-2 Utilities (Local Water Supplies)

- Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.

- Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.

- Install and utilize only restroom faucets of a self-closing design.

- Install and utilize only high-efficiency Energy Star-rated dishwashers in the Project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the Applicant shall be responsible for ensuring compliance.

- Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements (single-pass cooling refers to the use of potable water to extract heat from process equipment, such as vacuum pumps or ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system).

**18-3 Utilities (Local Water Supplies - New Commercial or Industrial)**

- All commercial restroom faucets shall be of a self-closing design.

**18-4 Utilities (Local Water Supplies - New Residential)**

- Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the Applicant shall be responsible for ensuring compliance.

## 19. MANDATORY FINDINGS OF SIGNIFICANCE

No mitigation measures are required.

# II. PROJECT DESCRIPTION

## A. PROJECT LOCATION

The location of the development ("Project" or "Proposed Project") at 1800 E. 7th Street ("Project Site" or "Property") is within the Los Angeles Arts District, within the boundaries of the Central City North Community Plan Area. The Project Site is located along 7th Street at the southeast corner of Decatur Street and 7th Street and includes approximately 29,006 square feet (0.67 acre) of gross lot area, and is generally bounded by 7th Street to the north, Decatur Street to the west, the Metropolitan High School campus to the south, and low-rise industrial buildings with surface parking lots to the east. See also Figure II-1, Regional and Project Vicinity Map, and Figure II-2, Aerial Map.

Table II-1 shows the address, zoning, land use, and lot area for the Project Site.

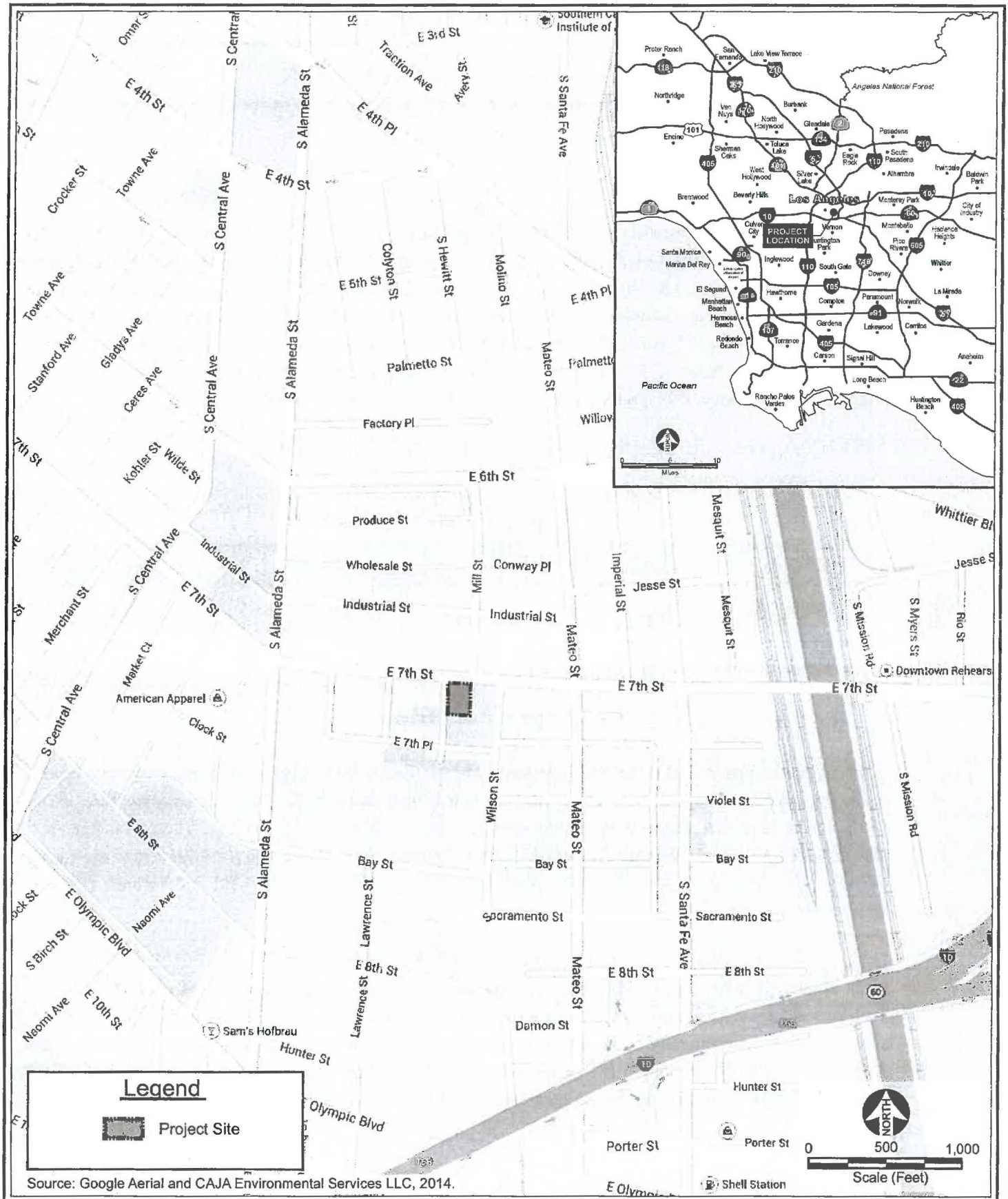
**Table II-1**
**Project Site Characteristics**

| Address | Zoning | General Plan | Other | Gross Lot Area |
|---|---|---|---|---|
| 1800 E. 7th Street | M3-1-RIO | Heavy Industrial | East Los Angeles State Enterprise Zone | 29,006 s.f. |
| *Source: http://zimas.lacity.org/ accessed June 2016.* | | | | |

## B. REGIONAL AND LOCAL ACCESS

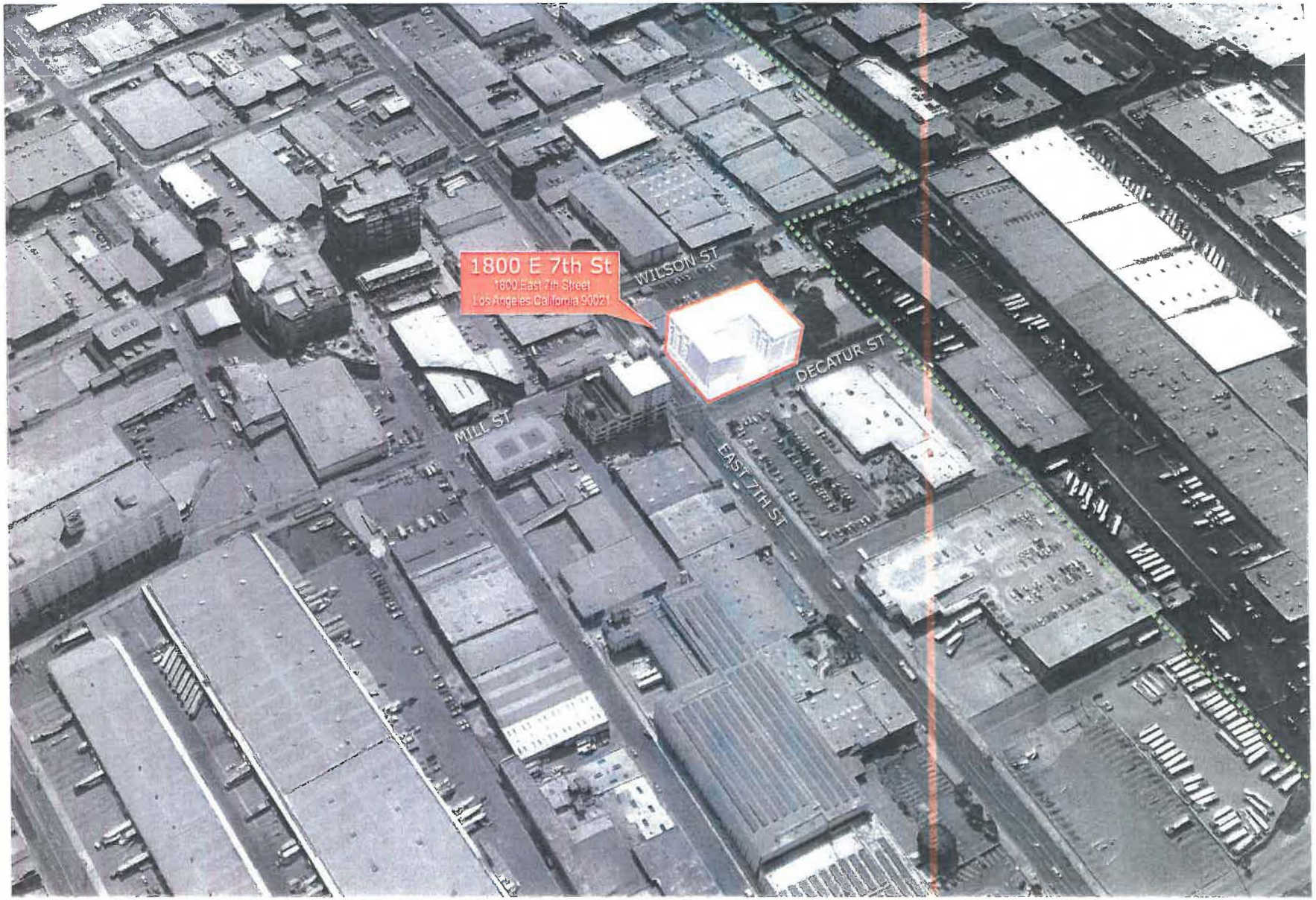
The Hollywood Freeway (US-101) and the Santa Monica Freeway (I-10) provide primary regional access to the Project Site. The Hollywood Freeway runs in a north-south direction east of the Project Site, while the Santa Monica Freeway runs in an east-west direction south of the Project Site. These two freeways also provide access to the Harbor Freeway (I-110) to the west, to the Santa Ana (I-5) freeway to the south, to the Golden State Freeway (I-5) to the north, and to the San Bernardino (I-10) and Pomona (SR-60) freeways to the east.

Local access is provided by the east and west aligned 7th Street, classified as an Avenue II, and north and south aligned Decatur Street, classified as an Industrial Collector Street under the Mobility Plan 2035. Both streets intersect adjacent to the Project Site. Alameda Street, which is just west of the Project Site, is a two-way north-southbound street providing two travel lanes in each direction and is classified as an Avenue I. Mateo Street, which is located just east of the Project Site, is a two-way north-south street providing one travel lane in each direction and is classified as an Avenue III.




CAJA Environmental Services, LLC

Figure II-1
Regional and Project Vicinity Map




Source: HansonLA Architecture + Design, 7/15/2014.

CAJA Environmental Services, LLC

Figure II-2
Aerial Map

**Public Transit**

The Project Site is in close proximity to the MTA's express bus system, known as Metro Rapid. The most convenient Metro Rapid stop to the Project site is Metro Rapid Bus 720 (located on 7th and Decatur Streets, directly across from the subject site), which runs east-west along 5th and 6th Streets in the vicinity of Central Avenue, continuing to the west along Wilshire Boulevard to its final destination in Santa Monica. Metro Rapid Bus 720 also provides access to Pershing Square with connection to the Red and Purple Lines. Going east along 6th Street, Metro Rapid Bus 720 continues to run along Whittier Boulevard through East Los Angeles to the Commerce Center. Metro Local Buses 18, 60 and 62, which run along 7th Street, also serve the Project Site.

The Metro Gold Line rail system is located at the Little Tokyo/Arts District station at 1st Street and Alameda Street. The Metro Gold Line offers service to East Los Angeles to the east and Pasadena to the northeast. The Metro Gold Line connects to Union Station, providing access to Metrolink, the Metro Silver Bus Line, and Metro Rail Red and Purple Lines.

DASH Downtown Route A bus stops at 3rd Street and Alameda Street, which is near the Project site. DASH Route A bus, which travels through the Arts District, provides access to the Civic Center, prime locations in the core of downtown Los Angeles, the Financial District and Central City West. DASH Route A bus line also connects to the Metro's Expo (7th Street/Metro Center to Downtown Santa Monica), Red (Union Station to North Hollywood), Purple (Union Station to Wilshire/Western), and Blue (7th Street/Metro Center to Downtown Long Beach) rail lines at the 7th Street/Metro Center.

Residents may access downtown and the Metro Rail system by using the Metro Gold Rail Line, Metro Rapid Bus or the DASH Route A bus line, benefiting from the opportunity to forego the use of the automobile while commuting to jobs in the downtown area.

## C. ZONING AND LAND USE DESIGNATIONS

The Project Site is located within the Central City North Community Plan Area of the City of Los Angeles and within the Central Industrial Redevelopment Plan Area. The Project is also within the East Los Angeles State Enterprise Zone.[1] The Federal, State, and City governments provide economic incentives to stimulate local investment and employment through tax and regulation relief and improvement of public services. The Enterprise Zone (EZ) special provisions applicable to the Project relate to parking standards.

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[1] *City of Los Angeles Department of City Planning, Zoning Information and Map Access System, website: http://zimas.lacity.org/.*

The Project Site is currently zoned M3-1 (Heavy Industrial, Height District 1) with a General Plan land use designation of Heavy Industrial. Pursuant to Section 12.20 of the Los Angeles Municipal Code (LAMC), the following uses are permitted in the M3-1 zone: various industrial, manufacturing, commercial, and office uses. The -1 designation indicates that the Project Site is located in Height District 1, which does not specify a building height limit, but rather limits floor area ratio ("FAR") on the Project Site to 1.5:1. The site is located in the Los Angeles River Improvement Overlay (RIO) District, effective August 20, 2014, pursuant to Ordinances 183,144 and 183,145.

## D. EXISTING CONDITIONS

A surface parking lot currently occupies the entirety of the Project Site. A fence surrounds this parking lot.

## E. SURROUNDING LAND USES

The properties surrounding the Project Site include industrial uses, educational facilities, and parking lots. The Proposed Project area is generally characterized by dense downtown contextual development consisting of a mixture of some multi-family housing along with predominately commercial and various industrial uses, as well as retail uses. Adjacent to the Project Site on the north, across 7th Street, is an eight-story industrial warehouse building, which is currently being converted to accommodate live/work units, retail, and creative office uses. The Metropolitan Continuation High School campus is located to the south of the Project Site, along with adjacent surface parking. Surface parking lots associated with the Greyhound Bus Terminal are located to the west of the Project Site across Decatur Street. A low-rise industrial office building as well as several surface parking lots are located to the east of the Project Site.

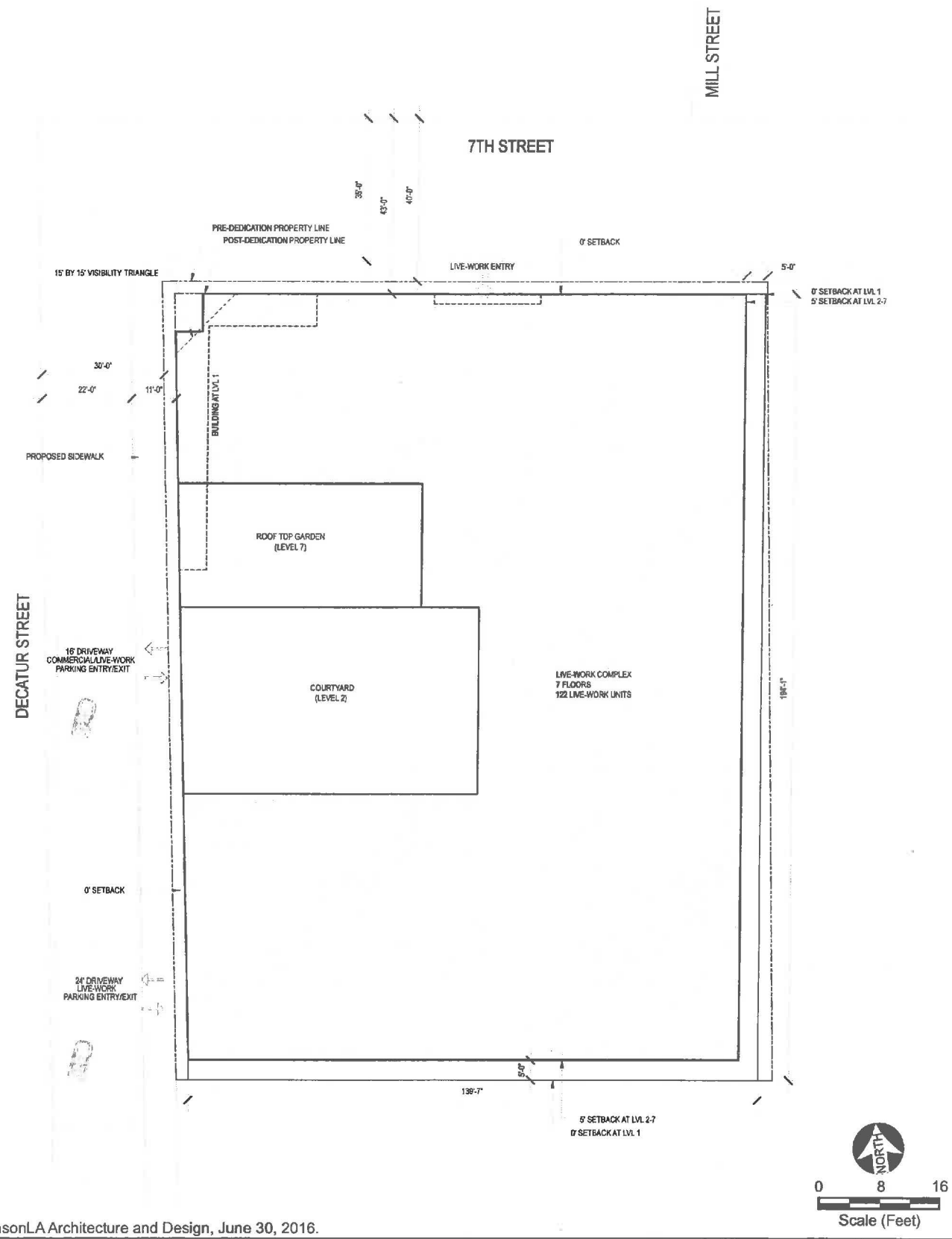
## F. PROPOSED DEVELOPMENT

The Project would replace the existing surface parking lot on the site with a seven-story, 85-foot tall mixed use building consisting of 122 live/work units, 9,500 square feet of commercial space (including 3,245 square feet of retail space, 3,555 square feet of restaurant space, and 2,700 square feet of creative office space), 5,885 square feet of arts and production and other related amenity spaces for the use of residents living in the building, and 132 parking spaces in a two-level subterranean garage and ground-floor level parking area (the "Project"). Approximately 1,050 square feet (not included above) of outdoor dining area would also be included. The Project's FAR would be approximately 4.66 to 1. The Applicant would provide a total of 14 Very Low Income Units, or 11 percent of the 122 proposed units. The Project will include an air filtration system with filters meeting the Minimum Efficiency Reporting Value (MERV) of 11.

The proposed structure would consist of approximately 129,440 square feet of total floor area and would be approximately 85 feet in height. Table II-2 below lists the projected land uses and relative size. Approximately 10,393 square feet of open space would be provided within the Project, consisting of a

combination of unit balconies, a common courtyard with pool (on the second level), and a roof garden (on the seventh floor). Figures II-3 through II-14 present floor plans, a cross-section, architectural renderings, and an elevation for the Project.

As noted in Table II-I, the current gross area of the site is 29,006 square feet. After street dedications, as part of the Vesting Tentative Tract Map process, the site will have an area of approximately 27,883 square feet. The Project would require 3-foot dedications on both E. 7th Street and Decatur Street to create half right-of-way widths of 43 feet and 33 feet, respectively, which is consistent with the Avenue II and Collector designations of Mobility Plan 2035. In addition, the project will require a 15-foot by 15-foot corner dedication at the intersection of E. 7th Street and Decatur Street.




Source: HansonLA Architecture and Design, June 30, 2016.

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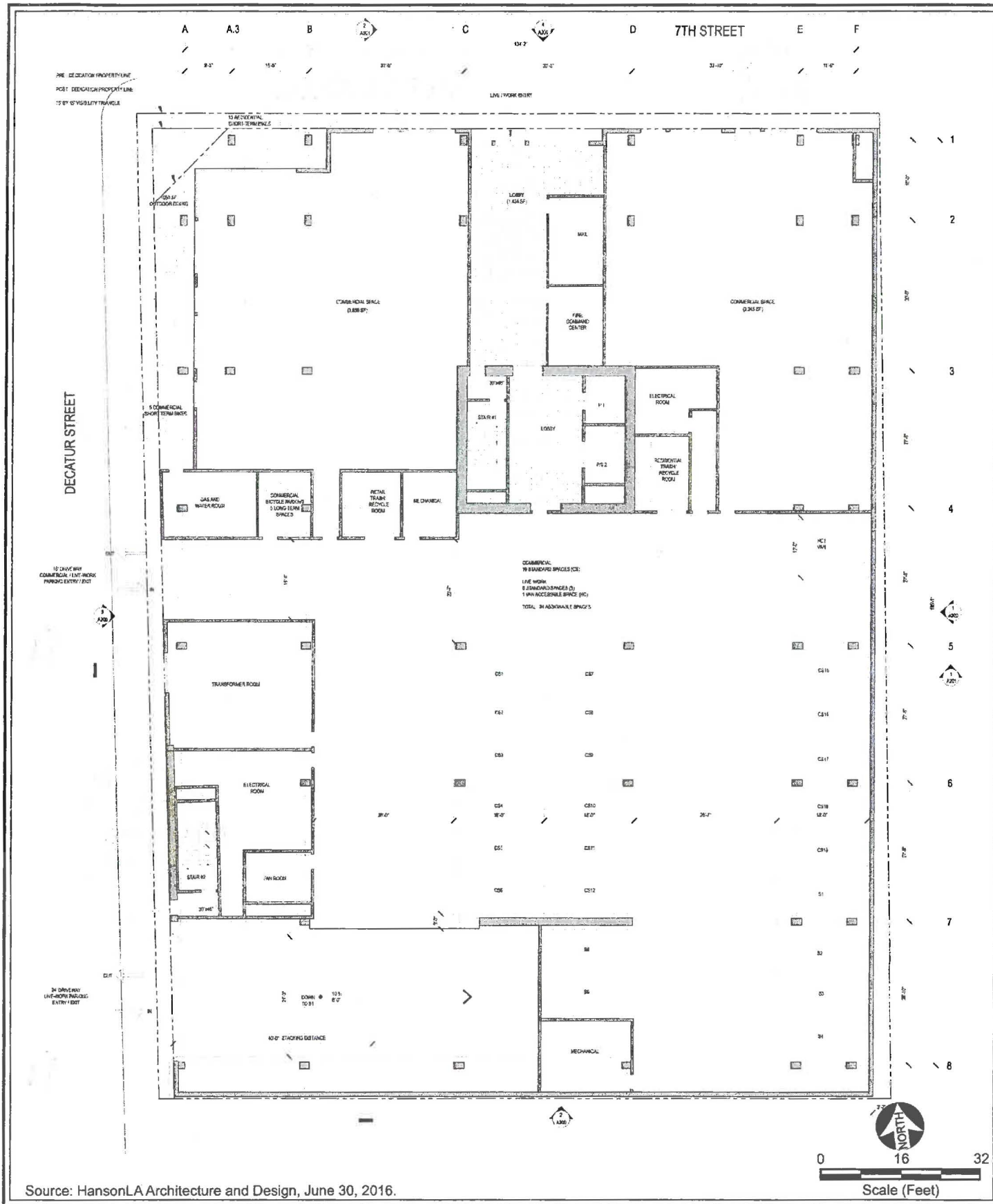
Figure II-3
Project Summary and Plot Plan




Source: HansonLA Architecture and Design, June 30, 2016.

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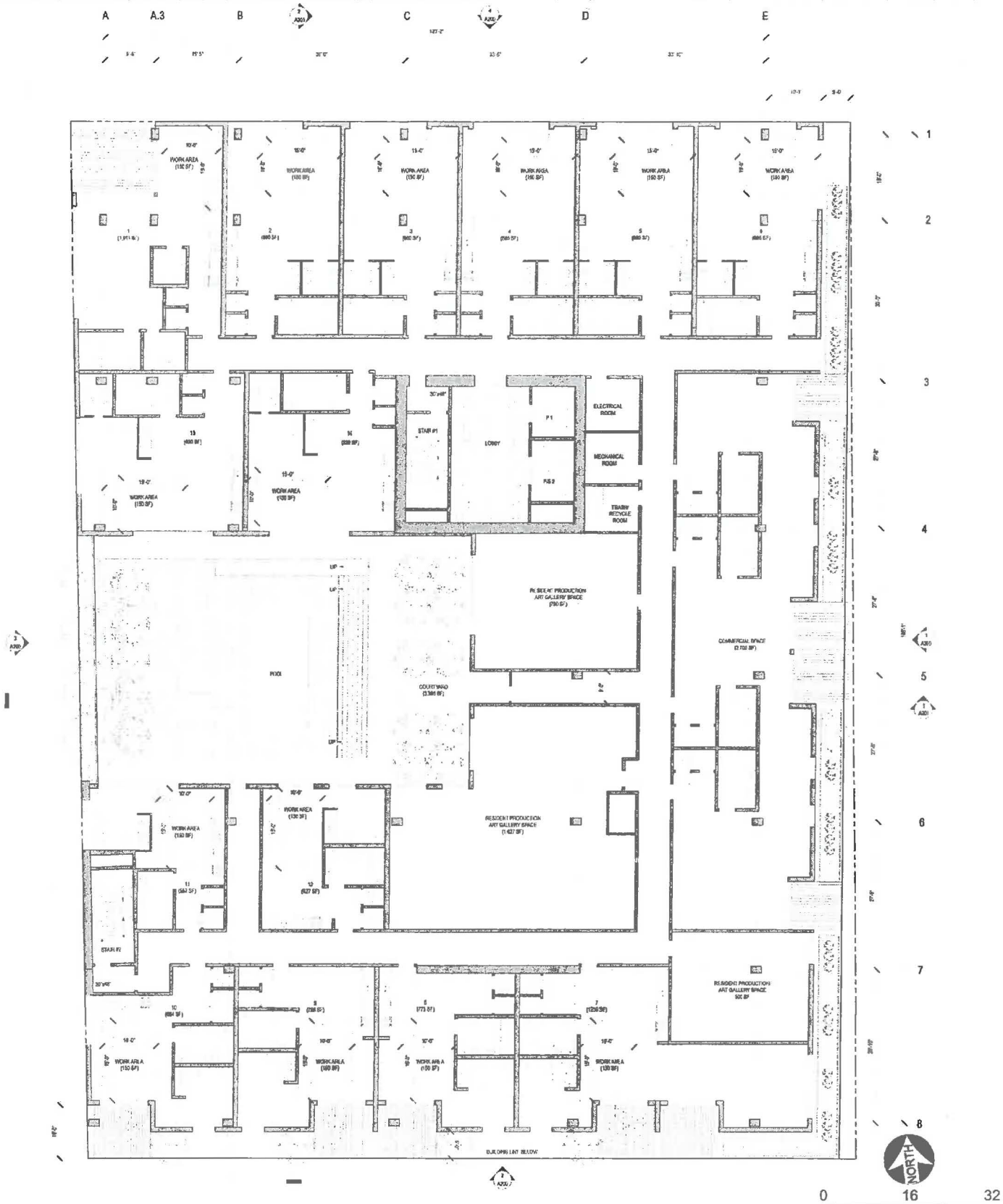
Figure II-4
Project Level 1 Plan




Source: HansonLA Architecture and Design, June 30, 2016.

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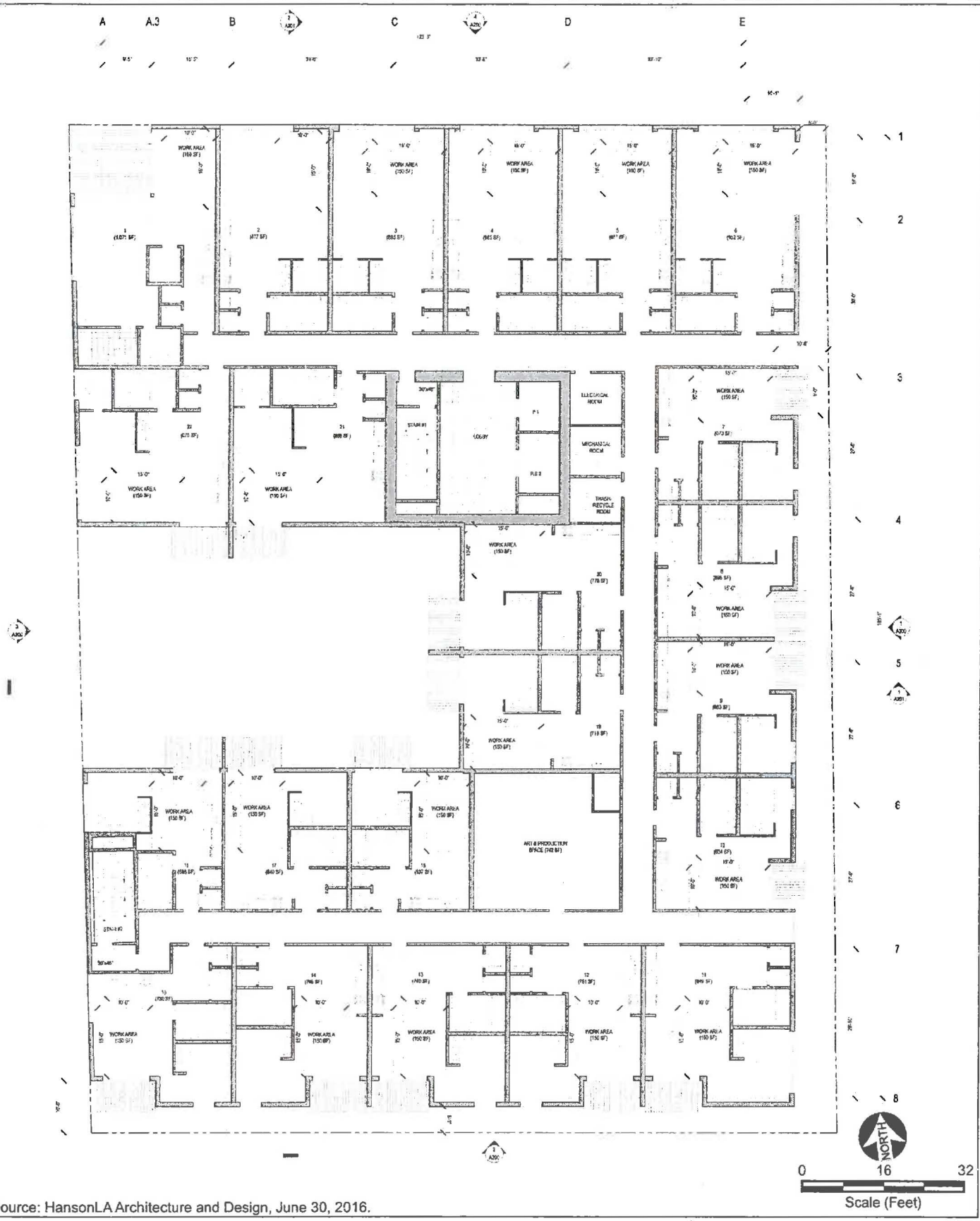
Figure II-5
Project Level 2 Plan




Source: HansonLA Architecture and Design, June 30, 2016.

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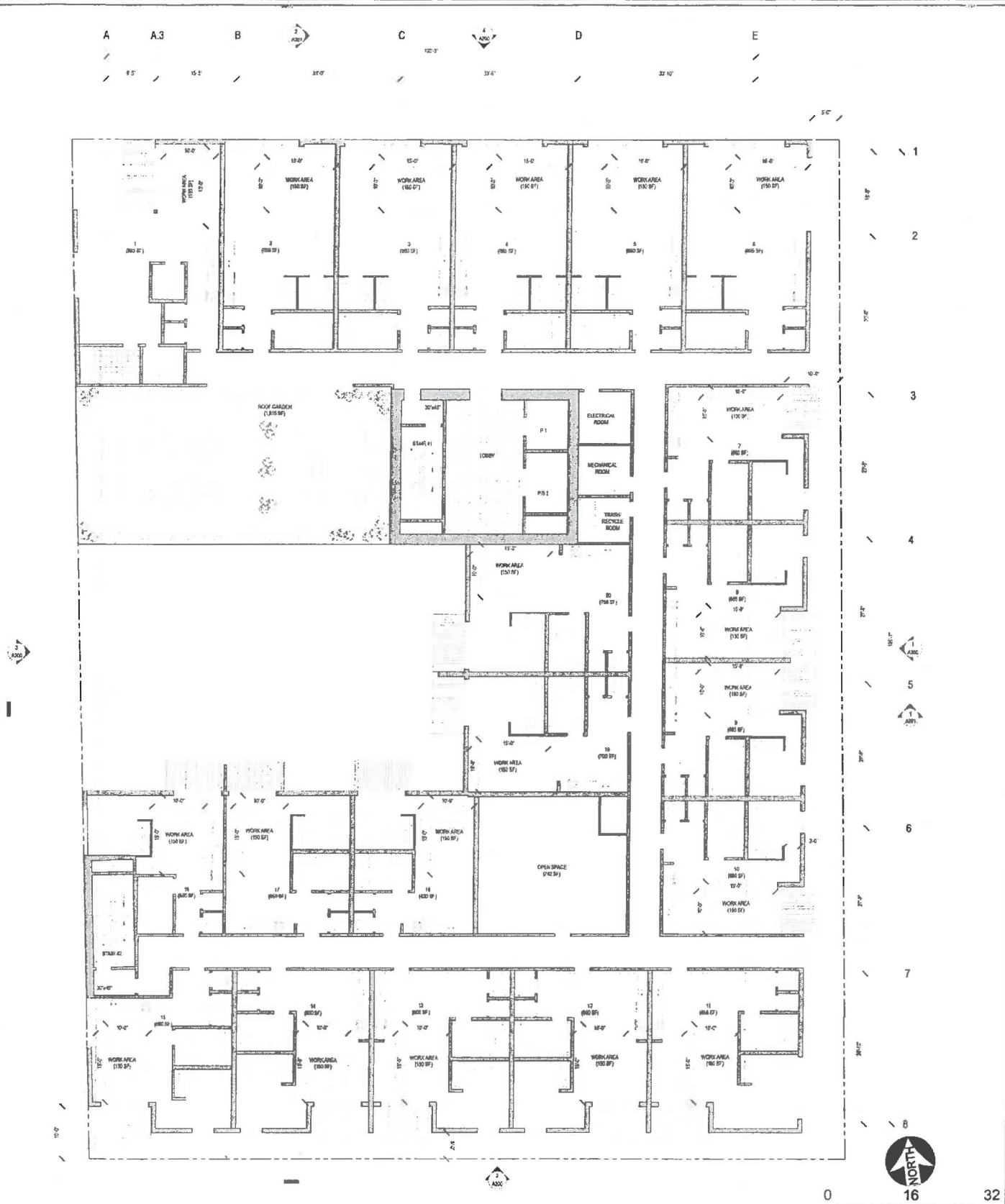
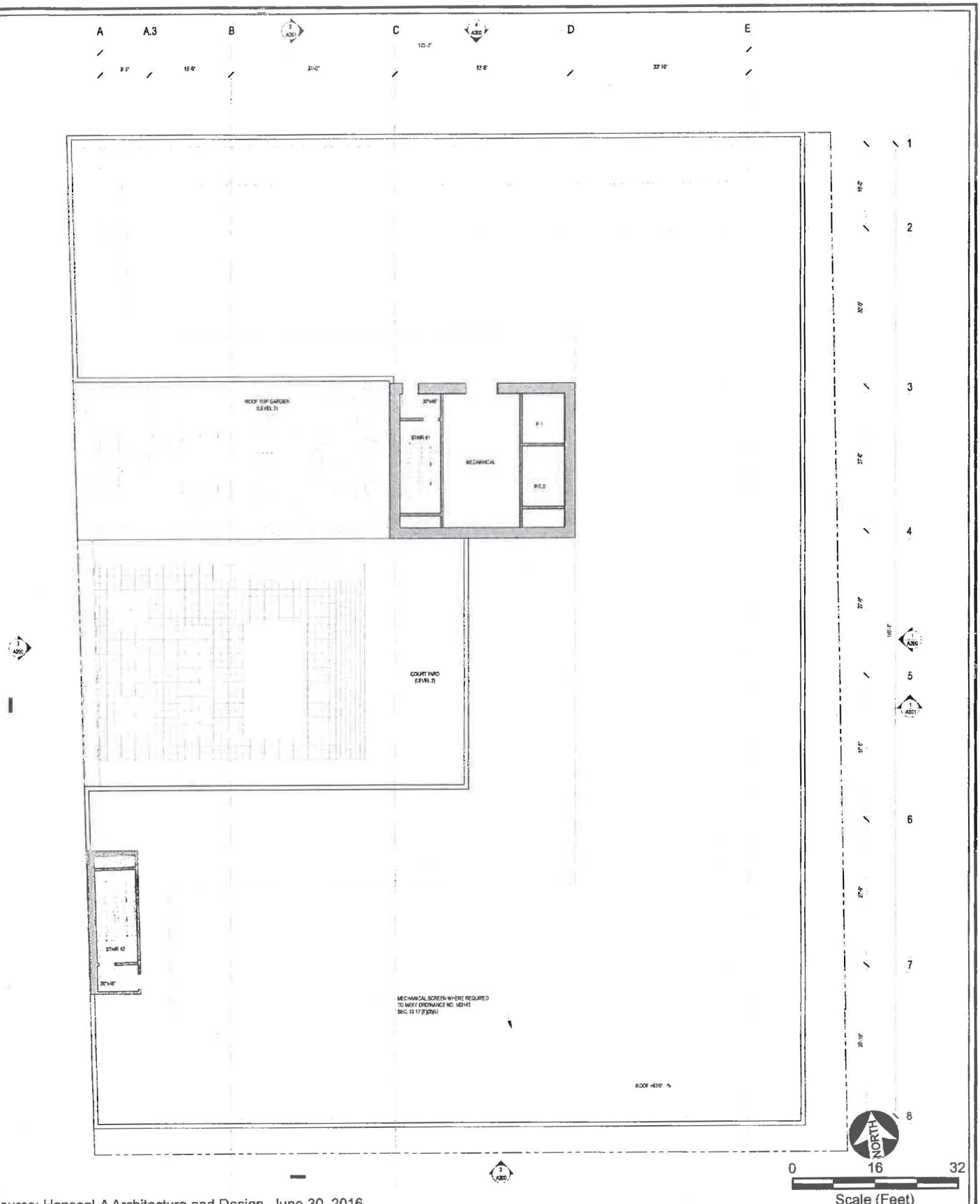
Figure II-6
Project Levels 3 & 6 Plan




Source: HansonLA Architecture and Design, June 30, 2016.

CAJA Environmental Services, LLC

Figure II-7
Project Level 7 Plan




Source: HansonLA Architecture and Design, June 30, 2016.

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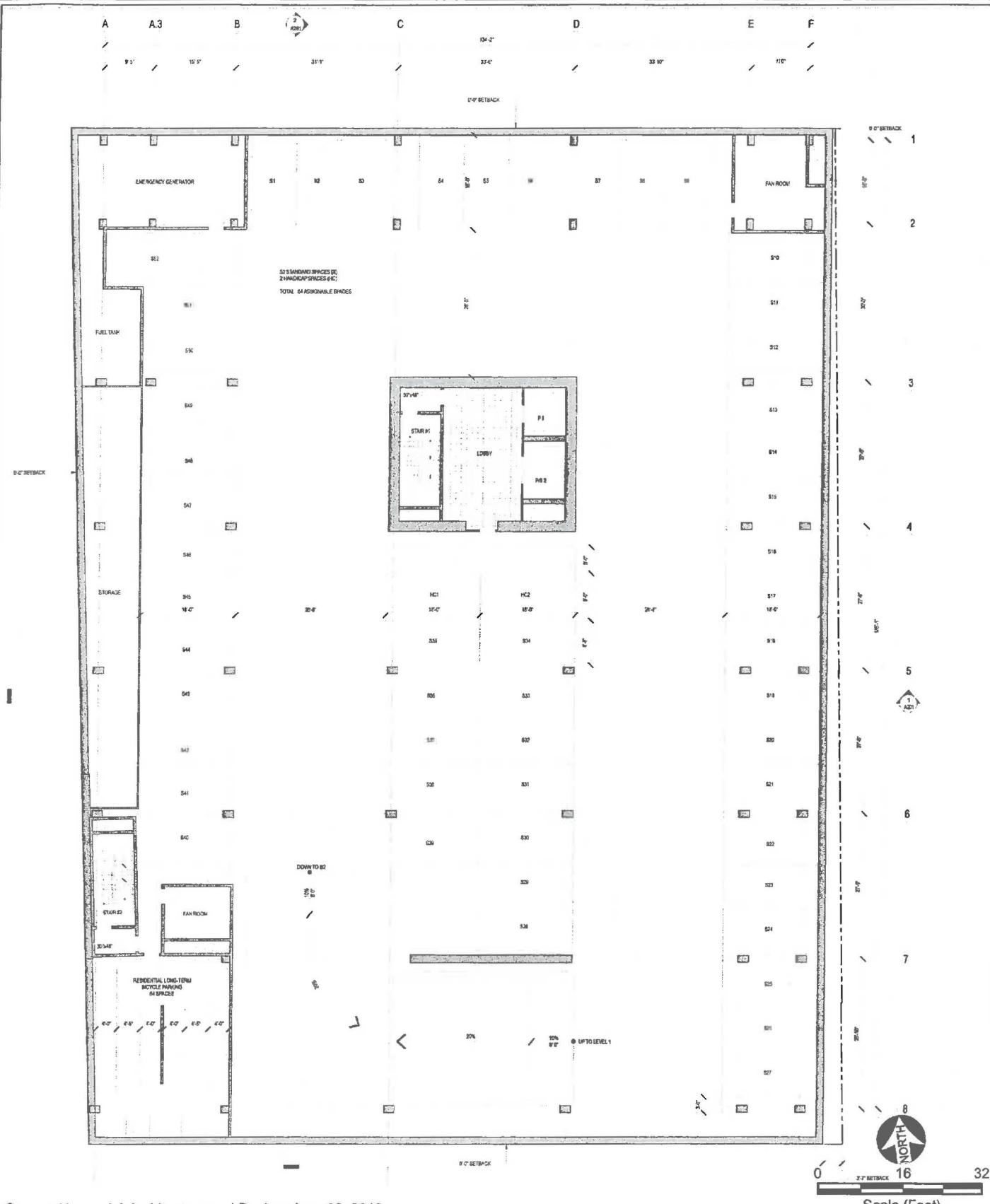
Figure II-8
Project Roof Plan




Source: HansonLA Architecture and Design, June 30, 2016.

CAJA Environmental Services, LLC

Figure II-9
Project Parking Level B1 Plan




Source: HansonLA Architecture and Design, June 30, 2016.

CAJA Environmental Services, LLC

Figure II-10
Project Parking Level B2 Plan




Source: HansonLA Architecture and Design, June 30, 2016.

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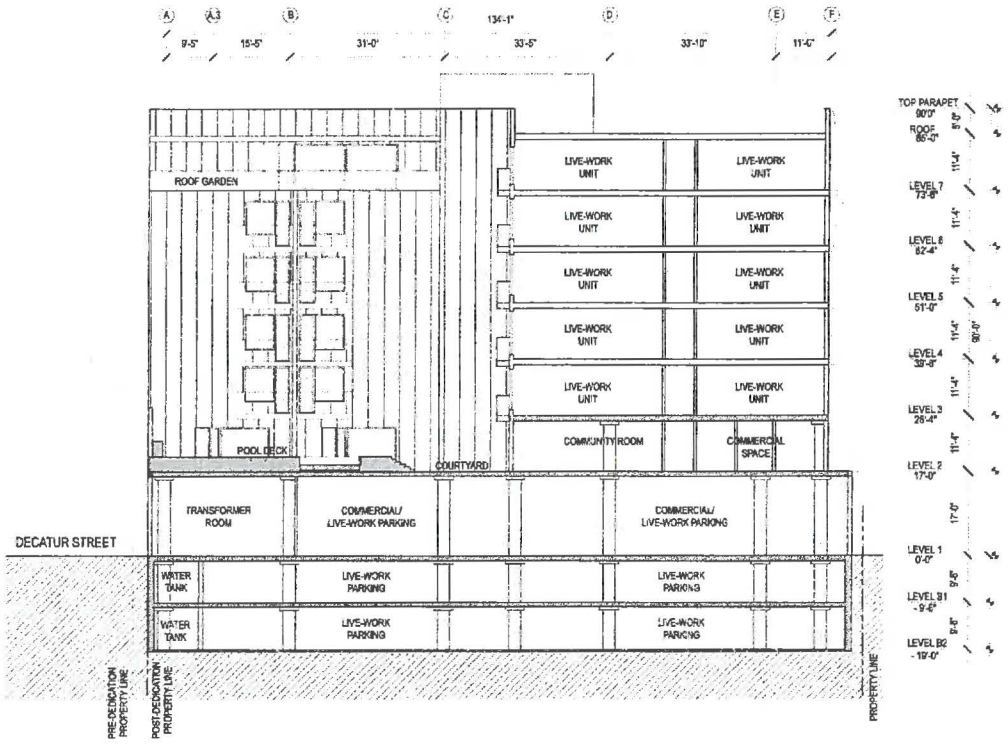
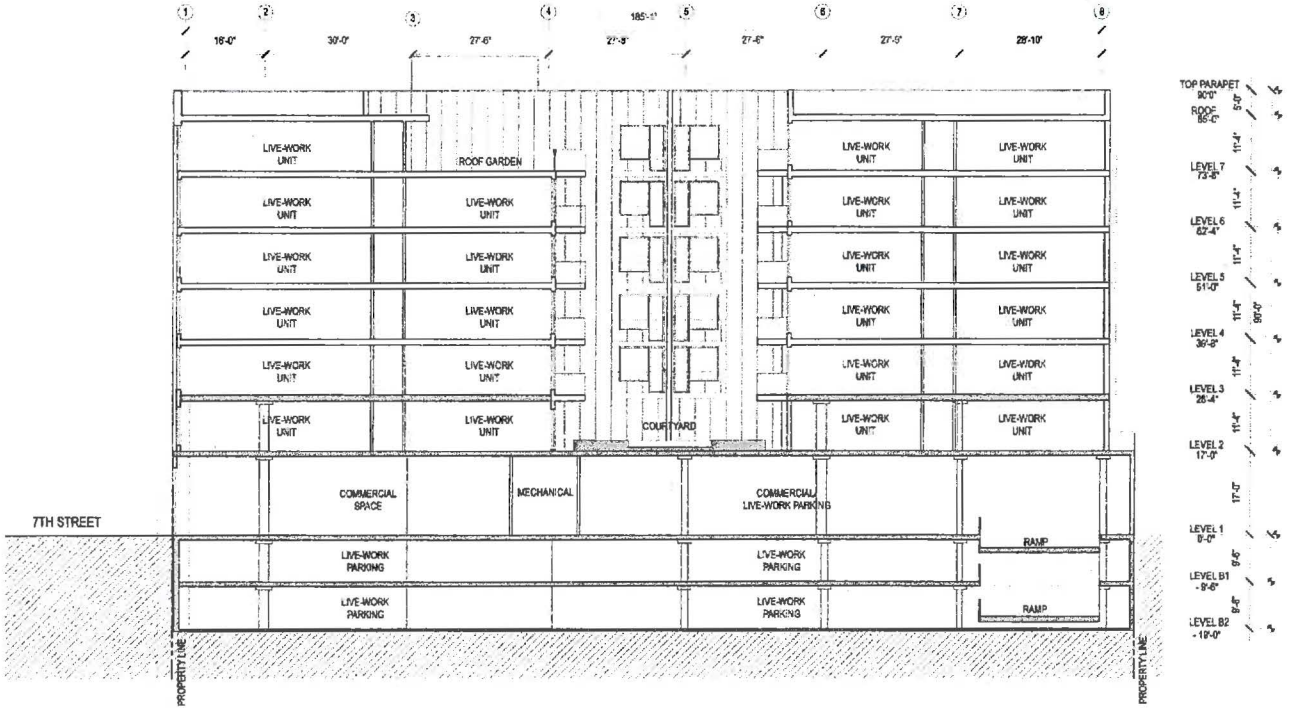
Figure II-11
Project Elevations




WEST - EAST SECTION




NORTH-SOUTH SECTION

Source: HansonLA Architecture and Design, June 30, 2016.

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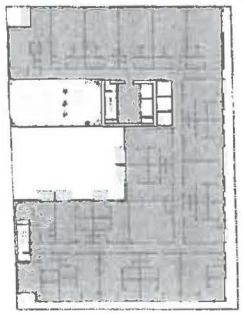
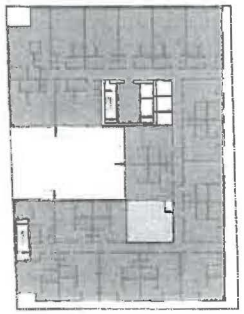
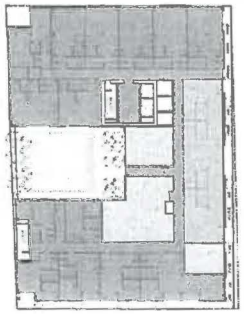
Figure II-12
Project Sections



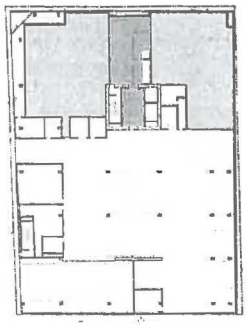
LEVEL 7



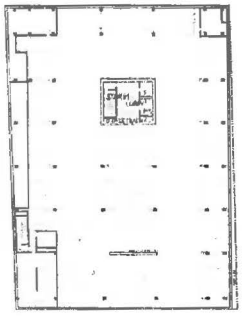
LEVEL 3-6



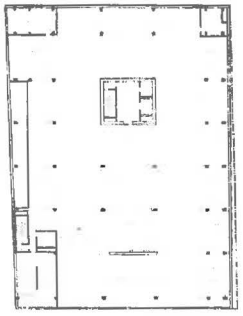
LEVEL 2



LEVEL 1

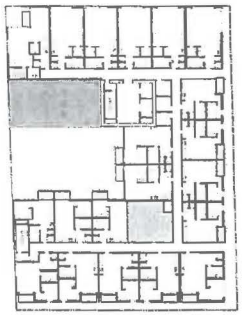


LEVEL B1



LEVEL B2





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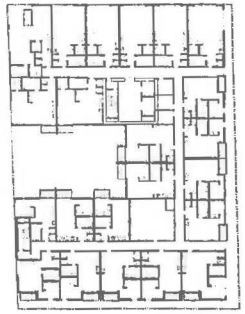
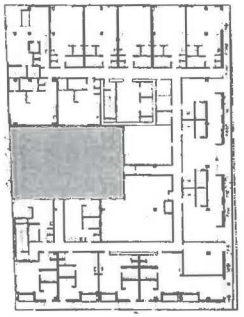


LEVEL 3-6



LEVEL 2



Source: HansonLA Architecture and Design, June 30, 2016.

CAJA Environmental Services, LLC

Figure II-13
Project Floor-Area Ratio & Open Space

## LANDSCAPE ORDINANCE COMPLIANCE

| LANDSCAPE POINT SYSTEM | | |
|---|---|---|
| Square footage of site | | 29,000 |
| Minimum points required | | 70 |
| *Points Required for Affordable Housing Density Bonus* | | 22 |
| | | |
| *Points Provided* | *Qty.* | *Points* |
| 36" box trees (large canopy) | 6 | 12 |
| 24" box trees (small understory) | 25 | 25 |
| Pervious paving in sidewalks (per 100 ft) | *To be determined w/Architect* | |
| Pervious paving in driveway | *To be determined w/Architect* | |
| Use of 100% California native plants throughout project | | |
| Free-flowering street trees | TBD | |
| *Total Landscape Points Provided* | | 87 |

| WATER MANAGEMENT POINT SYSTEM | | |
|---|---|---|
| | *Qty.* | *Points* |
| Square footage of site | 29,000 | |
| *Points required* | | 290 |
| | | |
| *Points Provided* | | |
| Automatic controller | *To be coordinated w/Irrigation Consultant* | |
| 0.15% of total site = open space vegetated area (sod and ground cover) | 7,457 s.f. | 10 |
| Plants that will have established for 3 years, remain in good health with no more than monthly watering in summer (excluding street trees) | 334 | 335 |
| Low precipitation sprinkler circuit | *To be coordinated w/Irrigation Consultant* | |
| Soil moisture sensor | *To be coordinated w/Irrigation Consultant* | |
| Drip/Bubbler rates | *To be coordinated w/Irrigation Consultant* | |
| Permeable Paving | *To be determined w/Architect* | |
| | | |
| *Total Water Management Points Provided* | | 345 |

| LANDSCAPE AREA - Level 1 | | |
|---|---|---|
| | | Area |
| Potential Landscape Area (31,000 sf lot) - 29,000 (building) | | 2,000 |
| Landscape area provided - groundcover | | 2,237 |
| Landscape area provided - tree canopy | | 1,079 |
| *Total landscape area provided* | | 2,236 |

| OPEN SPACE - Level 2 + 7 | | |
|---|---|---|
| | | Area |
| Open space required | | 12,200 |
| Density Bonus (20% reduction) | | 9,760 |
| | | |
| Common open space provided | | 5,201 |
| Private open space provided | | 4,150 |
| Indoor communal space provided | | 701 |
| *Total open space provided* | | 10,053 |
| | | |
| SF of vegetated common open space required | | 1,520 |
| % of vegetated common open space required | | 25% |
| *SF of vegetated common open space provided* | | 1,800 |
| *% of vegetated common open space provided* | | 27.7% |

## OPEN SPACE COMPLIANCE

| LEVEL 1 | |
|---|---|
| Open Space (sf): | N/A |
| 25% Open Space (sf): | N/A |
| Vegetated Area Provided (sf): | 466.2 |
| Number of Trees: | 6 |

*Excluded from total Vegetated Open Space calculation. Used only for Common Area figure*

| LEVEL 2 | |
|---|---|
| Open Space (sf): | 1,998.0 |
| 25% Open Space (sf): | 842.5 |
| Vegetated Area Provided (sf): | 1,013.1 |
| Vegetated Area Provided %: | 29.9 % |
| Number of Trees: | 25 |

| LEVEL 7 | |
|---|---|
| Open Space (sf): | 1,768.0 |
| 25% Open Space (sf): | 446.5 |
| Vegetated Area Provided (sf): | 787.1 |
| Vegetated Area Provided %: | 16.3% |
| Number of Trees: | 0 |

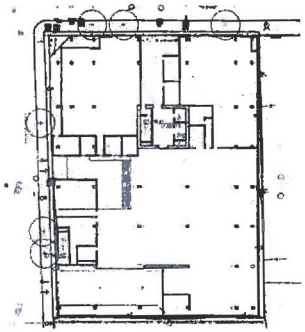
| | |
|---|---|
| TOTAL TREES PROVIDED | 31 |
| TOTAL OPEN SPACE | 5,201.0 |
| TOTAL SF VEGETATED OPEN SPACE | 1,800.5 |
| TOTAL % VEGETATED OPEN SPACE | 25.9% |

## PLANT LIST

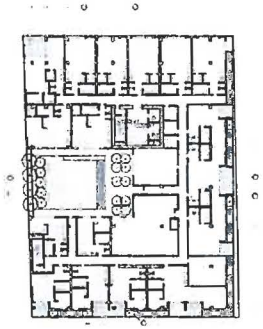
| SYMBOL | CONTAINER SIZE | MATURE HEIGHT | SPACING | SPECIES NAME | COMMON NAME | Native | LAVC Street Species List | WUCOLS | Watershed Wise | CHARACTER | NOTES | QTY. | IMAGES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36" BOX TREE | 36" BOX | 30-40 FT | 22' O.C., TYP. | Platanus acerifolia 'Columbia' | London Plane Tree | | x | | | Drought-tolerant deciduous tree providing ample shade for streetscape | This is a preliminary species selection. Species may change as design develops in later phases. Will ensure compliance with all relevant plant list recommendations. | 6 | |
| 24" BOX TREE-A | 24" BOX | 15-20 FT | 7' O.C., TYP. | Cercis occidentalis | Western Redbud | x | | x | x | Drought-tolerant deciduous understory tree(s) suitable for rooftop conditions | This is a preliminary species selection. Species may change as design develops in later phases. Will ensure compliance with all relevant plant list recommendations. | 4 | |
| 24" BOX TREE-B | 24" BOX | 15-20 FT | 10' O.C., TYP. | Prunus ilicifolia ssp. ilicifolia | Catalina Cherry | x | | x | x | Drought-tolerant deciduous understory tree(s) suitable for rooftop conditions | This is a preliminary species selection. Species may change as design develops in later phases. Will ensure compliance with all relevant plant list recommendations. | 21 | |
| GROUNDCOVER-A | 1 GAL | 6 INCHES | 18" O.C., TYP. | Dichondra micrantra | Silver Pony Foot | x | | x | | Shade and drought tolerant species suitable for streetscape | This is a preliminary species selection. Species may change as design develops in later phases. Will ensure compliance with all relevant plant list recommendations. | 1183 | |
| GROUNDCOVER-B | 1 GAL | 6-12 FT | 12-18" O.C., TYP. | Baccharis pilularis 'Pigeon Point' | Dwarf Coyote Bush | x | | x | x | Drought-tolerant species with visual appeal suitable for rooftop conditions | This is a preliminary species selection. Species may change as design develops in later phases. Will ensure compliance with all relevant plant list recommendations. | 92 | |
| SHRUB | 1 GAL | 1-3 FT MAX. | 3' O.C., TYP. | Muhlenbergia rigens | Deer Grass | x | | x | x | Drought-tolerant species with visual appeal suitable for rooftop conditions | This is a preliminary species selection. Species may change as design develops in later phases. Will ensure compliance with all relevant plant list recommendations. | 83 | |
| SHRUB-ALT1 | 1 GAL | 1-3 FT MAX. | 3' O.C., TYP. | Leucophyllum frutescens | Texas Ranger | x | | x | x | Drought-tolerant species with visual appeal suitable for rooftop conditions | This is a preliminary species selection. Species may change as design develops in later phases. Will ensure compliance with all relevant plant list recommendations. | | |
| SHRUB-ALT2 | 1 GAL | 1-3 FT MAX. | 3' O.C., TYP. | Myrica californica | Pacific Wax Myrtle | x | | x | x | Drought-tolerant species with visual appeal suitable for rooftop conditions | This is a preliminary species selection. Species may change as design develops in later phases. Will ensure compliance with all relevant plant list recommendations. | | |
| SHRUB-ALT3 | 1 GAL | 1-3 FT MAX. | 3' O.C., TYP. | Salvia clevelandii 'Winnifred Gilman' | Sage | x | | x | x | Drought-tolerant species with visual appeal suitable for rooftop conditions | This is a preliminary species selection. Species may change as design develops in later phases. Will ensure compliance with all relevant plant list recommendations. | | |

The Los Angeles River Master Plan Landscape Guidelines And Plant Palette is more suitable for mainstem planting design, however, it will consider the plants listed in this guideline.

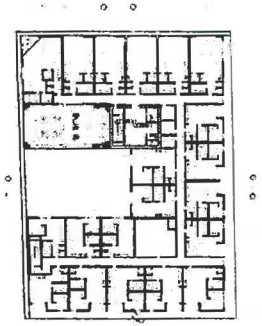
LEVEL 1



LEVEL 2



LEVEL 7



Source: HansonLA Architecture and Design, June 30, 2016.

CAJA Environmental Services, LLC

Figure II-14
Project Landscaping

**Table II-2**
**Proposed Project Development Program**

| Land Uses | Floor Area (sf) |
|---|---|
| Live/Work Units (122) | 114,055 |
| Commercial Retail | 3,245 |
| Commercial Restaurant | 3,555 |
| Commercial Creative Office | 2,700 |
| Arts & Production/Resident Amenities | 5,885 |
| TOTAL | **129,440** |
| *Notes: sf = square feet* | |

## G. FLOOR AREA AND BUILDING HEIGHT

As illustrated on Figure II-16, the Project would be developed at a floor-area ratio (FAR) of 4.66 to 1. The current zoning and height district designation on the property limits the total floor area on the site to a FAR of 1.5:1. The requested Zone and Height District Change would permit a development with a FAR of up to 6:1 on the Project site; however, a D limitation would limit the FAR to 4.7:1. As noted above, the Project would have a maximum building height of 85 feet, based on the definition of height in the Los Angeles Municipal Code (LAMC).

## H. PARKING AND ACCESS

Vehicular access to the Proposed Project would be provided from two driveway/underground garage entries on Decatur Street near the southwest corner of the Project site. Pedestrian access to the Project would be from the main entrance on 7th Street. All parking would be provided in a two-level subterranean parking garage directly beneath the structure and would consist of 132 vehicle parking spaces. In addition, 145 bicycle parking spaces (18 short-term and 127 long-term) would be provided.

## I. CONSTRUCTION

For purposes of analyzing impacts associated with construction, the environmental analysis presented in this document is based on a construction schedule of approximately 16 months. Construction activities associated with the Proposed Project would be undertaken in three main steps: (1) site clearing; (2) grading/site preparation; and (3) excavation/building construction. The building construction phase includes connecting utilities to the building, applying architectural coatings, paving, and landscaping the Project Site.

The site clearing phase would involve clearing the site of walls/fences, pavement, and other existing surface materials. The site clearing would be completed in approximately one month, which would largely consist of clearing the existing asphalt parking lot. The site clearing activities would require the use of a variety of construction equipment, including but not limited to the following: concrete/industrial saws; rubber tired dozers; and tractors/loaders/backhoes.

The grading and site preparation phase would extend over an approximate three-week timeframe and would involve preparing the site for the excavation and subsequent building construction activities to follow. Construction equipment expected to be utilized during this phase would be similar to that identified above for the site clearing phase.

Excavation of the site to provide the space for construction of the two-level subterranean parking garage and other necessary utility infrastructure and to provide the structural support for the Project building itself would occur during the first portion of the building construction phase. Typical pieces of construction equipment and machinery involved in this phase include but are not limited to the following: scrapers, tractors, loaders, saws, hammers, and pneumatic tools.

The building construction phase is expected to occur for approximately 14 months. Upon completion of the structures, architectural coating, finishing, and paving would occur. It is estimated that the application of architectural coatings and paving would occur over the final month of the building construction phase. Typical pieces of construction equipment and machinery involved in this phase include, but are not limited to, a crane, cement/mortar mixers, forklifts, a generator set, tractors/loaders/backhoes, welders, air compressors, pavers, and a roller.

Construction activities may necessitate temporary lane closures on streets adjacent to the Project Site on an intermittent basis for utility relocations/hook-ups, delivery of materials, and other construction activities as may be required. However, site deliveries and the staging of all equipment and materials would be organized in the most efficient manner possible to mitigate any temporary impacts to the neighborhood and surrounding traffic. Construction equipment would be staged on-site for the duration of construction activities. Traffic lane and right-of-way closures, if required, would be properly permitted by the City agencies and would conform to City standards.

All construction activities would be performed in accordance with all applicable state and federal laws and City Codes and policies with respect to building construction and activities. As provided in Section 41.40 of LAMC, the permissible hours of construction within the City are 7:00 a.m. to 9:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on any Saturday or national holiday. No construction activities are permitted on Sundays. The Proposed Project would comply with these restrictions.

**Haul Route**

Excavation of the site to allow for construction of the two subterranean parking levels would result in approximately 22,000 cubic yards of soil export. All construction and demolition debris and excavated soil materials would be recycled to the maximum extent feasible. Demolition debris and soil materials exported from the site that cannot be recycled or diverted would be hauled to the Sunshine or Chiquita Canyon landfills, which accept construction and demolition debris and inert waste from areas within the City of Los Angeles. The Sunshine Canyon Landfill is approximately 30 miles north of the Project Site (approx. 60 miles round trip). The Chiquita Canyon landfill is approximately 43 miles to the north of the Project Site (approx. 86 miles round trip). For recycling efforts, the Central L.A. Recycling Center and Transfer Station (Browning Ferris Industries) accepts construction waste for recycling and is located approximately 2.3 miles from the Project Site (approx. 4.6 miles round trip).

The haul routes to and from the Project Site would generally include:

- 7th Street to Alameda Street to US-101 freeway to CA-170 freeway to I-5 freeway to Sepulveda Boulevard to San Fernando Road to Sunshine Canyon Landfill.

## J. DISCRETIONARY ACTIONS

The Project would require approval of discretionary actions by the City of Los Angeles, which may include the following:

1. General Plan Amendment from Heavy Industrial to Regional Center Commercial;

2. Vesting Zone/Height District Change from M3-1-RIO to C2-2D-RIO (with the D limitation allowing a maximum FAR of 4.7 to 1);

3. An On Menu Density Bonus Incentive for a 20% decrease from the code required Open Space;

4. Off Menu Density Bonus Incentives to allow for long-term bicycle parking for the residential units to be provided in the first and second level of the underground parking garage instead of the parking garage level closest to the ground floor and in lieu of the shortest walking distance to the nearest pedestrian entrance to the building from the parking garage as required by LAMC Sections 12.21 A.16.(e)(2)(iii)(a) and 12.21 A.16.(e)(2)(iii)(b);

5. Off Menu Waiver of Development Standards Incentive for 5-foot easterly side yard and 5-foot rear yard for the residential portion of the Project located above the ground level;

6. Site Plan Review;

7. A Conditional Use to allow the sale and dispensing of a full-line of alcoholic beverages for on-site consumption, in conjunction with a restaurant; and

8. A Vesting Tentative Tract Map to create one ground lot and five airspace lots.

By providing 14 Very Low Income units (11 percent) the Project is entitled to by right reduced parking under AB 744.

Pursuant to various sections of the LAMC, various approvals and permits from the Building and Safety Department (and other municipal agencies) for project construction activities including, but not limited to the following: demolition, grading, foundation, and building improvements would be requested. Other approvals (as needed), ministerial or otherwise, may be necessary, as the City finds appropriate in order to execute and implement the Project. Other responsible governmental agencies may also serve as a responsible agency for certain discretionary approvals associated with the construction process, which include, but are not limited to, the South Coast Air Quality Management District (construction-related air quality emissions) and the Regional Water Quality Control Board, Los Angeles Region (construction-related water quality).

## K. CUMULATIVE DEVELOPMENT PROJECTS

In accordance with CEQA Guidelines Section 15064(h), this IS/MND includes an evaluation of the proposed Project's cumulative impacts. The guidance provided under CEQA Guidelines Section 15064 (h) is as follows:

> *"(1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.*
>
> *(2) A lead agency may determine in an initial study that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.*
>
> *(3) A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan,*

*air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.*

*(4) The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable."*

In light of the guidance summarized above, an adequate discussion of a project's significant cumulative impact, in combination with other projects, can be based on either: (1) a list of past, present, and probable future projects producing related impacts; or (2) a summary of projections contained in an adopted local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect. (CEQA Guidelines Section 15130(b)(1)(A)-(B)). The lead agency may also blend the "list" and "plan" approaches to analyze the severity of impacts and their likelihood of occurrence. Accordingly, all proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment, when considered in conjunction with the both Projects, were identified for evaluation.

The cumulative development projects identified are included in Table II-3. A total of 98 cumulative projects were identified within the affected area of the proposed Project. An analysis of the cumulative impacts associated with these other projects and the proposed project is provided under each individual environmental impact category in Section IV of this IS/MND. The locations of the cumulative projects are shown in Figure II-15, Cumulative Projects Location Map.

**Table II-3**
**List of Cumulative Development Projects**

| Project Number | Project Name | Location/Address | Project Description | Number | Units |
|---|---|---|---|---|---|
| 1 | Mega Toys Residences 2006-CEN-3546 | 905 E. 2nd Street | Condominiums<br>Retail | 320<br>18,716 | du<br>sf |
| 2 | Santa Fe Freight Yard Redevelopment | 950 E. 3rd Street | Sci/Arc School<br>Retail | 532<br>30,062 | students<br>sf |

| | | | | | |
|---|---|---|---|---|---|
| | | | Apartments | 635 | du |
| 3 | Coca-Cola Mixed Use | 963 E. 4th Street | Office | 78,600 | sf |
| | | | Retail | 25,000 | sf |
| | | | Other | 25,000 | sf |
| 4 | Mixed Use | 1147 E. Palmetto Street | Apartments | 120 | du |
| | | | Hotel | 141 | rooms |
| | | | Restaurant | 20,000 | sf |
| 5 | Camden Arts Mixed Use | 1525 E. Industrial Street | Apartments | 344 | du |
| | | | Office | 24,044 | sf |
| | | | Restaurant | 5,500 | sf |
| 6 | At Mateo | 555 S. Mateo Street | Retail | 75,291 | sf |
| | | | Office | 48,040 | sf |
| | | | Restaurant | 47,575 | sf |
| 7 | 520 Mateo | 520 S. Mateo Street | Condominiums | 600 | du |
| | | | Office | 20,000 | sf |
| | | | Restaurant | 15,000 | sf |
| | | | Retail | 15,000 | sf |
| | | | Museum | 10,000 | sf |
| 8 | Restaurant | 500 S. Mateo Street | Restaurant | 12,682 | sf |
| 9 | Office | 540 S. Santa Fe Avenue | Office | 73,455 | sf |
| 10 | Alameda and 4th Project | 360 S. Alameda St. | Apartments | 55 | du |
| | | | Restaurant | 2,500 | sf |
| | | | Office | 6.300 | sf |
| 11 | 400 S. Alameda Hotel | 400 S. Alameda St. | Hotel | 66 | rooms |
| | | | Restaurant | 2,130 | sf |
| | | | Retail | 840 | sf |
| 12 | Bus Maintenance and Inspection Facility | 454 E. Commercial Street | Other | 2 | ac |
| 13 | Mixed Use | 719 E. 5th Street | Apartments | 160 | du |
| | | | Retail | 10,057 | sf |
| 14 | Metro Emergency Operations Center | 410 N. Center Street | Office | 110,000 | sf |
| 15 | Mixed Use | 647 S. Mateo Street | Office | 45,000 | sf |
| | | | Restaurant | 4,000 | sf |
| 16 | Arts District Center | 1129 E. 5th Street | Live/Work Units | 228 | du |
| | | | Hotel | 149 | rooms |
| | | | Office | 31,215 | sf |
| | | | Retail | 23,000 | sf |
| | | | Restaurant | 28,500 | sf |
| | | | Gallery | 12,000 | sf |
| | | | Conference Ctr | 13,500 | ac |
| 17 | Mixed Use | 2030 E. 7th Street | Office | 243,000 | sf |
| | | | Retail | 40,000 | sf |
| 18 | Mixed Use | 2051 E. 7th Street | Apartments | 240 | du |
| | | | Retail | 8,000 | sf |
| | | | Restaurant | 12,000 | sf |
| 19 | Amp Lofts | 695 S. Santa Fe Avenue | Apartments | 320 | du |
| | | | Retail | 20,000 | sf |
| 20 | Mixed Use | 826 S. Mateo Street | Live/Work | 90 | du |
| | | | Retail | 11,000 | sf |
| | | | Restaurant | 5,600 | sf |
| 21 | Mixed Use | 2130 E. Violet Street | Office | 84,200 | sf |
| | | | Retail | 7,450 | sf |

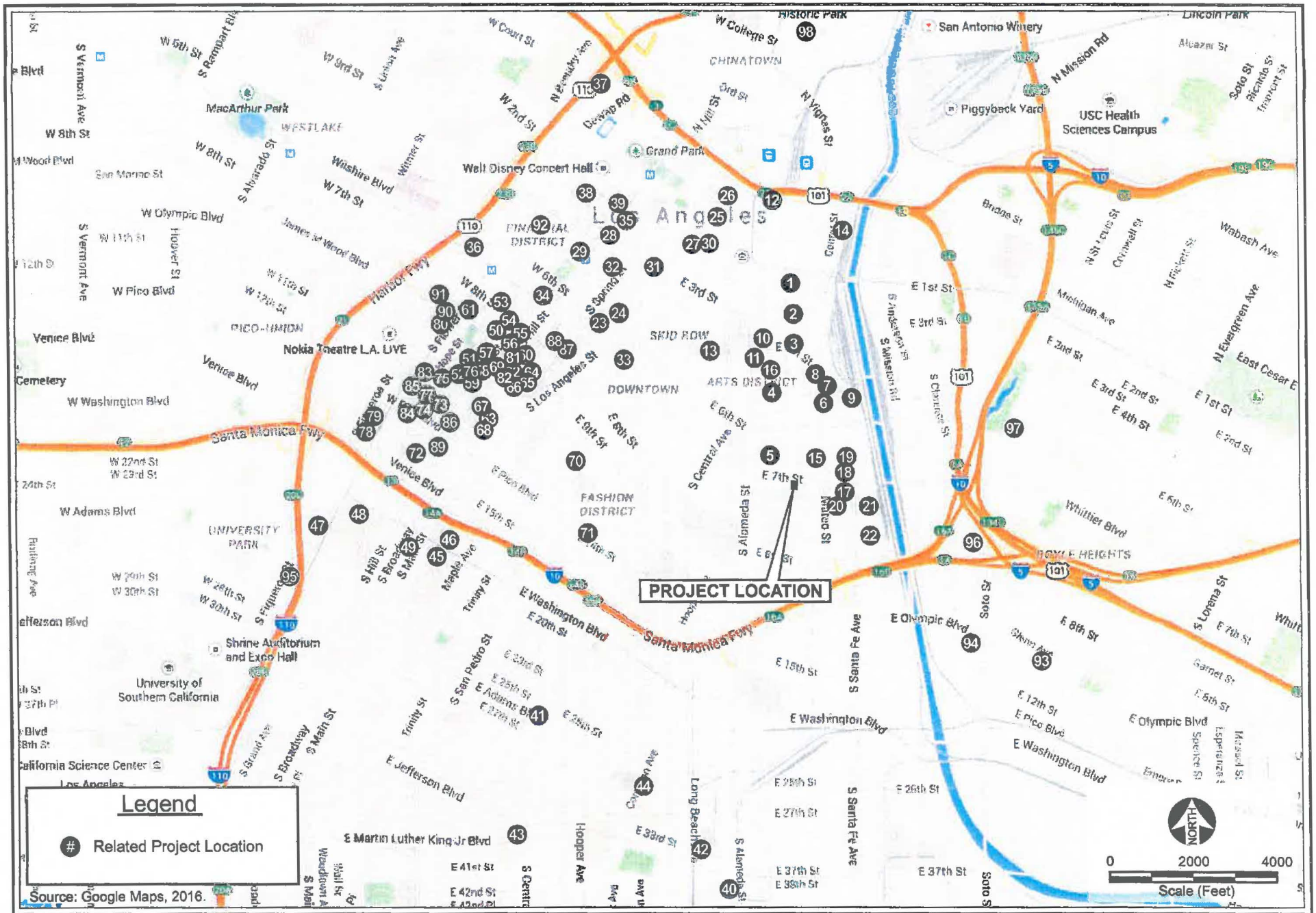
| | | | | | |
|---|---|---|---|---|---|
| 22 | 2110 Bay Street | 2110 E. Bay Street | Live/Work<br>Office<br>Restaurant<br>Retail<br>Gym | 110<br>113,350<br>10,378<br>28,856<br>4,423 | du<br>sf<br>sf<br>sf<br>sf |
| 23 | SB OMEGA | 601 S. Main Street | Condominiums<br>Retail | 452<br>25,000 | du<br>sf |
| 24 | Topaz Mixed Use | 534 S. Main Street | Apartments<br>Restaurant<br>Retail<br>Fast-Food Restaurant | 160<br>3,500<br>18,000<br>3,500 | du<br>sf<br>sf<br>sf |
| 25 | Los Angeles Street Civic Center Project | 150 N. Los Angeles Street | Government Offices<br>Retail<br>Child Care Facility | 712,500<br>35,000<br>2,500 | sf<br>sf<br>sf |
| 26 | Ava Little Tokyo | 200 S. Los Angeles Street | Condominiums<br>Apartments<br>Retail | 570<br>280<br>50,000 | du<br>du<br>sf |
| 27 | Vibiana Lofts (Mixed Use) | 225 S. Los Angeles Street | Condominiums<br>Retail | 300<br>3,400 | du<br>sf |
| 28 | Mixed Use | 340 S. Hill Street | Apartments<br>Retail | 428<br>6,700 | du<br>sf |
| 29 | 5th & Olive | 437 S. Hill Street | Apartments<br>Restaurants | 615<br>16,309 | du<br>sf |
| 30 | Apartments | 118 S. Astronaut E.S. Onizuka Street | Apartments | 77 | du |
| 31 | Medallion Phase 2 | 300 S. Main Street | Condominiums<br>Retail<br>Restaurant | 471<br>5,190<br>27,780 | du<br>sf<br>sf |
| 32 | Mixed-Use | 400 S. Broadway | Apartments<br>Retail<br>Bar | 430<br>10,000<br>5,000 | du<br>sf<br>sf |
| 33 | Clinic at 7th & Wall | 649 S. Wall Street | Assisted Living<br>Medical Office | 55<br>66 | beds<br>employees |
| 34 | Hotel | 649 S. Olive Street | Hotel | 241 | rooms |
| 35 | Zen Mixed Use Project (Kawada Tower) | 250 S. Hill Street | Condominiums<br>Retail | 330<br>12,000 | du<br>sf |
| 36 | Wilshire Grand Project | 900 W. Wilshire Blvd. | Hotel<br>Office<br>Retail<br>Restaurant | 900<br>365,141<br>25,100<br>20,000 | rooms<br>sf<br>sf<br>sf |
| 37 | Da Vinci Apartments | 327 N. Fremont Avenue | Apartments<br>Retail | 600<br>30,000 | du<br>sf |
| 38 | Grand Avenue | 237 S. Grand Avenue | Apartments<br>Restaurant | 265<br>5,020 | du<br>sf |
| 39 | ISAF Retail/Restaurant | 201 S. Broadway | Mixed Retail/Restaurant | 27,675 | sf |
| 40 | Warehouse | 1843 E. 41st Street | Warehouse | 643,000 | sf |
| 41 | Mixed Use | 1011 E. Adams Boulevard | Apartments<br>Retail | 80<br>17,372 | du<br>sf |
| 42 | ISAF Industrial | 1700 E. Martin Luther King Bl. | Industrial | 480,300 | sf |
| 43 | Mixed Use | 1037 E. Martin Luther King Bl. | Apartments<br>Retail | 74<br>5,000 | du<br>sf |

| | | | | | |
|---|---|---|---|---|---|
| 44 | Manufacturing | 2710 S. Compton Avenue | Manufacturing | 86,100 | sf |
| 45 | Washington Blvd Opportunity – Mercy Housing | 220 E. Washington Blvd. | Apartments<br>Restaurant<br>Retail | 357<br>8,000<br>11,000 | du<br>sf<br>sf |
| 46 | Mixed Use | 233 E. Washington Blvd. | Apartments<br>Retail | 160<br>24,000 | du<br>sf |
| 47 | Mixed Use | 2100 S. Figueroa Street | Condominiums<br>Retail | 291<br>7,134 | du<br>sf |
| 48 | LA Trade Tech College | 400 W. Washington Blvd. | School | 21,300 | students |
| 49 | The Reef – LA Mart/SOLA Village | 1900 S. Broadway | Condominiums<br>Apartments<br>Hotel<br>Retail<br>Office<br>Restaurant<br>Other Commercial | 900<br>550<br>210<br>143,100<br>180,000<br>17,600<br>8,000 | du<br>du<br>rooms<br>sf<br>sf<br>sf<br>sf |
| 50 | Embassy Tower | 848 S. Grand Avenue | Condominiums<br>Supermarket | 420<br>38,500 | du<br>sf |
| 51 | Mixed Use | 1000 S. Grand Avenue | Apartments<br>Restaurant | 274<br>12,000 | du<br>sf |
| 52 | Mixed Use (Glass Tower) | 1050 S. Grand Avenue | Condominiums<br>Restaurant<br>Retail | 151<br>2,200<br>3,472 | du<br>sf<br>sf |
| 53 | 8th/Hope/Grand Project | 609 W. 8th Street | Hotel<br>Condominiums<br>Retail<br>Restaurant | 200<br>225<br>30,000<br>32,000 | rooms<br>du<br>sf<br>sf |
| 54 | Mixed Use | 801 S. Olive Street | Apartments<br>Restaurant | 331<br>10,000 | du<br>sf |
| 55 | Mixed Use | 820 S. Olive Street | Apartments<br>Retail | 589<br>4,500 | du<br>sf |
| 56 | Mixed-Use | 840 S. Olive Street | Condominium<br>Retail<br>Restaurant | 303<br>1,500<br>9,680 | du<br>sf<br>sf |
| 57 | Olympic & Olive Mixed Use Project | 960 S. Olive Street | Apartments<br>Restaurant | 263<br>14,500 | du<br>sf |
| 58 | 1001 Olive Street Project | 1001 S. Olive Street | Apartments<br>Restaurant | 225<br>5,000 | du<br>sf |
| 59 | Apartments | 1027 S. Olive Street | Apartments | 100 | du |
| 60 | Northeast Tower – Mixed Use | 215 W. 9th Street | Condominiums<br>Retail/Mixed Use | 210<br>9,000 | du<br>sf |
| 61 | Apex II Mixed Use | 700 W. 9th Street | Apartments<br>Retail | 689<br>22,963 | du<br>sf |
| 62 | Hill Street Mixed Use | 920 S. Hill Street | Apartments<br>Retail | 239<br>5,400 | du<br>sf |
| 63 | 11th & Hill Project | 1115 S. Hill Street | Condominiums<br>Restaurant | 172<br>6,850 | du<br>sf |
| 64 | Blossom Plaza | 900 N. Broadway | Condominium<br>Retail<br>Restaurant | 223<br>25,000<br>15,000 | du<br>sf<br>sf |
| 65 | Mixed Use | 928 S. Broadway | Apartments<br>Live/Work Condo | 662<br>11,000 | du<br>sf |

| | | | | | |
|---|---|---|---|---|---|
| | | | Retail | 47,000 | sf |
| | | | Office | 34,824 | sf |
| 66 | Broadway Mixed Use | 955 S. Broadway | Apartments | 218 | du |
| | | | Retail | 7,000 | sf |
| 67 | Mixed Use (Herald Examiner) | 1111 S. Broadway | Apartments | 391 | du |
| | | | Office | 39,725 | sf |
| | | | Retail | 49,000 | sf |
| 68 | Mixed Use | 1148 S. Broadway | Apartments | 94 | du |
| | | | Retail | 2,500 | sf |
| 69 | Olympic/Hill Project | 301 W. Olympic Blvd. | Apartments | 300 | du |
| | | | Retail | 14,500 | sf |
| | | | Restaurant | 8,500 | sf |
| 70 | City Market Project | 1057 S. San Pedro Street | Cinema | 744 | seats |
| | | | Retail | 224,862 | sf |
| | | | Other Office | 254,500 | sf |
| | | | Apartments | 877 | du |
| | | | Live/Work Condo | 68 | du |
| | | | Hotel | 210 | rooms |
| | | | Office | 217,377 | sf |
| | | | Medical Office | 77,264 | sf |
| 71 | Stanford Regency Plaza | 810 E. Pico Blvd. | Retail | 181,620 | sf |
| 72 | Mixed Use | 710 S. Grand Avenue | Apartments | 710 | du |
| | | | Retail | 27,000 | sf |
| | | | Restaurant | 5,000 | sf |
| 73 | G12 Mixed Use | 1200 S. Grand Avenue | Apartments | 640 | du |
| | | | Retail | 45,000 | sf |
| 74 | Apartments | 1247 S. Grand Avenue | Apartments | 118 | du |
| | | | Retail | 5,125 | sf |
| 75 | DTLA South Park Site 1 | 1120 S. Grand Avenue | Apartments | 461 | du |
| | | | Hotel | 300 | rooms |
| | | | Retail | 20,690 | sf |
| 76 | Restaurant | 1036 S. Grand Avenue | Restaurant | 7,139 | sf |
| 77 | Grand Residence | 1229 S. Grand Avenue | Condominiums | 161 | du |
| | | | Restaurant | 3,000 | sf |
| 78 | 1500 S. Figueroa | 1500 S. Figueroa Street | Apartments | 190 | du |
| | | | Retail | 12,432 | sf |
| 79 | 1400 S. Figueroa | 1400 S. Figueroa Street | Apartments | 106 | du |
| | | | Retail | 4,834 | sf |
| 80 | Variety Arts Mixed Use | 940 S. Figueroa Street | Office | 3,295 | sf |
| | | | Bar | 5,119 | sf |
| | | | Restaurant | 10,056 | sf |
| 81 | Alexian South Broadway | 850 S. Hill Street | Apartments | 300 | du |
| | | | Retail | 3,500 | sf |
| | | | Restaurant | 3,500 | sf |
| 82 | 940 S. Hill Mixed Use | 940 S. Hill Street | Apartments | 232 | du |
| | | | Restaurant | 14,000 | sf |
| 83 | Amacon Project | 1133 S. Hope Street | Apartments | 208 | du |
| | | | Retail | 5,029 | sf |
| 84 | SPR Mixed Use (Onyx) | 1306 S. Hope Street | Apartments | 419 | du |
| | | | Retail | 42,000 | sf |
| 85 | 1212 Flower Mixed Use | 1212 W. Flower Street | Condominiums | 730 | du |
| | | | Retail | 10,500 | sf |

| | | | | | |
|---|---|---|---|---|---|
| | | | Office | 70,465 | sf |
| 86 | DTLA South Park Site 4 | 1230 S. Olive Street | Apartments<br>Retail | 362<br>4,000 | du<br>sf |
| 87 | Mixed Use | 732 S. Spring Street | Apartments<br>Pharmacy | 400<br>15,000 | du<br>sf |
| 88 | Mixed Use | 737 S. Spring Street | Apartments<br>Pharmacy | 320<br>25,000 | du<br>sf |
| 89 | 14th & Olive Mixed Use | 1340 S. Olive Street | Apartments<br>Retail<br>Restaurant | 156<br>5,000<br>10,000 | du<br>sf<br>sf |
| 90 | Apex Phase I | 900 S. Figueroa Street | Condominiums<br>Retail | 629<br>27,000 | du<br>sf |
| 91 | Metropolis Mixed Use | 899 S. Francisco Street | Hotel<br>Condominiums<br>Retail<br>Office | 480<br>836<br>46,000<br>988,225 | rooms<br>du<br>sf<br>sf |
| 92 | Mixed Use | 719 E. 5th Street | Apartments<br>Retail | 160<br>10,057 | du<br>sf |
| 93 | Boyle Heights Mixed Use Project (Wyvernwood) | 2901 E. Olympic Boulevard | Apartments<br>Retail<br>Medical Office<br>Office<br>Daycare<br>Library<br>Park | 4,400<br>185,000<br>25,000<br>125,000<br>15,000<br>15,000<br>10 | du<br>sf<br>sf<br>sf<br>sf<br>sf<br>ac |
| 94 | Sears Project | 2650 E. Olympic Boulevard | Apartments<br>Restaurant<br>Retail<br>Office | 1,000<br>46,000<br>34,000<br>230,000 | du<br>sf<br>sf<br>sf |
| 95 | Figueroa & Adams Student Housing | 2455 S. Figueroa Street | Apartments | 145 | du |
| 96 | Warehouse, Office, Manufacturing | 1115 S. Boyle Avenue | Warehouse<br>Office<br>Manufacturing | 295,000<br>77,000<br>66,000 | sf<br>sf<br>sf |
| 97 | Linda Vista Senior Housing and Medical Office | 610 S. St. Louis Street | Condominiums<br>Medical Office | 100<br>33,000 | du<br>sf |
| 98 | 1101 N. Main Condos | 1101 N. Main Street | Condominiums | 300 | du |

*Notes:*
*du = dwelling unit, sf = square feet, ac = acres*
*Source: Kunzman Associates, Inc., 2016.*




CAJA Environmental Services, LLC

Figure II-15
Cumulative Development Project Location Map

# III. INITIAL STUDY CHECKLIST

**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.

| | | |
|---|---|---|
| ☐ Aesthetics | ☐ Greenhouse Gas Emissions | ☐ Population and Housing |
| ☐ Agriculture and Forestry Resources | ☐ Hazards and Hazardous Materials | ☒ Public Services |
| ☒ Air Quality | ☐ Hydrology and Water Quality | ☐ Recreation |
| ☐ Biological Resources | ☐ Land Use and Planning | ☒ Transportation and Traffic |
| ☐ Cultural Resources | ☐ Mineral Resources | ☒ Tribal Cultural Resources |
| ☐ Geology and Soils | ☒ Noise | ☒ Utilities and Service Systems |
| | | ☐ Mandatory Findings of Significance |

**DETERMINATION: (To be completed by the 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 in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that 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 the 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** | **Date** |
|---|---|
| Blake Lamb | 9/28/17 |

**Printed Name**

Blake Lamb

| **INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)** | |
|---|---|
| **PROPONENT**<br>*Elm Tree Investments, L.P.* | |
| **PROPONENT ADDRESS**<br>*P.O. Box 56766, Sherman Oaks, CA 91413* | |
| **AGENCY REQUIRING CHECKLIST**<br>*City of Los Angeles Department of City Planning* | **DATE SUBMITTED** |
| **PROPOSAL NAME (If Applicable)**<br>*1800 E. 7th Street Project* | |

**ENVIRONMENTAL IMPACTS** (Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

| | | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|---|
| **1.** | **AESTHETICS.** Would the project: | | | | |
| 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-designated 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? | ☐ | ☐ | ☒ | ☐ |
| **2.** | **AGRICULTURE AND FORESTRY RESOURCES.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project, and the Forest Legacy Assessment project; and forest carbon measurement mythology provided in Forest Protocols adopted by the California Air Resources Board. Would the project: | | | | |
| 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 non-agricultural use? | ☐ | ☐ | ☐ | ☒ |
| b. | Conflict the 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))? | ☐ | ☐ | ☐ | ☒ |

| | | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|---|
| 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? | ☐ | ☐ | ☐ | ☒ |
| **3.** | **AIR QUALITY.** The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in: | | | | |
| a. | Conflict with or obstruct implementation of the applicable air quality management 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? | ☐ | ☐ | ☒ | ☐ |
| **4.** | **BIOLOGICAL RESOURCES.** Would the project: | | | | |
| a. | Have a substantial adverse effect, either directly or through habitat modification, 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 Game or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☐ | ☒ |
| b. | Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the local or regional plans, policies, regulations, or by the California Department of Fish and Game 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? | ☐ | ☐ | ☐ | ☒ |

| | | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|---|
| 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 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? | ☐ | ☐ | ☐ | ☒ |
| **5.** | **CULTURAL RESOURCES:** Would the project: | | | | |
| 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? | ☐ | ☐ | ☒ | ☐ |
| **6.** | **GEOLOGY AND SOILS.** Would the project: | | | | |
| a. | Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i. | 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. | ☐ | ☐ | ☒ | ☐ |
| ii. | Strong seismic ground shaking? | ☐ | ☐ | ☒ | ☐ |
| iii. | Seismic-related ground failure, including liquefaction? | ☐ | ☐ | ☒ | ☐ |
| iv. | Landslides? | ☐ | ☐ | ☐ | ☒ |
| b. | Result in substantial soil erosion or the loss of topsoil? | ☐ | ☐ | ☒ | ☐ |

| | | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|---|
| c. | Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | ☐ | ☐ | ☒ | ☐ |
| d. | 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? | ☐ | ☐ | ☒ | ☐ |
| e. | Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | ☐ | ☐ | ☐ | ☒ |
| **7.** | **GREENHOUSE GAS EMISSIONS.** Would the project: | | | | |
| 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 regulations adopted for the purpose of reducing the emissions of greenhouse gases? | ☐ | ☐ | ☒ | ☐ |
| **8.** | **HAZARDS AND HAZARDOUS MATERIALS.** Would the project: | | | | |
| 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 §65962.5 and, as a result, would it create a significant hazard to the public or the environment? | ☐ | ☐ | ☒ | ☐ |
| e. | For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | ☐ | ☐ | ☐ | ☒ |

| | | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|---|
| f. | For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the 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? | ☐ | ☐ | ☐ | ☒ |
| 9. | **HYDROLOGY AND WATER QUALITY.** Would the proposal result in: | | | | |
| 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 pre-existing nearby wells would drop to a level which would not support existing land uses or planned land 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, inquiry or death involving flooding, including flooding as a | ☐ | ☐ | ☒ | ☐ |

| | | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|---|
| | result of the failure of a levee or dam? | | | | |
| j. | Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow? | ☐ | ☐ | ☐ | ☒ |
| **10.** | **LAND USE AND PLANNING.** Would the project: | | | | |
| 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, a 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? | ☐ | ☐ | ☐ | ☒ |
| **11.** | **MINERAL RESOURCES.** Would the project: | | | | |
| 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? | ☐ | ☐ | ☐ | ☒ |
| **12.** | **NOISE.** Would the project result in: | | | | |
| a. | Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☐ | ☒ | ☐ | ☐ |
| b. | Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | ☒ | ☐ |
| c. | A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | ☐ | ☐ | ☒ | ☐ |
| d. | A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | ☐ | ☐ | ☒ | ☐ |
| 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? | ☐ | ☐ | ☐ | ☒ |

| | | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|---|
| 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? | ☐ | ☐ | ☐ | ☒ |
| **13.** | **POPULATION AND HOUSING.** Would the project: | | | | |
| 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? | ☐ | ☐ | ☐ | ☒ |
| **14.** | **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: | | | | |
| i. | Fire protection? | ☐ | ☒ | ☐ | ☐ |
| ii. | Police protection? | ☐ | ☒ | ☐ | ☐ |
| iii. | Schools? | ☐ | ☐ | ☒ | ☐ |
| iv. | Parks? | ☐ | ☐ | ☒ | ☐ |
| v. | Other public facilities? | ☐ | ☐ | ☒ | ☐ |
| **15.** | **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? | ☐ | ☐ | ☒ | ☐ |

| | | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|---|
| **16.** | **TRANSPORTATION AND TRAFFIC**. Would the project: | | | | |
| 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 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, bicycles, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | ☐ | ☒ | ☐ | ☐ |
| **17.** | **TRIBAL CULTURAL RESOURCES**. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: | | | | |
| a. | Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or? | ☐ | ☐ | ☒ | ☐ |

| | | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|---|
| b. | A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? | ☐ | ☒ | ☐ | ☐ |
| **18.** | **UTILITIES AND SERVICE SYSTEMS.** Would the project: | | | | |
| 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 stormwater 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? | ☐ | ☐ | ☒ | ☐ |
| **19.** | **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 which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a | ☐ | ☐ | ☒ | ☐ |

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 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? | ☐ | ☐ | ☒ | ☐ |

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

| PREPARED BY | TITLE | TELEPHONE # | DATE |
|---|---|---|---|
| Michael Sin | City Planning Associate | 213-978-1345 | 9/27/17 |

# IV. ENVIRONMENTAL IMPACT ANALYSIS

This section of the Initial Study contains an assessment and discussion of impacts associated with the environmental issues and subject areas identified in the Initial Study Checklist (Appendix G to the State CEQA Guidelines [C.C.R. Title 14, Chapter 3, 15000-15387]). The analytical methodology and thresholds of significance are based on the *L.A. CEQA Thresholds Guide.*

## 1. AESTHETICS

Senate Bill (SB) 743, effective January 1, 2014, amended CEQA to provide that aesthetic impacts of mixed-use projects on an urban infill site within a transit priority area "shall not be considered significant impacts on the environment." "Infill sites" are defined (Public Resources Code 21099(a)(4)) as lots located within an urban area which have been previously developed, or vacant sites where at least 75 percent of the perimeter adjoins parcels that are developed with qualified urban uses. "Transit Priority Areas" are defined (Public Resources Code 21099(a)(7)) as those areas located within 0.5 mile of an existing or planned major transit stop, which includes the intersection of two or more bus routes having a service frequency interval of 15 minutes or less during peak commute periods.

On February 10, 2016, the City circulated Zoning Information File No. 2452 to clarify the locations of Transit Priority Areas within the City, and reaffirm that aesthetic impacts shall not be considered a significant impact on the environment when the provisions of SB 743 apply. Specifically, Zoning Information File No. 2452 states that visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact, as defined in the *L.A. CEQA Thresholds Guide*, shall not be considered an impact for infill projects within Transit Priority Areas pursuant to CEQA. A map of Transit Priority Areas within the City is attached to Zoning Information File No. 2452. As shown on that map, the Project Site is within a Transit Priority Area. The Project Site is located on an infill site, is a mixed-use project, and is located in a Transit Priority Area because it is within 0.5 mile of the intersection of Metro Bus Routes 18, 60, 62, and 760 at 7th Street and Alameda Street.[1] Accordingly, the aesthetic impacts associated with the Project are not significant.

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[1] *Each of these Metro bus routes provides service every 15 minutes (or less) during the peak commuter periods each weekday (Source: Metro LA Bus Route Maps, https://www.metro.net/riding/maps/; accessed June 2016).*

**a) Would the project have a substantial adverse effect on a scenic vista?**

**Less Than Significant Impact.** As stated above, Senate Bill (SB) 743 was signed into law by Governor Brown in September 2013, which made several changes to 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 is a mixed-use live/work infill development with 122 live-work units, 9,500 square feet of commercial space (including 3,245 square feet of retail space, 3,555 square feet of restaurant space, and 2,700 square feet of creative office space), and 5,885 square feet of arts and production and other related amenity spaces for the use of residents living in the building. The project site is located less than one-half mile from the intersection of two major bus lines, 18 and 720 Metro, with frequency of service intervals of 15 minutes or less during the morning and afternoon peak commute periods and is identified as located within a transit priority area. 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 considered less than significant per SB 743.




CAJA Environmental Services, LLC

Figure IV-1
Photo Location Key Map



**View 1**: View across eastern portion of the site facing south from 7th Street.



**View 2**: View across site to southwest toward the adjacent Metropolitan Continuation High School property.



**View 3**: View across site to northwest toward 7th Street/Decatur Street.



**View 4**: View of site's southwestern corner adjacent to Decatur Street.

Source: CAJA Environmental Services LLC, 2014.

CAJA Environmental Services, LLC

Figure IV-2
Existing Site Photos, Views 1-4



**View 5:** View west across the site toward Greyhound Bus Terminal on the other side of Decatur Street.



**View 6:** View of site's northwest corner at 7th Street/ Decatur Street.



**View 7:** View west across site toward Decatur Street.



**View 8:** View northwest across site from southern boundary.

Source: CAJA Environmental Services LLC, 2014.

CAJA Environmental Services, LLC

Figure IV-3
Existing Site Photos, Views 5-8



**View 9:** View across site to northeast.



**View 10:** View from site to the south toward the Metropolitan Continuation High School campus.



**View 11:** View of site's northeast corner toward 7th Street.

Source: CAJA Environmental Services LLC, 2014.

CAJA Environmental Services, LLC

Figure IV-4
Existing Site Photos, Views 9-11

**b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a scenic highway?**

**Less Than Significant Impact.** Refer to Response to Checklist Question I (a) above.

**c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?**

**Less Than Significant Impact.** Refer to Response to Checklist Question I (a) above.

**d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

**Less Than Significant Impact.** Refer to Response to Checklist Question I (a) above.

**Cumulative Impacts: Aesthetics**

**Less Than Significant Impact.** Refer to Response to Checklist Question I (a) above. The Proposed Project would not be cumulatively considerable and a less than significant impact would occur.

## 2. AGRICULTURE AND FORESTRY RESOURCES

**a) Would the project 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 non-agricultural use?**

**No Impact.** According to the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project were to result in the conversion of State-designated agricultural land from agricultural use to another non-agricultural use. The Project Site is currently occupied by a surface parking lot. No farmland or agricultural activity exists on or in the vicinity of the Project Site. According to the Soil Candidate Listing for Prime Farmland of Statewide Importance, Los Angeles County, which was prepared by the U.S. Department of Agriculture Natural Resources Conservation Service (NRCS), the soils at the Project Site are not candidates for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. In addition, the Project Site has not been mapped pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of "Important Farmland" in California. The Project Site is not

included in the Prime Farmland, Unique Farmland, or Farmland of Statewide Importance category.[4] Therefore, the Project would have no impact on the conversion of farmland to non-agricultural uses.

**b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?**

**No Impact.** According to the *L.A. CEQA Thresholds Guide,* a significant impact may occur if a project were to result in the conversion of land zoned for agricultural use or under a Williamson Act Contract from agricultural use to non-agricultural use. The Williamson Act of 1965 allows local governments to enter into contract agreements with local landowners with the purpose of trying to limit specific parcels of land to agricultural or other related open space use.[5] The Project Site does not contain any State-designated agricultural lands or open space. Thus, the Project Site is not subject to a Williamson Act Contract.[6]

The Project Site is located within the jurisdiction of the City of Los Angeles and is, therefore, subject to the applicable land use and zoning requirements in the LAMC. The Project Site is currently zoned M3-1 and has a land use designation of Heavy Industrial in the Central City North Community Plan. The Project Site is not zoned for agricultural production, and there is no farmland at the Project Site. In addition, no Williamson Act Contracts are in effect for the Project Site. Therefore, no impact with respect to land zoned for agricultural use or under a Williamson Act Contract would occur.

**c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)0, timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

**No Impact.** The Project Site is zoned M3-1 and has a land use designation of Heavy Industrial in the Central City North Community Plan. Neither the Project Site nor the surrounding parcels are zoned for forest land or timberland, and there is no Timberland Production at the Project Site. Therefore, no impact related to loss or conversion of forest land or timberland would occur.

**d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?**

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4 *State of California Department of Conservation, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2010, Map, website: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/los10.pdf, accessed June 2016.*

5 *State of California Department of Conservation, Williamson Act Program, website: http://www.conservation.ca.gov/dlrp/lca/Pages/index.aspx, October 2013.*

6 *Williamson Act Program, California Division of Land Resource Protection, website ftp://ftp.consrv.ca.gov/pub/dlrp/wa/2012%20Statewide%20Map/WA_2012.pdf, accessed June 2016.*

**No Impact**. The Project Site is occupied by a surface parking lot and is completely surrounded by urban uses and infrastructure. No forested lands or significant natural vegetation exist on or in the vicinity of the Project Site. No impact related to the loss of forest land or conversion of forest land would occur.

**e) Would the project 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?**

**No Impact.** According to the *L.A. CEQA Thresholds Guide,* a significant impact may occur if a project results in the conversion of farmland to another non-agricultural use. Neither the Project Site, nor nearby properties, are currently utilized for agricultural or forestry uses and, as discussed above (Section 2(a)) and the Project Site is not classified in any "Farmland" category designated by the State of California. According to the City General Plan Conservation Element, the Project Site is not located near or in any significant farmland area (i.e., a significant commercial crop or animal producing site). No impacts related to the conversion of farmland to a non-agricultural use, or conversion of forest land to a non-forest use would occur as a result of the Project.

**Cumulative Impacts: Agricultural/Forestry Resources**

**No Impact.** Development of the Project in conjunction with the cumulative development in the vicinity identified by the City would result in an intensification of existing prevailing land uses in an already heavily urbanized area of Los Angeles. Collectively, the projects would not result in the conversion of State-designated agricultural land from agricultural use to a non-agricultural use, nor result in the loss of forested land or conversion of forested land to non-forest use. The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Site and the surrounding area are not included in the Important Farmland category.[7] The Project Site is located in an urbanized area in the City and does not include any State-designated agricultural lands or forest uses. Therefore, no cumulative impact to agricultural or forestry resources would occur.

## 3. AIR QUALITY

**a) Would the project conflict with or obstruct implementation of the applicable air quality plan?**

**Less Than Significant Impact.** Based on the *L.A. CEQA Thresholds Guide*, a significant air quality impact may occur if the Project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to implementing the policies or

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[7] *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program.*

obtaining the goals of that plan. In the case of projects proposed within the City of Los Angeles or elsewhere in the South Coast Air Basin (Basin), the applicable plan is the Air Quality Management Plan (AQMP), which is prepared by the South Coast Air Quality Management District (SCAQMD). The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the SCAQMD, a regional agency, 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 develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures through educational programs or fines, when necessary.

***Pollutants and Effects***

Criteria air pollutants are defined as pollutants for which the federal and State governments have established ambient air quality standards for outdoor concentrations. The federal and State standards have been set at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include carbon monoxide (CO), ozone ($O_3$), nitrogen dioxide ($NO_2$), sulfur dioxide ($SO_2$), particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), particulate matter ten microns or less in diameter ($PM_{10}$), and lead (Pb). These pollutants are discussed below.

- Carbon Monoxide (CO) is a colorless and odorless gas formed by the incomplete combustion of fossil fuels. It is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, automobile exhaust accounts for the majority of emissions. CO is a non-reactive air pollutant that dissipates relatively quickly, so ambient concentrations generally follow the spatial and temporal distributions of vehicular traffic. Concentrations are influenced by local meteorological conditions, primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, a typical situation at dusk in urban areas between November and February.[8] The highest concentrations occur during the colder months of the year when inversion conditions are more frequent. CO is a health concern because it competes with oxygen, often replacing it in the blood and reducing the blood's ability to transport oxygen to vital organs. Excess CO exposure can lead to dizziness, fatigue, and impair central nervous system functions.

- Ozone ($O_3$) is a colorless gas that is formed in the atmosphere when reactive organic gases (ROG) and nitrogen oxides ($NO_X$) react in the presence of ultraviolet sunlight. $O_3$ is not a primary

[8] *Inversion is an atmospheric condition in which a layer of warm air traps cooler air near the surface of the earth, preventing the normal rising of surface air.*

pollutant; rather, it is a secondary pollutant formed by complex interactions of two pollutants directly emitted into the atmosphere. The primary sources of ROG and $NO_X$, the components of $O_3$, are automobile exhaust and industrial sources. Meteorology and terrain play major roles in $O_3$ formation. Ideal conditions occur during summer and early autumn, on days with low wind speeds or stagnant air, warm temperatures, and cloudless skies. The greatest source of smog-producing gases is the automobile. Short-term exposure (lasting for a few hours) to $O_3$ at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes.

- Nitrogen Dioxide ($NO_2$), like $O_3$, is not directly emitted into the atmosphere but is formed by an atmospheric chemical reaction between nitric oxide (NO) and atmospheric oxygen. NO and $NO_2$ are collectively referred to as $NO_X$ and are major contributors to $O_3$ formation. $NO_2$ also contributes to the formation of $PM_{10}$. High concentrations of $NO_2$ can cause breathing difficulties and result in a brownish-red cast to the atmosphere with reduced visibility. There is some indication of a relationship between $NO_2$ and chronic pulmonary fibrosis. Some increase of bronchitis in children (2-3 years old) has been observed at concentrations below 0.3 ppm.

- Sulfur Dioxide ($SO_2$) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Main sources of $SO_2$ are coal and oil used in power plants and industries. Generally, the highest levels of $SO_2$ are found near large industrial complexes. In recent years, $SO_2$ concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of $SO_2$ and limits on the sulfur content of fuels. $SO_2$ is an irritant gas that attacks the throat and lungs. It can cause acute respiratory symptoms and diminished ventilator function in children. $SO_2$ can also yellow plant leaves and erode iron and steel.

- Particulate Matter (PM) consists of small liquid and solid particles floating in the air, including smoke, soot, dust, salts, acids, and metals and can form when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. Fine particulate matter, or $PM_{2.5}$, is roughly 1/28 the diameter of a human hair and results from fuel combustion (e.g., motor vehicles, power generation, industrial facilities), residential fireplaces, and wood stoves. In addition, $PM_{2.5}$ can be formed in the atmosphere from gases such as $SO_2$, $NO_X$, and VOC. Inhalable particulate matter, or $PM_{10}$, is about 1/7 the thickness of a human hair. Major sources of $PM_{10}$ include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions. $PM_{2.5}$ and $PM_{10}$ pose a greater health risk than larger-size particles. When inhaled, they can penetrate the human respiratory system's natural defenses and damage the respiratory tract. $PM_{2.5}$ and $PM_{10}$ can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. Very small particles of substances, such as lead, sulfates, and nitrates can cause

lung damage directly. These substances can be absorbed into the blood stream and cause damage elsewhere in the body. These substances can transport absorbed gases, such as chlorides or ammonium, into the lungs and cause injury. Whereas $PM_{10}$ tends to collect in the upper portion of the respiratory system, $PM_{2.5}$ is so tiny that it can penetrate deeper into the lungs and damage lung tissues. Suspended particulates also damage and discolor surfaces on which they settle, as well as produce haze and reduce regional visibility.

- Lead (Pb) in the atmosphere occurs as particulate matter. Sources of lead include leaded gasoline; the manufacturers of batteries, paint, ink, ceramics, and ammunition; and secondary lead smelters. Prior to 1978, mobile emissions were the primary source of atmospheric lead. Between 1978 and 1987, the phase-out of leaded gasoline reduced the overall inventory of airborne lead by nearly 95 percent. With the phase-out of leaded gasoline, secondary lead smelters, battery recycling, and manufacturing facilities have become lead-emission sources of greater concern. Prolonged exposure to atmospheric lead poses a serious threat to human health. Health effects associated with exposure to lead include gastrointestinal disturbances, anemia, kidney disease, and in severe cases, neuromuscular and neurological dysfunction. Of particular concern are low-level lead exposures during infancy and childhood. Such exposures are associated with decrements in neurobehavioral performance, including intelligence quotient performance, psychomotor performance, reaction time, and growth.

- Toxic Air Contaminants (TAC) are airborne pollutants that may increase a person's risk of developing cancer or other serious health effects. TACs include over 700 chemical compounds that are identified by State and federal agencies based on a review of available scientific evidence. In California, TACs are identified through a two-step process established in 1983 that includes risk identification and risk management.

***Regulatory Setting***

*Federal*

United States Environmental Protection Agency (USEPA). The USEPA is responsible for enforcing the Federal Clean Air Act (CAA), the legislation that governs air quality in the United States. USEPA is also responsible for establishing the National Ambient Air Quality Standards (NAAQS). NAAQS are required under the 1977 CAA and subsequent amendments. USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside State waters (e.g., beyond the outer continental shelf) and establishes emission standards, including those for vehicles sold in States other than California, where automobiles must meet stricter emission standards set by CARB.

As required by the CAA, NAAQS have been established for seven major air pollutants: CO, $NO_2$, $O_3$, $PM_{2.5}$, $PM_{10}$, $SO_2$, and Pb. The CAA requires USEPA to designate areas as attainment, nonattainment, or

maintenance for each criteria pollutant based on whether the NAAQS have been achieved. The federal standards are summarized in Table IV-1. The USEPA has classified the Los Angeles County portion of the South Coast Air Basin as nonattainment for $O_3$, $PM_{2.5}$, and $PM_{10}$ and maintenance for CO and $NO_2$.

*State*

California Air Resources Board (CARB). In addition to being subject to the requirements of CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for administering the CCAA and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the state to achieve and maintain the CAAQS, which are generally more stringent than the federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CARB has broad authority to regulate mobile air pollution sources, such as motor vehicles. It is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications, which became effective in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The State standards are summarized in Table IV-1.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a State standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a State standard and are not used as a basis for designating areas as nonattainment.

**Table IV-1**
**State and National Ambient Air Quality Standards and Attainment Status for the South Coast Air Basin**

| Pollutant | Averaging Period | California | | Federal | |
|---|---|---|---|---|---|
| | | ***Standards*** | ***Attainment Status*** | ***Standards*** | ***Attainment Status*** |
| Ozone ($O_3$) | 1-hour | 0.09 ppm (180 µg/m$^3$) | Nonattainment | -- | -- |
| | 8-hour | 0.070 ppm (137 µg/m$^3$) | [a] | 0.075 ppm (147 µg/m$^3$) | Nonattainment |
| Respirable | 24-hour | 50 µg/m$^3$ | Nonattainment | 150 µg/m$^3$ | Nonattainment |

| | | | | | |
|---|---|---|---|---|---|
| Particulate Matter ($PM_{10}$) | Annual Arithmetic Mean | 20 µg/m³ | Nonattainment | -- | -- |
| Fine Particulate Matter ($PM_{2.5}$) | 24-hour | -- | -- | 35 µg/m³ | Nonattainment |
| | Annual Arithmetic Mean | 12 µg/m³ | Nonattainment | 12 µg/m³ | Nonattainment |
| Carbon Monoxide (CO) | 8-hour | 9.0 ppm (10 mg/m³) | Attainment | 9 ppm (10 mg/m³) | Maintenance |
| | 1-hour | 20 ppm (23 mg/m³) | Attainment | 35 ppm (40 mg/m³) | Maintenance |
| Nitrogen Dioxide ($NO_2$) | Annual Arithmetic Mean | 0.030 ppm (57 µg/m³) | Nonattainment | 53 ppb (100 µg/m³) | Maintenance |
| | 1-hour | 0.18 ppm (338 µg/m³) | Nonattainment | 100 ppb (188 µg/m³) | Maintenance |
| Sulfur Dioxide ($SO_2$) | 24-hour | 0.04 ppm (105 µg/m³) | Attainment | -- | Attainment |
| | 1-hour | 0.25 ppm (655 µg/m³) | Attainment | 75 ppb (196 µg/m³) | Attainment |
| Lead (Pb) | 30-day average | 1.5 µg/m³ | Nonattainment | -- | -- |
| | Calendar Quarter | -- | -- | 0.15 µg/m³ | Attainment |

*[a] CARB has not determined 8-hour $O_3$ attainment status.*

*Source: CARB, Ambient Air Quality Standards, and attainment status, accessed October 20, 2014 (www.arb.ca.gov/desig/adm/adm.htm).*

*Local*

South Coast Air Quality Management District (SCAQMD). The 1977 Lewis Air Quality Management Act merged four air pollution control districts to create the SCAQMD to coordinate air quality planning efforts throughout Southern California. The SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain State and federal ambient air quality standards. Programs include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. The SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases.

The SCAQMD monitors air quality over its jurisdiction of 10,743 square miles, including the South Coast Air Basin, which covers an area of 6,745 square miles and is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto mountains to the north and east; and the San Diego County line to the south. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The SCAQMD also regulates the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin.

All areas designated as nonattainment under the CCAA are required to prepare plans showing how they will meet the air quality standards. The SCAQMD prepares the Air Quality Management Plan (AQMP) to address CAA and CCAA requirements by identifying policies and control measures. On December 7, 2012, the SCAQMD adopted its 2012 AQMP, which is now the legally enforceable plan for meeting the 24-hour $PM_{2.5}$ strategy standard.

The Southern California Association of Governments (SCAG) assists by preparing the transportation portion of the AQMP. This includes the preparation of a Sustainable Communities Strategy (SCS) that responds to planning requirements of SB 375 and demonstrates the region's ability to attain greenhouse gas reduction targets set forth in state law. In its role as the local air quality regulatory agency, the SCAQMD also provides guidance on how environmental analyses should be prepared. This includes recommended thresholds of significance for evaluating air quality impacts.

City of Los Angeles. The City's General Plan includes an Air Quality Element that provides a policy framework that governs air quality planning within the City of Los Angeles. Adopted in November 1992, the Plan includes six goals, 15 objectives, and 30 policies that help define how the City will achieve its clean air goals.

***Air Pollution Climatology***

The Project Site is located within the Los Angeles County non-desert portion of the South Coast Air Basin. The Basin is in an area of high air pollution potential due to its climate and topography. The region lies in the semi-permanent high pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The Basin experiences warm summers, mild winters, infrequent rainfalls, light winds, and moderate humidity. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of its perimeter. The mountains and hills within the area contribute to the variation of rainfall, temperature, and winds throughout the region.

The Basin experiences frequent temperature inversions that help to form smog. While temperature typically decreases with height, it actually increases under inversion conditions as altitude increases, thereby preventing air close to the ground from mixing with the air above. As a result, air pollutants are trapped near the ground. During the summer, air quality problems are created due to the interaction

between the ocean surface and the lower layer of the atmosphere. This interaction creates a moist marine layer. An upper layer of warm air mass forms over the cool marine layer, preventing air pollutants from dispersing upward. Additionally, hydrocarbons and $NO_2$ react under strong sunlight, creating smog. Light daytime winds, predominantly from the west, further aggravate the condition by driving air pollutants inland toward the mountains.

Air quality problems also occur during the fall and winter, when CO and $NO_2$ emissions tend to be higher. CO concentrations are generally worse in the morning and late evening (around 10:00 PM) when temperatures are cooler. High CO levels during the late evenings result from stagnant atmospheric conditions trapping CO. Since CO emissions are produced almost entirely from automobiles; the highest CO concentrations in the Basin are associated with heavy traffic. $NO_2$ concentrations are also generally higher during fall and winter days.

***Project Consistency with Air Quality Plans***

The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a series of AQMPs. The Governing Board of the SCAQMD adopted the most recent AQMP on December 7, 2012. The 2012 AQMP was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. It builds on the approaches taken from the 2007 AQMP for the attainment of the federal ozone air quality standard. These planning efforts have substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin.

Projects that are consistent with the projections of employment and population forecasts identified in the Growth Management Chapter of the Regional Comprehensive Plan (RCP) are considered consistent with the AQMP growth projections, since the Growth Management Chapter forms the basis of the land use and transportation control portions of the AQMP.

The proposed live-work and retail/restaurant and/or arts and production land uses of the Project will neither conflict with the SCAQMD's 2012 AQMP nor jeopardize the region's attainment of air quality standards. The regional ozone attainment plan centers on accommodating population growth forecasts by SCAG. Specifically, SCAG's growth forecasts from the 2016 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) are largely built off local growth forecasts from local governments like the City of Los Angeles. The growth forecasts utilized in the development of the RTP/SCS accommodate up to 4,609,400 persons; 1,690,300 households; and 2,169,100 jobs in the City of Los Angeles by 2040.

The Project Site is located in the City of Los Angeles and is governed by the Central City North Community Plan that implements land use standards of the General Plan Framework at the local level.

This Community Plan area was projected to accommodate a population of 38,839 and a housing base of 7,481 units by 2010.[9]

The Project would develop 122 live/work units, 9,500 square feet of commercial space, and 5,885 square feet of arts and production and resident amenity space in the City of Los Angeles. The Project would add approximately 338 residents to the Plan area (assuming 2.77 persons per dwelling unit). This would marginally increase population in the South Coast Air Basin, representing 0.04 percent of projected growth in the City of Los Angeles from 2012 through 2040. Moreover, the Proposed Project is an infill development that helps to ensure that the live/work uses associated with this project have less impact on air quality emissions than a project located in areas with less commercial density and/or transportation infrastructure. Further, the ground-floor commercial uses in this infill development would likely attract a higher-than-average share of local residents and employees from local businesses that will drive less than those living in suburban, less dense environments. In the case of this project, the commercial square footage would consist of creative office space and restaurant uses. The mixed-use nature of the Project would further reduce dependence upon the automobile as residents would have the opportunity to work and live in the same building. Thus, the Proposed Project would not impair implementation of the AQMP, and this impact would be less than significant.

The City's General Plan Air Quality Element identifies 30 policies that identify specific strategies for advancing the City's clean air goals. As illustrated in Table IV-2, the Project is consistent with the applicable policies in the General Plan. As such, the Project's impact with regard to consistency with the Air Quality Element of the City's General Plan would be considered less than significant.

**Table IV-2**
**Project Consistency with City of Los Angeles General Plan Air Quality Element**

| Strategy | Project Consistency |
|---|---|
| **Policy 1.3.1.** Minimize particulate emissions from construction sites. | **Consistent.** The Project would minimize particulate emissions during construction through best practices and/or mitigation measures. |
| **Policy 1.3.2.** Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic. | **Consistent.** The Project would minimize particulate emissions from unpaved facilities through best practices and/or mitigation measures. |
| **Policy 2.1.1.** Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the | **Consistent.** The Project would be located in an urban area with significant infrastructure to facilities alternative transportation modes, including proximity to bus routes operating by |

[9] *City of Los Angeles, Central City North Community Plan, http://cityplanning.lacity.org/complan/pdf/ccncptxt.pdf, December 15, 2000.*

| Strategy | Project Consistency |
|---|---|
| private sector to do the same to reduce work trips and traffic congestion. | the Los Angeles County Metropolitan Transportation Authority's Lines 18, 60, and 62 that operate adjacent to the Project site. |
| **Policy 2.1.2.** Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both the public and private sectors, in order to reduce work trips. | **Consistent.** The Project would include live-work units that would encourage the co-location of residences and workplaces. |
| **Policy 2.2.1.** Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies. | **Consistent.** The Project would include live-work units that would encourage the co-location of residences and workplaces. Where appropriate, the Project could include commercial tenants that promote alternative commute options. |
| **Policy 2.2.2.** Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices. | **Consistent.** Where appropriate, the Project could include institute parking management practices in the future. |
| **Policy 2.2.3.** Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities. | **Not Applicable.** The Project does not include special events that would require traffic management. |
| **Policy 3.2.1.** Manage traffic congestion during peak hours. | **Consistent.** The Project would not generate traffic impacts in excess of City significance thresholds. |
| **Policy 4.1.1.** Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies. | **Consistent.** The Project is being entitled through the City of Los Angeles, which coordinates with SCAG, Los Angeles County Metropolitan Transportation Authority, and other regional agencies on the coordination of land use, air quality, and transportation policies. |
| **Policy 4.1.2.** Ensure that project level review and approval of land use development remains at the local level. | **Consistent.** The Project would be entitled and environmentally cleared at the local level. |
| **Policy 4.2.1.** Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development. | **Not Applicable.** This policy calls for the City to update to its General Plan. |
| **Policy 4.2.2.** Improve accessibility for the City's residents to places of employment, shopping centers and other establishments. | **Consistent.** The Project would be infill development that would provide residents with proximate access to jobs, shopping, and other uses in the Downtown district of Los Angeles. |
| **Policy 4.2.3.** Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles. | **Consistent.** The Project would be located in an urban area with significant infrastructure to facilities alternative transportation modes, including proximity to bus routes operating by the Los Angeles County Metropolitan Transportation Authority's Line 18, 60, and 62 that operate next to the Project site. Bicycle parking would be included in the Project. |
| **Policy 4.2.4.** Require that air quality impacts be a consideration in the review and approval of all discretionary projects. | **Consistent.** The Project's air quality impacts have been analyzed and mitigated to a less than significant level. |
| **Policy 4.2.5.** Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects. | **Consistent.** The Project would be located in an urban area with significant infrastructure to facilities alternative transportation modes, |

| Strategy | Project Consistency |
|---|---|
| | including proximity to bus routes operating by the Los Angeles County Metropolitan Transportation Authority's Line 18, 60, and 62 that operate next to the Project site. |
| **Policy 4.3.1.** Revise the City's General Plan/Community Plans to ensure that new or relocated sensitive receptors are located to minimize significant health risks posed by air pollution sources. | **Not Applicable.** The Project is surrounded by a mix of commercial, industrial, and residential uses. The Project is not located within 500 feet of a freeway. Further, the Project will include an air filtration system with filters meeting the Minimum Efficiency Reporting Value (MERV) of 11. |
| **Policy 4.3.2.** Revise the City's General Plan/Community Plans to ensure that new or relocated major air pollution sources are located to minimize significant health risks to sensitive receptors. | **Not Applicable.** he Project is surrounded by a mix of commercial, industrial, and residential uses. The Project is not located within 500 feet of a freeway. Further, the Project will include an air filtration system with filters meeting the Minimum Efficiency Reporting Value (MERV) of 11. |
| **Policy 5.1.1.** Make improvements in Harbor and airport operations and facilities in order to reduce air emissions. | **Not Applicable.** This policy calls for cleaner operations of the City's water port and airport facilities. |
| **Policy 5.1.2.** Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations. | **Not Applicable.** This policy calls for cleaner operations of the City's buildings and operations. |
| **Policy 5.1.3.** Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions. | **Not Applicable.** This policy calls for cleaner operations of the City's Water and Power energy plants. |
| **Policy 5.1.4.** Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling. | **Not Applicable.** This policy calls for City facilities to reduce solid waste and energy consumption. |
| **Policy 5.2.1.** Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California's emissions testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies. | **Not Applicable.** This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved maintenance practices, and related operational improvements. |
| **Policy 5.3.1.** Support the development and use of equipment powered by electric of low-emitting fuels. | **Consistent.** The Project would be designed to meet the applicable requirements of the City of Los Angeles' Green Building Code. |
| **Policy 6.1.1.** Raise awareness through public-information and education programs of the actions that individuals can take to reduce air emissions. | **Not Applicable.** This policy calls for the City to promote clean air awareness through its public awareness programs. |
| *Source: DKA Planning, 2016.* | |

The Project is an infill development that helps to ensure that the residences associated with the Project have less impact on air quality emissions than a project located in areas with less commercial density and/or transportation infrastructure. Further, the retail, restaurant, and/or arts and production uses in this infill development would likely attract a higher-than-average share of local residents and employees from local businesses that would drive less than those living in suburban, less dense environments. Because

the Project would provide live/work units, the mixed-use nature of the Project would further reduce dependence upon the automobile as residents would have the opportunity to work and live in the same building. Additionally, the Project would help achieve a portion of the household growth forecast for the City by adding housing to meet the need for housing identified in the City's Regional Housing Needs Assessment, while also being consistent with regional policies to reduce urban sprawl efficiently utilize existing infrastructure, reduce regional congestion, and improve air quality through the reduction of vehicle miles traveled, as called for in the RTP/SCS and AQMP. The Project would not substantially induce housing growth beyond forecasted levels. The Project therefore is not expected to conflict with or obstruct implementation of the AQMP, and any impact on the plan would be less than significant.

**b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

**Potentially Significant Unless Mitigation Incorporated.** Based on the *L.A. CEQA Thresholds Guide*, a project may have a significant impact where project-related emissions would exceed federal, State, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation. The City of Los Angeles defers to the SCAQMD's thresholds of significance for determining project impacts upon air quality.

***Construction Emissions***

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 16 months which would be undertaken in three main steps: (1) site clearing; (2) grading and site preparation; and (3) excavation and building construction. The building construction phase includes the excavation of the subterranean parking levels, construction of the proposed buildings, connection of utilities to the buildings, laying irrigation for landscaping, architectural coatings, paving, and landscaping the Project Site.

These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. Earthwork activities involving grading and site preparation would primarily generate $PM_{2.5}$ and $PM_{10}$ emissions. Mobile sources (such as diesel-fueled equipment on-site and traveling to and from the Project Site) would primarily generate $NO_x$ emissions. The application of architectural coatings would primarily result in the release of VOC emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time. Each construction phase is described in more detail below.

Construction-related emissions for the Project were estimated using the SCAQMD's CalEEMod 2013.2.2 model using the Project's estimated construction schedule of 16 months and default modeling assumptions from the CalEEMod model about the potential number and mix of off-road construction equipment by construction phase. Because of the nature of the Project, the following key assumptions were made for Project construction:

- Site Clearing: 31 days
- Site Preparation: 8 days
- Grading: 14 days
- Building Construction: 431 days
- Soils Export: 22,000 cubic yards
- Grading Daily Disturbed Acreage: 0.66 acre

As shown in Table IV-3, the construction of the Project will produce VOC, $NO_X$, CO, $SO_X$, $PM_{10}$, and $PM_{2.5}$ emissions that do not exceed the SCAQMD's regional thresholds for each pollutant. As a result, construction of the Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone) and this impact would be less than significant.

**Table IV-3**
**Estimated Daily Construction Emissions - Unmitigated**

| Construction Phase Year | *Pounds Per Day* | | | | | |
|---|---|---|---|---|---|---|
| | VOC | $NO_X$ | CO | $SO_X$ | $PM_{10}$ | $PM_{2.5}$ |
| 2017 | 6 | 98 | 55 | <1 | 13 | 6 |
| 2018 | 4 | 26 | 27 | <1 | 3 | 2 |
| ***Maximum Regional Total*** | 6 | 98 | 55 | <1 | 13 | 6 |
| Regional Significance Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Exceed Threshold? | No | No | No | No | No | No |
| ***Maximum Localized Total*** | 4 | 26 | 19 | <1 | 7 | 4 |
| Localized Significance Threshold | -- | 74 | 680 | -- | 5 | 3 |
| Exceed Threshold? | N/A | No | No | N/A | Yes | Yes |

*Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust.*
*Source: DKA Planning, 2016 based on CalEEMod 2013.2.2 model runs. LST analysis based on 1-acre site with 25 meter distances to receptors in Central LA source receptor area.*

In terms of local air quality, as also shown in Table IV-3, the Project would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for $NO_2$ and CO during the construction phase. However, construction activities could produce $PM_{10}$ and $PM_{2.5}$ emissions that exceed localized thresholds recommended by the SCAQMD, primarily from vehicle exhaust and fugitive dust emissions from off-road construction vehicles during the site preparation and grading phases. As a result, construction impacts on localized air quality are considered significant prior to the implementation of mitigation measures.

Mitigation Measures 3-1 and 3-2 call for the use of readily-available construction equipment that uses EPA-certified Tier 4 engines to reduce combustion-related $NO_2$, $PM_{10}$ and $PM_{2.5}$ emissions. Mitigation Measure 3-3 ensures that $NO_x$ emissions from haul trucks during the grading phase would not exceed SCAQMD's daily thresholds for this ozone precursor emission. Regulatory Compliance Measure 3-4 addresses fugitive dust emissions of $PM_{10}$ and $PM_{2.5}$ that would be regulated by SCAQMD Rule 403, which calls for Best Available Control Measures (BACM) that include watering portions of the site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. It should be noted that the emissions estimates shown in Table IV-3 conservatively do not assume the application of BACMs to control fugitive dust. Regulatory Compliance Measure 3-5 addresses the selection and application of architectural coatings and solvents.

**Mitigation Measures:**

**3-1** All off-road construction equipment greater than 50 hp shall meet U.S. EPA Tier 4 emission standards, where commercially available, to reduce $NO_x$, $PM_{10}$, and $PM_{2.5}$ emissions at the Project site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.

**3-2** The use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) shall be required during Project construction and, if the City determines that 2010 model year or newer diesel trucks cannot be obtained, trucks that meet U.S. EPA 2007 model year $NO_x$ emissions requirements shall be required.

**3-3** Haul trucks during the grading and excavation phase shall have a minimum capacity of 15 cubic yards per truck.

**Regulatory Compliance Measures:**

**3-4** Construction activities shall comply with SCAQMD Rule 403, including the following measures:

- Apply water to disturbed areas of the site three times a day
- Require the use of a gravel apron or other equivalent methods to reduce mud and dirt trackout onto truck exit routes
- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM generation.
- Limit soil disturbance to the amounts analyzed in this air quality analysis.
- All materials transported off-site shall be securely covered.

- Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
- Traffic speeds on all unpaved roads to be reduced to 15 mph or less.

3-5 Architectural coatings and solvents applied during construction activities shall comply with SCAQMD Rule 1113, which governs the VOC content of architectural coatings.

As shown in Table IV-4, implementation of Mitigation Measures 3-1 through 3-3 would substantially reduce on-site $PM_{10}$ and $PM_{2.5}$ emissions during the construction process, particularly during the site preparation and grading phases. As a result, construction of the Project is not expected to produce any local violation of air quality standards or contribute substantially to an existing or projected air quality violation, and impacts would be less than significant.

**Table IV-4**
**Estimated Daily Construction Emissions - Mitigated**

| Construction Phase Year | *Pounds Per Day* | | | | | |
|---|---|---|---|---|---|---|
| | VOC | NOx | CO | SOx | $PM_{10}$ | $PM_{2.5}$ |
| 2017 | 5 | 79 | 51 | <1 | 2 | 1 |
| 2018 | 1 | 6 | 27 | <1 | 0 | 0 |
| ***Maximum Regional Total*** | 5 | 79 | 51 | <1 | 2 | 1 |
| Regional Significance Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Exceed Threshold? | No | No | No | No | No | No |
| ***Maximum Localized Total*** | <1 | 1 | 10 | <1 | 2 | 1 |
| Localized Significance Threshold | -- | 74 | 680 | -- | 5 | 3 |
| Exceed Threshold? | N/A | No | No | N/A | No | No |

*Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust.*
*Source: DKA Planning, 2016 based on CalEEMod 2013.2.2 model runs. LST analysis based on 1-acre site with 25 meter distances to receptors in Central LA source receptor area.*

### *Operational Emissions*

Although air pollutant emissions are currently generated at the Project Site by motor vehicles utilizing the surface parking lot located on-site, for purposes of this analysis, the site is considered to generate no air pollutant emissions under existing conditions. Surface parking lots are not land uses that are considered to "attract" the drivers of motor vehicles in and of themselves. Rather, they are dependent upon other land uses located in the vicinity of the Project Site.

Following development and full occupancy of the Project, the Project will generate long-term air quality impacts to the region primarily from motor vehicles that would access the Project's land uses. The Project is expected to generate up to 992 daily vehicle trips to and from the site, with up to 77 of these trips occurring in the morning peak period and up to 88 of these trips occurring in the evening peak period.[10] As is shown in Table IV-5, air pollutant emissions associated with this level of Project-generated traffic, as well as other minor stationary sources associated with the Project residences and retail/restaurant uses, would not exceed SCAQMD's regional significance thresholds for VOC, $NO_X$, CO, $PM_{10}$ and $PM_{2.5}$ emissions. As a result, the long-term operation of the Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation and the Project's operational impacts on regional air quality would be less than significant.

**Table IV-5**
**Estimated Daily Operational Emissions - Unmitigated**

| | ***Pounds per Day*** | | | | | |
|---|---|---|---|---|---|---|
| Emission Source | VOC | $NO_X$ | CO | $SO_X$ | $PM_{10}$ | $PM_{2.5}$ |
| Area Sources | 5 | <1 | 10 | <1 | <1 | <1 |
| Energy Sources | <1 | 1 | <1 | <1 | <1 | <1 |
| Mobile Sources | 5 | 13 | 55 | <1 | 9 | 3 |
| **Total Operations** | **10** | **14** | **65** | **<1** | **9** | **3** |
| **SCAQMD Threshold** | **55** | **55** | **550** | **150** | **150** | **55** |
| Exceed Threshold? | No | No | No | No | No | No |

*Source: DKA Planning 2016 based on CalEEMod 2013.2.2 model runs.*

**c) Would the project 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 threshold for ozone precursors)?**

**Potentially Significant Unless Mitigation Incorporated.** Based on the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project adds a considerable cumulative contribution to federal or state non-attainment pollutants. As the Basin is currently in state non-attainment for ozone, $PM_{10}$ and $PM_{2.5}$, cumulative development projects in the vicinity could exceed an air quality standard or contribute to an existing or projected air quality exceedance. In regards to determining the significance of the Project's

[10] *Kunzman Associates, Traffic Impact Analysis – 1800 East 7th Street Project; August 26, 2016.*

contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, SCAQMD states that if an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

As discussed under Question 3(b) above, construction of the Project would not contribute significantly to cumulative emissions of any non-attainment regional pollutants. For regional ozone precursors, the Project would not exceed SCAQMD mass emission thresholds during construction. Similarly, regional emissions of $PM_{10}$ and $PM_{2.5}$ would not exceed mass thresholds established by the SCAQMD. Therefore, construction emissions impacts on regional criteria pollutant emissions would be considered less than significant.

As noted, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. As set forth in Table IV-3, the project's localized $PM_{10}$ and $PM_{2.5}$, which are non-attainment pollutants, would exceed LST thresholds set by the SCAQMD prior to mitgation. However, as set forth in Table IV-4, Mitigation Measures 3-1 through 3-3 and Regulatory Compliance Measures 3-4 and 3-5 would reduce the Project's localized $PM_{10}$ and $PM_{2.5}$ construction to below the SCAQMD significance thresholds. As such, the cumulative impact of construction projects on local sensitive receptors would be less than significant.

With respect to cumulative operational impacts, the proposed land uses will not produce cumulatively considerable emissions of nonattainment pollutants at the regional or local level. Because the Project's air quality impacts would not exceed the SCAQMD's operational thresholds of significance as noted in Table IV-5, the Project's impact with respect to cumulative emissions of non-attainment pollutants would be less than significant. The Project is a mixed-use live-work and retail project that does not include major sources of combustion or fugitive dust. As a result, its localized emissions of $PM_{10}$, and $PM_{2.5}$ during operations would be minimal. As such, long-term operation of the Project would not result in a cumulatively considerable net increase of any non-attainment criteria pollutant.

**d) Would the project expose sensitive receptors to substantial pollutant concentrations?**

**Potentially Significant Unless Mitigation Incorporated.** Based on the *L.A. 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. Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large. 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.[11]

The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD,[12] apply to projects that are less than or equal to five acres in size and are only applicable to the following criteria pollutants: $NO_x$; CO; $PM_{10}$; and $PM_{2.5}$. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or States ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA). For $PM_{10}$, the LSTs were derived based on requirements in SCAQMD Rule 403 — Fugitive Dust. For $PM_{2.5}$, the LSTs were derived based on a general ratio of $PM_{2.5}$ to $PM_{10}$ for both fugitive dust and combustion emissions.

LSTs are provided for each of SCAQMD's 38 SRAs at various distances from the source of emissions. The Project Site is located within SRA 1, which covers the Central Los Angeles area. The nearest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the Project include the following:

- Metropolitan Continuation High School, 727 Wilson Street. This public high school is adjacent to the Project Site, located directly east and south of the Project Site. Existing trailer classrooms are less than 20 feet to the east of the Project Site, while existing classroom buildings are 45 feet to the south of the Project Site.

- Para Los Niños Pre-School, 1617 East 7th Street. This pre-school is located 500 feet northwest of the Project Site across 7th Street and includes both indoor and outdoor play areas.

- Potential multi-family residences, 1725 East 7th Street. A two-story building approximately 116 feet northwest of the Project Site across 7th Street could house residences that would be a receptor close to the Project site.

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11 *South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993, page 5-1.*

12 *South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, June 2003, Revised July 2008.*

***Localized Construction Emissions***

As shown in Table IV-3, these nearby receptors could be exposed to substantial concentractions of localized pollutants $PM_{2.5}$ and $PM_{10}$ as a result of Project construction activities. Specifically, construction activities would exceed SCAQMD LST thresholds for $PM_{2.5}$ and $PM_{10}$ and represent a significant impact prior to the implementation of mitigation and regulatory compliance measures. LST thresholds represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable ambient air quality standard.

Mitigation Measures 3-1 through 3-3 would require the use of off-road construction equipment and reduce the number of haul trucks. Further, Regulatory Compliance Measures 3-4 and 3-5 call for good housekeeping measures that substantially reduce $PM_{10}$ and $PM_{2.5}$ emissions during on-site construction activities and reduce VOC emissions. Following implementation of these measures, construction of the proposed Project would not have any significant impacts on pollutant concentrations at nearby receptors.

***Localized Operational Emissions***

The Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, $NO_2$, $PM_{2.5}$, or $PM_{10}$ at nearby sensitive receptors. With regard to localized emissions from motor vehicle travel, traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO), referred to as CO "hotspots". Long-term operation of the Project would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, as set forth below, the Project would not contribute to the levels of congestion that would be needed to produce the amount of emissions needed to trigger a potential CO hotspot.[13]

The SCAQMD suggests conducting a CO hotspots analysis for any intersection where a project would worsen the Level of Service (LOS) to any level below C, and for any intersection rated D or worse where the project would increase the V/C ratio by two percent or more. Based on a review of the Project's Traffic Study, the Project would not meet these criteria for any of the studied intersections. As such, the Project would not have the potential to cause or contribute to an exceedance of the California one-hour or eight-hour CO standards of 20 or 9.0 ppm, respectively; or generate an incremental increase equal to or greater than 1.0 ppm for the California one-hour CO standard, or 0.45 ppm for the eight-hour CO standard at any local intersection.

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[13] *Caltrans, Transportation Project-Level Carbon Monoxide Protocol, updated October 13, 2010.*

***Toxic Air Contaminants***

With regard to toxic air contaminant (TAC) emissions, the Project does not include any typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, Project TAC emissions are expected to be less than significant. In addition, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.[14] The Project is not anticipated to generate a substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities, and any minimal TAC impacts are expected to be less than significant.

A recent court ruling, *California Building Industry Association v. Bay Area Air Quality Management District* (S213478, December 17, 2015), found that CEQA requires an analysis of a project's effect on the environment and does not require an analysis of the impacts of the environment on a project. The SCAQMD continues to recommend that, prior to the approval of a project, the impacts of air pollutants on people who would live in a new project are addressed and appropriately mitigated to the extent feasible. Therefore, the fact that the location of the Project Site is near industrial and commercial corridors with diesel particulate matter emissions does not pose as a CEQA issue or violate any CEQA Guideline. However, the following information is provided for disclosure purposes to acknowledge potential health risks to the future residents from these sources.

The SCAQMD released the draft final report of the fourth round of its Basin-wide Multiple Air Toxics Exposure Study (MATES IV) in April 2015. MATES IV estimated the cancer risk from TAC emissions throughout the Basin by conducting a monitoring program, an updated emissions inventory of TACs, and a modeling effort to characterize health risks in the Basin. MATES IV focused on carcinogenic risk from TACs, and did not estimate other health effects from particulate exposures.[15] Based on average measurements at ten fixed monitoring sites, the study estimated 70-year lifetime carcinogenic risk from TACs in the Basin to be approximately 320 to 480 per million at individual monitoring sites. Mobile sources (e.g., cars, trucks, trains, ships, aircraft, etc.) represented approximately 90 percent of the cancer risk with the remaining 10 percent attributing to toxics emitted from stationary sources, including industrial operations such as refineries and metal processing facilities. Approximately 68 percent of the overall cancer risk in the Basin was attributed to diesel particulate emissions. The population-weighted risk in MATES IV shows a 57 percent reduction in modeled air toxics risk compared to the risks in MATES III period (2005).

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[14] *SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.*

[15] *Mortality and other health effects form particulate exposure were conducted as part of the 2012 Air Quality Management Plan.*

As part of MATES IV, the SCAQMD prepared an interactive map that shows estimates of cancer risks in the Basin from ambient levels of TACs based on the modeling effort to provide insight into relative risks. The map reports estimated cancer risks for discrete two-kilometer-by-two-kilometer grid cells. The cancer risk estimates reported there should not be interpreted as actual rates of disease in the exposed population, but rather as estimates of potential risk, based on a number of conservative assumptions. In general, MATES IV indicates that the highest cancer risks from TACs are found near shipping ports, goods movement sources, and near freeways and other transportation corridors.[16] According to the interactive map, the Project Site displays an estimated risk of approximately 1,854 risks per one million persons. The Central portion of Los Angeles falls in an estimated range of 500-800 risks per one million. Compared to previous studies of air toxics in the Basin, the MATES IV study found decreasing air toxics exposure from the analysis done in the MATES III time period.

Chapter 3 of MATES IV discusses the development of the Toxics Emissions Inventory. An emissions inventory of air pollutants and their sources is essential to identify the major contributors of air contaminants and to develop strategies to improve air quality. The toxic emissions inventory for MATES IV consists of four components: (1) point sources; (2) area sources; (3) on-road mobile sources; and (4) off-road (or other) mobile sources. Point source emissions are from facilities having one or more pieces of equipment registered and permitted with the SCAQMD with emissions above certain threshold levels. Chapter 4 of the MATES IV Study, Regional Modeling and Evaluation, discusses the use of regional air quality modeling to estimate community exposure to air toxics as a function of both time and geography due to known toxic emissions sources. This chapter provides figures of ambient concentrations of diesel PM2.5, formaldehyde, benzenes, and other TACs illustrating the locations of these concentrations in the South Coast Air Basin. This MATES IV Study discloses the potential health risks to current and future residents. Because this Study provides ambient concentrations of TAC's and an inventory of toxics emissions, a Project Health Risk Assessment is not necessary since the MATES IV Study evaluates in depth the sources of toxic emissions in the Project area for the SCAQMD.

Additionally, providing enhanced filtration in building Heating, Ventilation, and Air Conditioning (HVAC) systems is an effective mitigation measure as it pertains to improving indoor air quality. The Department of City Planning recommends the installation of filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV 11) for projects that are adjacent to high levels of diesel particulate matter. While no potential conflict has been identified with respect to any zoning or General Plan policies, the Project would implement the City's recommended installation of MERV 11 filters improve indoor air quality levels within the Project's residential units as a project design feature.

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[16] *MATES IV focuses on the carcinogenic risk from exposure to air toxics, and does not estimate mortality or other health effects from particulate exposures. Source: http://www.aqmd.gov/home/library/air-quality-data-studies/health-studies/mates-iv, accessed July 2016.*

**e) Would the project create objectionable odors affecting a substantial number of people?**

**Less Than Significant Impact.** A significant impact may occur if objectionable odors occur that would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. As the Project involves no elements related to these types of activities, no odors from these types of uses are anticipated. Good housekeeping practices would be sufficient to prevent nuisance odors associated with the potential arts and productive space uses. In addition, SCAQMD Rule 402 (Nuisance) and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts during the Project's long-term operations phase. Therefore, potential operational odor impacts would be less than significant.

During the construction phase, activities associated with the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. Such odors could be a temporary source of nuisance to adjacent uses. SCAQMD Rules 1108 and 1113 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 than significant.

**Cumulative Impacts: Air Quality**

**Less than Significant Impact.** Development of the Project, in conjunction with the cumulative development in the vicinity that has been identified by the City, would result in an increase in construction and operational emissions in an already highly urbanized area of the City of Los Angeles.

***AQMP Consistency***

Cumulative development can affect implementation of the 2012 AQMP. The 2012 AQMP was prepared to accommodate growth, reduce pollutants within the areas under SCAQMD jurisdiction, improve the overall air quality of the region, and minimize the impact on the economy. Growth considered to be consistent with the 2012 AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified by SCAG, implementation of the 2012 AQMP will not be obstructed by such growth and cumulative impacts would be less than significant. Since the Project and some of the cumulative projects would not be consistent with the existing land use assumptions (General Plan land use designations and zoning) upon which the growth forecasts utilized in the 2012 AQMP were based, they could have a cumulatively considerable contribution to an impact regarding a potential conflict with implementation of the AQMP. However, the amount of additional development from the Project and such related projects would be minimal compared to the total Citywide growth forecasts in the 2012 AQMP. Moreover, upon approval of the requested General Plan Amendment and Zone Change, the

Project, and each cumulative project requiring such action(s), would be captured in the next update of the RTP/SCS and AQMP as both SCAG and SCAQMD coordinate with the City regarding land use changes since the previous plan. Due to this, as well as the Project's anticipated population and housing growth representing only a small fraction of the planned growth in the City up to 2040, cumulative impacts with respect to AQMP consistency would be less than significant.

***Construction and Operational Emissions***

Cumulative air quality impacts from construction and operation of the Project and cumulative projects would be based on SCAQMD guidelines, and are analyzed in a manner similar to Project-specific air quality impacts. The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, according to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. Thus, as discussed in Question 3(c) above, because the construction-related and operational daily emissions associated with the Project would not exceed the SCAQMD's recommended thresholds, these associated emissions would not be cumulatively considerable. Therefore, cumulative air quality impacts would be less than significant.

***Odor Impacts***

With respect to cumulative odor impacts, potential sources that may emit odors during construction activities at the Project Site and each cumulative development project include the use of architectural coatings, solvents, and asphalt paving. SCAQMD Rules 1108 and 1113 limit the amount of volatile organic compounds from cutback asphalt and architectural coatings and solvents, respectively. Moreover, none of the cumulative projects is located in close enough proximity to the Project to cause cumulative odor impacts. Furthermore, based on mandatory compliance with SCAQMD Rules, construction activities and materials used in the construction of the Project and cumulative projects would not combine to create objectionable construction odors. With respect to operations, SCAQMD Rule 402 (Nuisance) and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts from the projects' long-term operations phases. Thus, cumulative odor impacts would be less than significant.

## 4. BIOLOGICAL RESOURCES

**a) Would the project 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 regulation, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

**No Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or (c) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise or light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The Project Site does not contain any critical habitat or support any species identified or designated 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. The Project Site is located in an urbanized area of the City. The Project Site is improved with a surface parking lot. Therefore, implementation of the Project would not result in any adverse impacts with respect to habitat modification, and no impact would occur.

**b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

**No Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; (c) the alternation of an existing wetland habitat; or (d) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise or light) to a degree that may diminish the chances for long-term survival of a sensitive species. The Project Site is occupied by an asphalt surface parking lot in an urbanized area. No riparian or other sensitive natural communities are located on or adjacent to the Project Site. Therefore, implementation of the Project would not result in any adverse impacts to riparian habitat or other sensitive natural communities and no impact would occur.

**c) Would the project 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?**

**No Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in the alteration of an existing wetland habitat, as defined by Section 404 of the Clean Water Act. The Project Site is developed with a paved surface parking lot, does not contain any wetlands or natural drainage channels, and is located in an urbanized area of the Central City North Community Plan Area of the City of Los Angeles. Therefore, the Project Site does not have the potential to support any riparian or wetland habitat. No federally protected wetlands (e.g., emergent, forested/shrub, estuarine and marine deep water, estuarine and marine, freshwater pond, lake, riverine) occur on or in the vicinity of the Project Site.[17]

Therefore, the Project would not result in the direct removal, filling, or hydrological interruption of a federally protected wetland as defined by Section 404 of the Clean Water Act, and no impact to federally protected wetlands would occur as a result of the Project.

**d) Would the project 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?**

**No Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in the interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species. The Project is located in an area that has been previously developed in a heavily urbanized area of the City of Los Angeles. Due to the highly urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites in the Project vicinity. Therefore, the Project would not interfere with the movement of any resident or migratory fish or wildlife species.

**e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?**

**No Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project-related significant adverse effect could occur if a project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City of Los Angeles Protected Tree Ordinance, 177,404. The Project Site is located in an urbanized area of the City. The Project Site is completely paved and developed and no significant vegetation exists on the Project Site. No protected biological

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[17] *U.S. Fish and Wildlife Service, National Wetlands Inventory, Wetlands layer: http://www.fws.gov/wetlands/Data/Mapper.html, accessed June 2016.*

resources or tree species, such as oak or sycamore trees, currently exist on the Project Site. Therefore, the Project would not conflict with any tree preservation policy or ordinance, and no impacts would occur.

**f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

**No Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, significant impact would occur if a project would be inconsistent with mapping or policies in any conservation plans of the types cited. No locally designated natural communities are known to occur on or adjacent to the Project Site. Therefore, the Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan, and no impact would occur.

**Cumulative Impacts: Biological Resources**

**Less Than Significant Impact.** Development of the Project in conjunction with the cumulative development projects would result in an intensification of existing prevailing land uses in an already heavily urbanized area of Los Angeles. There are no known protected biological resources or habitats in the area. Moreover, development of the cumulative projects is expected to occur in accordance with adopted plans and regulations. With respect to biological resources, each of the cumulative projects would be subject to site plan review and/or other planning approvals by the Director of Planning or other City decision-maker for review and approval. Thus, cumulative impacts to biological resources would be less than significant.

## 5. CULTURAL RESOURCES

**a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in *State CEQA Guidelines* §15064.5?**

**No Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project would disturb historic resources that presently exist within the project site. *State CEQA Guidelines* Section 15064.5 defines a historical resource as: 1) a resource listed in or determined to be eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources; 2) a resource listed in a local register of historical resources or identified as significant in a historical resource survey meeting certain state guidelines; or 3) an object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A project-related significant adverse effect would occur if a project were to adversely affect a historical resource meeting one of the above definitions.

The Project Site is occupied by an asphalt surface parking lot. The parking lot is not designated as a local, State, or federally listed historic resource, thus no listed historic resources would be impacted by the redevelopment of the Project Site. The Project Site is not known to be associated with any historically or culturally important events, historical patterns, or persons. Thus, there is no evidence to suggest that any historic resources would be impacted by the redevelopment of the Project Site. Therefore, the Project would not cause an adverse change in the significance of an historic resource, and no impact would occur.

**b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to *State CEQA Guidelines* §15064.5?**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if grading or excavation activities associated with a project would disturb archaeological resources that presently exist within the project site. Section 15064.5 of the *State CEQA Guidelines* defines significant archaeological resources as resources that meet the criteria for historical resources, as discussed above, or resources that constitute unique archaeological resources.

The Project Site and immediately surrounding areas do not contain any known archaeological sites or archaeological survey areas.[18] The Project Site is located in a highly urbanized area of the Central City North Community Plan Area of the City of Los Angeles, and has been partially disturbed by past development activities. The Project includes subgrade preparation. Thus, the potential exists for the accidental discovery of unknown archaeological materials. Because the presence or absence of such materials cannot be determined until the site is excavated, periodic monitoring during construction is required to identify any previously unidentified archaeological resources uncovered by Project construction activity.

Under California Public Resources Code Section 21083.2, development projects that involve excavations are required to implement the measures listed below as Regulatory Compliance Measure 5-1. With implementation of these measures, potential impacts to unknown archaeological resources that may exist beneath the Project Site would be less than significant.

**Regulatory Compliance Measures:**

**5-1 Cultural Resources (Archaeological)**

- If any archaeological materials are encountered during the course of Project development, all further development activity in the vicinity of the materials shall halt and:

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[18] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles, September 1996.*

- The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact;

- The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource; and

- The Applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study, or report.

- Project development activities may resume once copies of the archaeological survey, study or report are submitted to:

  SCCIC Department of Anthropology
  McCarthy Hall 477
  CSU Fullerton
  800 North State College Boulevard
  Fullerton, CA 92834

- Prior to the issuance of any building permit, the Applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.

- A covenant and agreement binding the Applicant to this condition shall be recorded prior to the issuance of a grading permit.

**c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if grading or excavation activities associated with a project were to disturb paleontological resources or geologic features which presently exist within the project site. The Project Site is located in the Central City North Community Plan Area of the City of Los Angeles, and as described above, the Project Site has been previously graded and is currently improved with an asphalt surface parking lot. The Project Site and immediate surrounding areas do not contain any known vertebrate paleontological resources.[19] Although no paleontological resources are known to exist on-site,

[19] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Vertebrate Paleontological Resources in the City of Los Angeles, September 1996.*

there is a possibility that paleontological resources exist at sub-surface levels on the Project Site and may be uncovered during subgrade preparation.

Under California Public Resources Code Sections 5097.5 and 30244, development projects that involve excavations are required to implement the measures listed below under Regulatory Compliance Measure 5-2. Implementation of these measures will ensure that if any such resources are found during construction of the Project, they would be handled according to the proper regulations, and impacts to potential paleontological resources that may exist beneath the Project Site would be less than significant.

**Regulatory Compliance Measures:**

**5-2 Cultural Resources (Paleontological)**

- If any paleontological materials are encountered during the course of project development, all further development activities in the vicinity of the materials shall halt and:
    - The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact;
    - The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource;
    - The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report; and
    - Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.
- Prior to the issuance of any building permit, the Applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

**d) Would the project disturb any human remains, including those interred outside of formal cemeteries?**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project-related significant adverse effect could occur if grading or excavation activities associated with the Project would disturb previously interred human remains. No known human burials have been identified on the Project Site or its vicinity. However, it is possible that unknown human remains could occur on the Project Site, and if proper care is not taken during construction, damage to or destruction of these unknown remains could occur.

Under California Health and Safety Code Section 7050.5 and Native American Heritage Commission (NAHC) regulations (Public Resource Code Section 5097), development projects that involve excavations are required to implement the measures listed below under Regulatory Compliance Measure 5-3. Through compliance with these requirements, potential Project impacts related to the disturbance of unknown human remains would be less than significant.

**Regulatory Compliance Measures:**

**5-3 Cultural Resources (Human Remains)**

- In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
    - Stop excavation immediately in the vicinity of the remains and contact the County Coroner at:

      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)

    - The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission;
    - The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American;
    - Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.

- 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 most likely descendent does not make recommendations within 48 hours, the Applicant shall reinter the remains in an area of the property secure from further disturbance, or;

- If the Applicant does not accept the most likely descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.

**Cumulative Impacts: Cultural Resources**

**Less Than Significant Impact.** Implementation of the Project, in combination with the other cumulative development projects in the Project Site vicinity, would result in an intensification of existing prevailing land uses in an already heavily urbanized area of Los Angeles. Development of the cumulative projects is expected to occur in accordance with adopted plans and regulations. With respect to cultural resources, each of the cumulative projects would be subject to site plan review and/or other planning approvals by the Director of Planning or other City decision-maker for review and approval. Thus, cumulative impacts to cultural resources would be less than significant.

## 6. GEOLOGY AND SOILS

This section summarizes and incorporates by reference information from the Geotechnical Engineering Exploration, prepared by Byer Geotechnical, Inc., dated April 24, 2014. The City of Los Angeles Department of Building and Safety approved this report on May 16, 2014. The approval letter is also included in the case file. The design and construction recommendations contained in this report and the City's approval letter are herein incorporated by reference.

**a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**

**(i) 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.**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if the Project Site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. Based on criteria established by the California Division of Mines and Geology (CDMG), now called California Geologic Survey (CGS), faults may be categorized as active,

potentially active, or inactive. Active faults are those that show evidence of surface displacement within the last 11,000 years (Holocene-age). Potentially active faults are those that show evidence of most recent surface displacement within the last 1.6 million years (Quaternary-age). Faults showing no evidence of surface displacement within the last 1.6 million years are considered inactive for most purposes, with the exception of design of some critical structures.

Buried thrust faults are faults without a surface expression but are a significant source of seismic activity. They are typically broadly defined based on the analysis of seismic wave recordings of hundreds of small and large earthquakes in the southern California area. Due to the buried nature of these thrust faults, their existence is usually not known until they produce an earthquake. The risk for surface fault rupture potential of these buried thrust faults is inferred to be low. However, the seismic risk of these buried structures in terms of recurrence and maximum potential magnitude is not well established. Therefore, the potential for surface rupture at magnitudes higher than 6.0 cannot be precluded.

In 1972, the Alquist-Priolo Special Studies Zones Act (now known as the Alquist-Priolo Earthquake Fault Zoning Act) was passed into law. The Act defines "active" and "potentially active" faults utilizing the same aging criteria as that used by the CGS, described above. However, established State policy has been to zone only those faults that have direct evidence of movement within the last 11,000 years.

Surface rupture is defined as surface displacement that occurs along the surface trace of the causative fault during an earthquake. Based on the research of available literature described in the Geotechnical Exploration, no known active or potentially active faults underlie the Project Site. In addition, the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone.

In addition, the 2011 City of Los Angeles Building Code, updated since the 1994 Northridge Earthquake and with which the Project would be required to comply, contains construction requirements to ensure habitable structures are built to a level such that they can withstand acceptable seismic risk.

Based on the information contained in the Geotechnical Exploration, the Project Site is not located within a seismic hazard zone for liquefaction, landsliding, or faulting, as delineated by the State of California, in accordance with the Seismic Hazards Mapping Act or the Alquist-Priolo Act. The Project Site is not located within an Alquist-Priolo Earthquake Fault Zone, and there are no known faults (active, potentially active, or inactive) on-site. The possibility of damage due to ground rupture is considered low since active faults are not known to cross the Project Site. Therefore, impacts related to ground rupture from known earthquake faults would be less than significant.

**(ii) Strong seismic ground shaking?**

**Less Than Significant.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project represents an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically induced ground shaking hazards

that are greater than the average risk associated with other locations in Southern California. The Project Site is located within a seismically active region, as is all of Southern California. The intensity of ground shaking depends primarily upon the earthquake magnitude, the distance from the source, and the site response characteristics. As discussed previously, the Project Site is not located within a seismic hazard zone for liquefaction, landsliding, or faulting, as delineated by the State of California, in accordance with the Seismic Hazards Mapping Act or the Alquist-Priolo Act. The primary seismic hazard for this project is the potential for strong ground motion from future earthquakes within the Los Angeles Basin. Secondary effects of seismic shaking resulting from large earthquakes on the major faults in the Southern California region which may affect the site include ground lurching and shallow ground rupture, soil liquefaction, dynamic settlement, seiches and tsunamis. These secondary effects of seismic shaking are a possibility throughout the Southern Californian region and are dependent on the distance between the site and causative fault and the on-site geology.

The major active nearby (within about 10 miles) faults that could produce these secondary effects include the Elysian Park, Puente Hills, Hollywood, Santa Monica, Newport-Inglewood, and Verdugo Faults (USGS, 2008). However, the potential for strong ground motion at this site is not unusual for Southern California. With regard to the potential occurrence of potentially catastrophic geotechnical hazards such as fault rupture, earthquake-induced landslides, liquefaction, etc., the following geotechnical recommendations should provide adequate protection for the proposed development to the extent required to reduce seismic risk to an "acceptable level." Site parameters for seismic design are presented on pages 6 and 7 of the Geotechnical Exploration Report.

Seismically induced settlement is often caused when loose to medium-dense granular soils are densified during ground shaking. Based on the Geotechnical Exploration's subsurface evaluation, site native alluvial soils are generally loose to medium dense, poorly and well graded sands to a depth of 10 to 20 feet, underlain by medium dense to very dense gravelly sands. No fill was encountered in any of the on-site borings. The Geotechnical Exploration has concluded that the native undisturbed alluvium underlying the site is suitable bearing material for the Project, with conventional foundations being utilized to support the structure. Seismic analysis of the proposed subterranean retaining walls indicates that no additional loading due to seismic forces is required since the calculated seismic thrusts are less than static at-rest design thrusts for the retained heights of the walls. As the Project Site is underlain by medium dense to very dense coarse-grained alluvium, the potential for seismically induced liquefaction is considered very small.

Therefore, potential for seismically induced settlement at the Project Site is considered small and the geotechnical conditions are favorable for foundations, as well as the permanent retaining structure, provided that the recommendations specified in the Geotechnical Exploration report are included in the design and construction of the Project to the satisfaction of the Department of Building and Safety. Additionally, the design and construction of the Project is required to comply with the most current codes regulating seismic risk, including the California Building Code and the LAMC, which incorporates the

International Building Code (IBC). Compliance with current California Building Code and LAMC requirements would minimize the potential to expose people or structures to substantial risk, loss, or injury. Therefore, impacts related to seismic ground shaking would be less than significant.

Accordingly, the following Regulatory Compliance Measures and Mitigation Measures are required to reduce impacts associated with seismic hazards to a less than significant level.

**Regulatory Compliance Measure:**

**6-1 Geology and Soils (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.

**6-2 Geology and Soils (Geotechnical Report)**

- The Applicant shall comply with the recommendations contained within the Geotechnical Report (attached to the case file), as well as all conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the 1800 E. 7th Street Project, and as it may be subsequently amended or modified.

**(iii) Seismic-related ground failure, including liquefaction?**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a 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. Liquefaction is associated primarily with loose (low density), saturated, fine- to medium-grained, cohesionless soils. Liquefaction-related effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures.

According to the CDMG Seismic Hazard Zones Map of the Los Angeles Quadrangle (1999), and the City of Los Angeles Seismic Safety Element (1990), the Project Site is not located within an area identified as having a potential for liquefaction. This classification is consistent with the Geotechnical Exploration's site-specific observations, which indicate that due to the general dense nature of site soils and lack of shallow groundwater the potential for liquefaction and seismically induced settlement is expected to be very low.

The Geotechnical Exploration report finds that the subsurface profile at the site consists of native alluvial soils that are generally comprised of loose to medium dense, poorly and well graded sands to a depth of 10 to 20 feet, underlain by medium dense to very dense gravelly sands. No fill was encountered in any of the on-site borings. Groundwater was not encountered in borings to the maximum depth of about 50 feet below existing ground surface. The historic high groundwater table for the site is estimated at 160 feet or

greater below the existing ground surface. Due to the loose/soft nature of near surface soils, earthwork removals will be required in order to support the planned improvements.

Therefore, the potential for liquefaction to result in significant structural damage at the Project Site is low and a less than significant impact would occur.

**(iv) Landslides?**

**No Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. A project-related significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding. According to the Geotechnical Report, the Project is not located within a seismic hazard zone for liquefaction, landsliding or faulting, as delineated by the State of California, in accordance with the Seismic Hazards Mapping Act or the Alquist-Priolo Act. Additionally, due to the subsurface geotechnical characteristics, the relatively flat nature of the Project Site and very low potential for liquefaction, the potential for lateral spreading is expected to be very low. Therefore, the probability of landslides, including seismically induced landslides, is considered to be very low, and no impact would occur.

**b) Would the project result in substantial soil erosion or the loss of topsoil?**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have significant sedimentation or erosion impacts if it would: (a) constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or (b) accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on-site. Although development of the Project has the potential to result in the erosion of soils during site preparation and construction activities, erosion would be reduced by implementation of stringent erosion controls imposed by the City of Los Angeles through grading and building permit regulations. Minor amounts of erosion and siltation could occur during grading.

The area surrounding the Project Site is paved and developed, and would not be susceptible to indirect erosional processes (e.g., uncontrolled runoff) caused by the Project. During construction, the Project would be required to prevent the transport of sediments from the Project Site by stormwater runoff and winds through the incorporation of appropriate Best Management Practices (BMPs). These BMPs would be detailed in a Low Impact Development Plan and, if applicable, a Stormwater Pollution Prevention Plan (SWPPP), which would be in compliance with the latest National Pollutant Discharge Elimination System (NPDES) Stormwater Regulations and would be approved by the City Engineer. With implementation of the required construction BMPs (as described in Regulatory Compliance Measure 6-3), the impacts of soil erosion during construction would be less than significant.

All grading activities require grading permits from the Department of Building and Safety, which include requirements and standards designed to limit potential impacts to acceptable levels. In addition, all on-site grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations, and fills. Via compliance with Regulatory Compliance Measure 6-3, a less than significant impact would occur with respect to erosion or loss of topsoil. This measure is in addition to any conditions that may be imposed by the City of Los Angeles Department of Building and Safety's Soils Report Approval Letter.

The potential for soil erosion during the ongoing operation of the Project is extremely low due to the generally level topography of the Project Site and the fact that the Project Site would be mostly paved-over or built upon, so little soil would be exposed. Long-term operation of the Project would not result in substantial soil erosion or loss of topsoil. The majority of the Project Site would be covered by the proposed structures. Thus, no exposed areas subject to erosion would be created or affected by the Project. Therefore, the impacts of soil erosion during Project operation would be less than significant.

**Regulatory Compliance Measures:**

**6-3 Geology and Soils (Erosion/Grading/Short-Term Construction Impacts)**

- The Applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.

- Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. The Applicant shall implement Best Management Practices ("BMPs") during grading and excavation to reduce erosion, including, but not limited to the following:

    - Excavation and grading activities shall be scheduled during dry weather periods to the extent practical. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.

    - Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

**c) Would the project 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?**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it could cause or accelerate

geologic hazards causing substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if the Project is built in an unstable area without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. The Geotechnical Exploration report concluded that the potential for seismically induced settlement at the Project Site is considered small and the geotechnical conditions are favorable for foundations, as well as the permanent retaining structure, provided that the recommendations specified in the Geotechnical report (and the City's approval letter) are included in the design and construction of the Project to the satisfaction of the Department of Building and Safety. Construction of the Project would comply with the City of Los Angeles Uniform Building Code (Building Code), which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. Through compliance with Building Code requirements (see Regulatory Compliance Measure 6-1) and implementation of Regulatory Compliance Measure 6-2, above, the potential for landslide, lateral spreading, subsidence, liquefaction, or collapse would be reduced to a less than significant level.

**d) Would the project be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if a project is built on expansive soils without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and which shrink when dried. Foundations constructed on these soils are subject to uplifting forces caused by the swelling. Without proper mitigation measures, heaving and cracking of both building foundations and slabs-on-grade could result.

The Geotechnical Exploration report for the Project finds that the subsurface profile at the site consists of native alluvial soils that are generally comprised of loose to medium dense, poorly and well graded sands to a depth of 10 to 20 feet, underlain by medium dense to very dense gravelly sands. No fill was encountered in any of the on-site borings. Groundwater was not encountered in borings to the maximum depth of about 50 feet below existing ground surface. Soils at the finished grade of the Project's subterranean levels were found to exhibit a very low potential for expansion. Nonetheless, construction of the Project would be required to comply with the City of Los Angeles Uniform Building Code, which includes building foundation requirements appropriate to site-specific conditions, as recommended in the Geotechnical Exploration report. Therefore, impacts related to expansive soil would be reduced to less than significant levels with adherence to the geotechnical recommendations in the Project Geotechnical Investigation and City approval letter (see Regulatory Compiance Measure 6-2, above).

**e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

**No Impact.** This question would apply to the Project only if it was located in an area not served by an existing sewer system. The Project Site is located in a developed area of the City of Los Angeles, which is served by a wastewater collection, conveyance, and treatment system operated by the City of Los Angeles. No septic tanks or alternative disposal systems neither are necessary, nor are they proposed. Therefore, no impacts related to alternative wastewater disposal systems would occur.

**Cumulative Impacts: Geology and Soils**

**Less Than Significant Impact.** Geotechnical hazards are site-specific and there is little, if any, cumulative geological relationship between the Project and the other cumulative projects. Similar to the proposed developments, potential impacts related to geology and soils would be assessed on a case-by-case basis and, if necessary, the applicants of the cumulative development projects would be required to implement the appropriate mitigation measures. Furthermore, the analysis of the Project's geology and soils impacts concluded that, through the implementation of the mitigation measures recommended above, potential impacts would be reduced to less than significant levels. Therefore, cumulative geology and soil impacts would be less than significant.

## 7. GREENHOUSE GAS EMISSIONS

### GHG and Global Climate Change Background

Gases that trap heat in the atmosphere are called greenhouse gases ("GHG"), since they have effects that are analogous to the way in which a greenhouse retains heat. Greenhouse gases are emitted by both natural processes and human activities. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature. The State of California has undertaken initiatives designed to address the effects of greenhouse gas emissions, and to establish targets and emission reduction strategies for greenhouse gas emissions in California. Activities associated with the Project, including construction and operational activities, would have the potential to generate greenhouse gas emissions.

The principal GHGs are carbon dioxide ($CO_2$), methane ($CH_4$), nitrous oxide ($N_2O$), sulfur hexafluoride ($SF_6$), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor ($H_2O$). $CO_2$ is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as $CO_2$ equivalents ($CO_2e$).

California has enacted several pieces of legislation that relate to GHG emissions and climate change, much of which sets aggressive goals for GHG reductions within the state. Per Senate Bill 97, the

California Natural Resources Agency adopted amendments to the CEQA Guidelines, which address the specific obligations of public agencies when analyzing GHG emissions under CEQA to determine a project's effects on the environment. However, neither a threshold of significance nor any specific mitigation measures are included or provided in these CEQA Guideline amendments.

The global nature of climate change creates unique challenges for assessing the Project's climate change impact under CEQA, which focuses on cause and effect. When compared to the cumulative inventory of GHG across the globe, a single project's impact will be negligible. To further complicate this, there is debate about whether a project's emissions are adding to the net emissions worldwide, or simply redistributing emissions that would have occurred anyway somewhere in the world.

Climate change analyses are also unique because emitting $CO_2$ into the atmosphere is not itself an adverse environmental effect. It is the increased concentration of $CO_2$ in the atmosphere resulting in global climate change and the associated consequences of climate change that results in adverse environmental affects (e.g., sea level rise, loss of snowpack, severe weather events). Although it is possible to estimate a project's incremental contribution of $CO_2$ into the atmosphere, it is typically not possible to determine whether or how an individual project's relatively small incremental contribution might translate into physical effects on the environment. Nevertheless, both short-term impacts occurring during construction and long-term effects related to the ongoing operation of the Project are discussed in this section.

**Regulatory Environment**

***Assembly Bill 32 (Statewide GHG Reductions)***

The California Global Warming Solutions Act of 2006, widely known as AB 32, requires the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and verification of statewide GHG emissions. AB 32 focuses on achieving GHG emissions equivalent to 2000 levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. It mandates that CARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce statewide GHG emissions from stationary sources, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved.

AB 32 charges CARB with the responsibility to monitor and regulate sources of GHG emissions. On June 1, 2007, CARB adopted three early action measures: setting a low carbon fuel standard, reducing refrigerant loss from motor vehicle air conditioning maintenance, and increasing methane capture from landfills.[20] On October 25, 2007, CARB approved measures improving truck efficiency (i.e., reducing

[20] *California Air Resources Board, Proposed Early Action Measures to Mitigate Climate Change in California, April 20, 2007.*

aerodynamic drag), electrifying port equipment, reducing PFCs from the semiconductor industry, reducing propellants in consumer products, promoting proper tire inflation in vehicles, and reducing sulfur hexaflouride emissions from the non-electricity sector. CARB also developed a mandatory reporting program on January 1, 2008 for large stationary combustion sources that emit more than 25,000 metric tons of $CO_2$ per year and make up 94 percent of the point source $CO_2$ emissions in California.

CARB developed an AB 32 Scoping Plan that contains strategies to achieve the 2020 emissions cap. This Scoping Plan, which was developed by CARB in coordination with the Climate Action Team, was first adopted in October 2008 (the "2008 Scoping Plan"). The 2008 Scoping Plan proposed a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce the State's dependence on oil, diversify the state's energy sources, save energy, create new jobs, and enhance public health. An important component of the plan is a cap-and-trade program covering 85 percent of the State's emissions. Additional key recommendations of the 2008 Scoping Plan include strategies to enhance and expand proven cost-saving energy efficiency programs; implementation of California's clean cars standards and increasing the amount of clean and renewable energy used to power the State. Furthermore, the 2008 Scoping Plan proposes full deployment of the California Solar Initiative, high-speed rail, water-related energy efficiency measures, and a range of regulations to reduce emissions from trucks and from ships docked in California ports. As required by AB 32, CARB must update its Scoping Plan every five years to ensure that California remains on the path toward a low carbon future.

In order to assess the scope of reductions needed to return to 1990 emissions levels, CARB first estimated the 2020 business-as-usual (BAU) GHG emissions in the 2008 Scoping Plan. These are the GHG emissions that would be expected to result if there were no GHG emissions reduction measures, and as if the State were to proceed on its pre-AB 32 GHG emissions track. After estimating that statewide 2020 BAU GHG emissions would be 596 metric tons, the 2008 Scoping Plan then identified recommended GHG emissions reduction measures that would reduce BAU GHG emissions by approximately 174 metric tons (an approximately 28.4 percent reduction) by 2020.

On August 19, 2011, following legal action in opposition to the Scoping Plan, CARB approved a Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document (FED or 2011 Scoping Plan).[21] ARB updated its 2020 BAU emissions estimate to account for the effect of the 2007–2009 economic recession, new estimates for future fuel and energy demand, and the reductions achieved through implementation of regulations recently adopted for motor vehicles, building energy efficiency standards,

[21] *California Air Resources Board, Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document (FED), Attachment D, August 19, 2011.*

and renewable energy.[22] Under that scenario, the State would have had to reduce its BAU GHG emissions by approximately 21.7 percent by 2020 (down from 28.4 percent).

On May 22, 2014, CARB approved its first update to the AB 32 Scoping Plan, recalculating 1990 GHG emissions using Intergovernmental Panel on Climate Change's (IPCC) Fourth Assessment Report (AR4) released in 2007. It states that based on the AR4 global warming potentials, the 427 $MMTCO_2e$ 1990 emissions level would be slightly higher than identified in the original Scoping Plan, at 431 $MMTCO_2e$. Based on the revised estimates of expected 2020 emissions identified in the 2011 supplement to the FED and updated 1990 emissions levels identified in the draft first update to the Scoping Plan, achieving the 1990 emission level would require a reduction of 76 $MMTCO_2e$ or a reduction by approximately 15.3 percent (down from 28.4 percent) to achieve in 2020 emissions levels in the BAU condition. CARB's First Update "lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050," and many of the emission reduction strategies recommended by ARB would serve to reduce the Project's post-2020 emissions level to the extent applicable by law by focusing on reductions from several sectors.[23,24]

These reductions are to come from a variety of sectors, including energy, transportation, high-global warming potential sources, waste, and the State's cap-and-trade emissions program. Nearly all reductions are to come from sources that are controlled at the statewide level by State agencies, including the ARB, Public Utilities Commission, High Speed Rail Authority, and California Energy Commission. The few actions that are directly or indirectly associated with local government control are in the transportation sector, which is charged with reducing 4.5 percent of baseline 2020 emissions. Of these actions, only one (GHG reductions through coordinated planning) specifically identifies local governments as the responsible agency.

***Cap and Trade***

CARB adopted a California Cap-and-Trade Program pursuant to its authority under AB 32. The Cap-and-Trade Program is designed to reduce GHG emissions from major sources (deemed "covered entities") by setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve AB 32's emission-reduction mandate of returning to 1990 levels of emissions by 2020. The statewide cap for GHG emissions from the capped sectors (e.g., electricity generation, petroleum refining,

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[22] *California Air Resources Board, Greenhouse Gas Inventory – 2020 Emissions Forecast, http://www.arb.ca.gov/cc/inventory/data/forecast.htm. Accessed June 2014.*

[23] *CARB, First Update, p. 4, May 2014. See also id. at pp. 32–33 [recent studies show that achieving the 2050 goal will require that the "electricity sector will have to be essentially zero carbon; and that electricity or hydrogen will have to power much of the transportation sector, including almost all passenger vehicles."]*

[24] *CARB, First Update, Table 6: Summary of Recommended Actions by Sector, pp. 94-99, May 2014.*

and cement production) commenced in 2013 and will decline over time, achieving GHG emission reductions throughout the program's duration.

Under the Cap-and-Trade Program, covered entities that emit more than 25,000 metric tons $CO_2e$ per year must comply with Program requirements. Triggering of the 25,000 metric tons $CO_2e$ per year "inclusion threshold" is measured against a subset of emissions reported and verified under the California Regulation for the Mandatory Reporting of Greenhouse Gas Emissions (Mandatory Reporting Rule or "MRR"). CARB issues allowances equal to the total amount of allowable emissions over a given compliance period and distributes these to regulated entities. Covered entities are allocated free allowances in whole or part (if eligible), and may buy allowances at auction, purchase allowances from others, or purchase offset credits.

The Cap-and-Trade Program works with other direct regulatory measures and provides an economic incentive to reduce emissions. If California's direct regulatory measures reduce GHG emissions more than expected, then the Cap-and-Trade Program will be responsible for relatively fewer emissions reductions. If California's direct regulatory measures reduce GHG emissions less than expected, then the Cap-and-Trade Program will be responsible for relatively more emissions reductions. Thus, the Cap-and-Trade Program assures that California will meet its 2020 GHG emissions reduction mandate.

In sum, the Cap-and-Trade Program will achieve aggregate, rather than site-specific or project-level, GHG emissions reductions. Also, due to the regulatory framework adopted by CARB in AB 32, the reductions attributed to the Cap-and-Trade Program can change over time depending on the State's emissions forecasts and the effectiveness of direct regulatory measures.

As of January 1, 2015, the Cap-and-Trade Program covered approximately 85 percent of California's GHG emissions. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with the electricity usage of most projects that are subject to CEQA are covered by the Cap-and-Trade Program.

While the 2020 cap would remain in effect post-2020,[25] the Cap-and-Trade Program is not currently scheduled to extend beyond 2020 in terms of additional GHG emissions reductions.[26] However, CARB has expressed its intention to extend the Cap-and-Trade Program beyond 2020 in conjunction with setting a mid-term target. The "recommended action" in the First Update for the Cap-and-Trade Program is: "Develop a plan for a post-2020 Cap-and-Trade Program, including cost containment, to provide market

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[25] *California Health & Safety Code § 38551(a) ("The statewide greenhouse gas emissions limit shall remain in effect unless otherwise amended or repealed.")*

[26] *See AB 1288 (Atkins, introduced 2015) that would eliminate the December 31, 2020, limit on the Cap-and-Trade Program.*

certainty and address a mid-term emissions target."[27] The "expected completion date" for this recommended action is 2017.[28] Therefore, it is reasonable to assume that the Cap-and-Trade Program will extend beyond 2020.

***Senate Bill 1368***

Senate Bill (SB) 1368, requires the California Public Utilities Commission and the California Energy Commission to establish GHG emissions performance standards for the generation of electricity. These standards also apply to power that is generated outside of California and imported into the State.

***SB 97 & CEQA Guidelines***

In August 2007, the California State Legislature adopted Senate Bill 97 (SB 97), requiring the Governor's Office of Planning and Research (OPR) to prepare and transmit new CEQA guidelines for the mitigation of GHG emissions or the effects of GHG emissions to the Resources Agency by July 1, 2009. In response to SB 97, the OPR adopted CEQA guidelines that became effective on March 18, 2010. The amendments provide guidance to public agencies on analysis and mitigation of the effects of GHG emissions in CEQA documents, including the following:

- Lead agencies should quantify all relevant GHG emissions and consider the full range of project features that may increase or decrease GHG emissions as compared to the existing setting;
- Consistency with CARB's Scoping Plan is not a sufficient basis to determine that a project's GHG emissions would not be cumulatively considerable;
- A lead agency may appropriately look to thresholds developed by other public agencies, including CARB's recommended CEQA thresholds;
- To qualify as mitigation, specific measures from an existing plan must be identified and incorporated into the project. General compliance with a plan, by itself, is not mitigation;
- The effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis; and
- Given that impacts resulting from GHG emissions are cumulative, significant advantages may result from analyzing such impacts on a programmatic level. If analyzed properly, later projects may tier, incorporate by reference, or otherwise rely on the programmatic analysis.

***Sustainable Communities and Climate Protection Act (SB 375)***

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[27] *CARB, First Update to the Climate Change Scoping Plan: Building on the Framework, at 98 (May 2014).*

[28] *Id.*

On September 30, 2008, SB 375 was instituted to help achieve AB 32 goals through regulation of cars and light trucks. SB 375 aligns three policy areas of importance to local government: (1) regional long-range transportation plans and investments; (2) regional allocation of the obligation for cities and counties to zone for housing; and (3) a process to achieve GHG emissions reductions targets for the transportation sector. It establishes a process for CARB to develop GHG emissions reductions targets for each region (as opposed to individual local governments or households). SB 375 also requires Metropolitan Planning Organizations (MPOs) to prepare a Sustainable Communities Strategy (SCS) within the Regional Transportation Plan (RTP) that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region. SB 375 uses CEQA streamlining as an incentive to encourage residential projects, which help achieve AB 32 goals to reduce GHG emissions. Although SB 375 does not prevent CARB from adopting additional regulations, such actions are not anticipated in the foreseeable future.

On October 24, 2008, CARB published draft guidance for setting interim GHG emissions significance thresholds. This was the first step toward developing the recommended statewide interim thresholds of significance for GHG emissions that may be adopted by local agencies for their own use. The guidance does not attempt to address every type of project that may be subject to CEQA, but instead focuses on common project types that are responsible for substantial GHG emissions (i.e., industrial, residential, and commercial projects). CARB's preliminary proposal consisted of a quantitative threshold of 7,000 metric tons (MT) of $CO_2e$ per year for operational emissions (excluding transportation), and performance standards for construction and transportation emissions. Further, CARB's proposal sets forth draft thresholds for industrial projects that have high operational stationary GHG emissions, such as manufacturing plants, or uses that utilize combustion engines.[29] There is currently no timetable for finalized thresholds.

On September 23, 2010, CARB adopted regional targets for the reduction of GHG emissions applying to the years 2020 and 2035.[30] For the area under the Southern California Association of Governments' (SCAG) jurisdiction - including the Project area - CARB adopted Regional Targets for reduction of GHG emissions by eight percent for 2020 and by 13 percent for 2035. On February 15, 2011, the CARB's Executive Officer approved the final targets.[31]

***Title 24 Energy Efficiency Standards***

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[29] California Air Resources Board. http://www.arb.ca.gov/cc/localgov/ceqa/meetings/102708/prelimdraftproposal102408.pdf

[30] *California Air Resources Board. Notice of Decision: Regional Greenhouse Gas Emissions Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375. http://www.arb.ca.gov/cc/sb375/notice%20of%20decision.pdf*

[31] *CARB. 2011. Executive Order No. G-11-024: Relating to Adoption of Regional Greenhouse Gas Emission Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375.*

California's Energy Efficiency Standards for Residential and Nonresidential Buildings, located at Title 24, Part 6 of the California Code of Regulations and commonly referred to as "Title 24," were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.

***California Green Building Standards***

The California Green Building Standards Code, which is Part 11 of the California Code of Regulations (the "CCR"), is commonly referred to as the CALGreen Code. The CALGreen Code was added to Title 24 to represent base standards for reducing water use, recycling construction waste, and reducing polluting materials in new buildings. In contrast, Title 24 focuses on promoting more energy-efficient buildings and considers the building envelope, heating and cooling, water heating, and lighting restrictions. The first edition of the CALGreen Code in 2008 contained only voluntary standards. The 2010 edition included mandatory requirements for State-regulated buildings and structures throughout California, including requirements for construction site selection, storm water control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation and more. The CALGreen Code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The CALGreen Code also requires building commissioning which is a process for the verification that all building systems, like heating and cooling equipment and lighting systems are functioning at their maximum efficiency. The updated 2013 CALGreen Code became effective January 1, 2014 and includes new requirements for additions to existing residential and non-residential development.

**Local and Regional Policies and Regulations**

***South Coast Air Quality Management District Recommendations for Significance Thresholds***

The South Coast Air Quality Management District (SCAQMD) convened a GHG CEQA Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. Members included government agencies implementing CEQA and representatives from stakeholder groups that provided input to the SCAQMD staff on developing GHG CEQA significance thresholds. On December 5, 2008, the SCAQMD Governing Board adopted interim GHG significance threshold for projects where the SCAQMD is lead agency. This threshold uses a tiered approach to determine a project's significance, with 10,000 metric tons of $CO_2$ equivalent ($MTCO_2e$) as a screening numerical threshold for stationary sources.

The SCAQMD has not adopted guidance for CEQA projects under other lead agencies. In September 2010, the Working Group released additional revisions which recommended a screening threshold of 3,500 $MTCO_2e$ for residential projects, 1,400 $MTCO_2e$ for commercial projects, and 3,000 $MTCO_2e$ for mixed-use projects, additionally the Working Group identified project-level efficiency target of 4.8

$MTCO_2e$ per service population as a 2020 target and 3.0 $MTCO_2e$ per service population as a 2035 target. The recommended area wide or plan-level target for 2020 was 6.6 $MTCO_2e$ and the plan-level target for 2035 was 4.1 $MTCO_2e$. The SCAQMD has not established a timeline for formal consideration of these thresholds.[32] In the meantime, the project level thresholds are used as a non-binding guide.

The SCAQMD has also adopted Rules 2700, 2701, and 2702 that address GHG emissions reductions. However, these rules address boilers and process heaters, forestry, and manure management projects, none of which are proposed or required by the Project.

***SCAG Regional Transportation Plan/Sustainable Communities Strategy***

SCAG's adopted its 2012-2035 Regional Transportation Plan Sustainable Communities Strategy (the "RTP/SCS") on April 4, 2012.[33] The RTP/SCS planned to concentrate future development and provide higher intensity development, including residential development, in proximity to transit hubs in order to reduce vehicle miles traveled (VMT) and thereby reduce GHG emissions from personal vehicles. To conduct required modeling analysis for the RTP/SCS, SCAG distributes the growth forecast to transportation analysis zones (TAZs) to capture localized effects of the interaction of land use and transportation. The TAZ level maps have been development for the purpose of modeling performance only.[34] The growth and land use assumptions are to be adopted at the jurisdictional level.[35] Further, it is important to note that there is nothing in SB 375 that requires a city's "land use policies and regulations…to be consistent with the regional transportation plan or an alternative planning strategy."[36]

The RTP/SCS also includes an appendix listing examples of measures that could reduce impacts from planning, development and transportation.[37] It notes, however, that the example measures are "not intended to serve as any kind of checklist to be used on a project-specific basis." Since every project and project setting is different, project-specific analysis is needed to identify applicable and feasible mitigation. These mitigation measures are particularly important where streamlining mechanisms under SB 375 are utilized. Example GHG emissions reduction measures include the following:

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[32] *SCAG, Final PEIR for the RTP/SCS, Appendix G. Accessible at http://rtpscs, scag.ca.gov/Documents/peir/2012fPEIR_AppendixG_ExampleMeasures.pdf*

[33] ***This plan has been superseded by the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, adopted on April 7, 2016. However, because this plan has not yet been incorporated into an updated air quality management plan, this analysis continues to utilize the 2012-2035 RTP/SCS.***

[34] *SCAG, Regional Transportation Plan Sustainable Communities Strategy, p. 124.*

[35] *Id.*

[36] *California Gov't. Code §65080(b)(2)(E).*

[37] *SCAG, Final PEIR, RTP/SCS, Appendix G: http://rtpscs.scag.ca.gov/Documents/peir/2012/final/2012fPEIR_AppendixG_ExampleMeasures.pdf.*

- **GHG1**: SCAG member cities and the county governments may adopt and implement Climate Actions Plans (CAPS, also known as Plans for the Reduction of Greenhouse Gas Emissions as described in CEQA Guidelines Section 15183.5 Tiering and Streamlining the Analysis of Greenhouse Gas Emissions).
- **GHG2**: Project sponsors may require Best Available Control Technology (BACT) during construction and operation of projects, including:

  a) Solicit bids that include use of energy and fuel-efficient fleets;
  b) Solicit preference construction bids that use BACT, particularly those seeking to deploy zero- and/or near zero emission technologies;
  c) Employ use of alternative fueled vehicles;
  d) Use lighting systems that are energy efficient, such as LED technology;
  e) Use CEQA Guidelines Appendix F, Energy Conservation, to create an energy conservation plan;
  f) Streamline permitting process to infill, redevelopment, and energy-efficient projects;
  g) Use an adopted emissions calculator to estimate construction-related emissions;
  h) Use the minimum feasible amount of GHG-emitting construction materials that is feasible;
  i) Use of cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production;
  j) Use of lighter-colored pavement where feasible;
  k) Recycle construction debris to maximum extent feasible; and
  l) Plant shade trees in or near construction projects where feasible.

- **GHG3**: Local jurisdictions can and may establish a coordinated, creative public outreach activities, including publicizing the importance of reducing GHG emissions and steps community members may take to reduce their individual impacts.
- **GHG4**: Pedestrian and Bicycle Promotion: Local jurisdictions may work with local community groups and business associations to organize and publicize walking tours and bicycle events, and to encourage pedestrian and bicycle modes of transportation.
- **GHG5**: Waste Reduction: Local jurisdictions can and may organize workshops on waste reduction activities for the home or business, such as backyard composting, or office paper recycling, and may schedule recycling drop-off events and neighborhood chipping/mulching days.
- **GHG6**: Water Conservation: Local jurisdictions may organize support and/or sponsor workshops on water conservation activities, such as selecting and planting drought tolerant, native plants in landscaping, and installing advanced irrigation systems.
- **GHG7**: Energy Efficiency: Local jurisdictions may organize workshops on steps to increase energy efficiency in the home or business, such as weatherizing the home or building envelope, installing smart lighting systems, and how to conduct a self-audit for energy use and efficiency.

- **GHG8**: Schools Programs: Local jurisdictions may develop and implement a program to present information to school children about climate change and ways to reduce GHG emissions, and may support school-based programs for GHG reduction, such as school based trip reduction and the importance of recycling.

On June 4, 2012, CARB accepted SCAG's quantification of GHG emission reductions from the 2012–2035 RTP/SCS and the determination that the 2012–2035 RTP/SCS would, if implemented, achieve the 2020 and 2035 GHG emission reduction targets established by CARB.

On April 7, 2016, SCAG adopted its RTP/SCS update, calling for a continuation of integrated planning for land use and transportation that will help achieve the State's goal of reducing per capita GHG emissions by eight percent by 2020 compared to 2005 levels, by 18 percent by 2035, and 21 percent by 2040. The plan calls for public transportation improvements that will reduce GHG emissions per household by up to 30 percent, a one percent reduction in GHG from having zero emission vehicles, neighborhood vehicles, and a two percent (of the overall vehicle fleet) carsharing/ridesourcing goal by 2040.

***Local***

In May 2007, the City adopted its Green LA Plan that sets a goal to reduce the generation of GHG emissions 35 percent below 1990 levels by 2030. Key strategies include increasing the generation of renewable energy, improving energy conservation and efficiency, and changing land use patterns to reduce dependence on autos.

The City adopted a Green Building Ordinance in April 2008 that calls for reduction of the use of natural resources for new development.[38] The City's ordinance affects the following types of development:[39]

- New non-residential building or structure of 50,000 gross square feet or more of floor area;
- New mixed-use or residential building of 50,000 gross square feet or more in excess of six stores;
- New mixed-use or residential building of six or fewer stories consisting of at least 50 dwelling units in a building, which has at least 50,000 gross square feet of floor area, and in which at least 80 percent of the building's floor area is dedicated to residential units;
- The alteration or rehabilitation of 50,000 gross square feet or more of floor area in an existing non-residential building for which construction costs exceed a valuation of 50 percent of the replacement cost of the existing building;

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[38] *City of Los Angeles, Ordinance No. 179820, added to LAMC as Section 16.10 (Green Building Program).*

[39] *Projects that voluntarily commit to LEED certification at the Silver level or higher received expedited processing from the City.*

- The alteration of at least 50 dwelling units in an existing mixed-use or residential building, which has at least 50,000 gross square feet of floor area, for which construction costs exceed a valuation of 50 percent of the replacement cost of the existing building.

The City's Green Building Ordinance has several requirements that call for reductions in GHG emissions from reducing in energy use, water use, and solid waste generation from new non-residential buildings, including:

*Section 99.04.304.1. Irrigation Controllers.* When automatic irrigation system controllers for landscaping are provided and installed at the time of final inspection, the controllers shall comply with the following:

1. Controllers shall be weather- or soil moisture-based controllers that automatically adjust irrigation in response to changes in plants' needs as weather conditions change;
2. Weather-based controllers without integral rain sensors or communication systems that account for local rainfall shall have a separate wired or wireless rain sensor that connects or communicates with the controller(s). Soil moisture-based controllers are not required to have rain sensor input. Buildings on sites with over 2,500 square feet of cumulative irrigated landscaped areas shall have irrigation controllers that meet the criteria in Section 99.04.304.1.

*Section 99.04.303.4. Wastewater Reduction.* Each building shall reduce by 20 percent wastewater by one of the following methods:

1. The installation of water conserving fixtures (water closets, urinals)
2. Utilizing non-potable water systems (captured rainwater, graywater, and municipally treated wastewater) complying with the current edition of the Los Angeles Plumbing Code or other methods.

*Section 99.04.304.2. Outdoor Potable Water.* Building on sites with 1,000 square feet or more of cumulative landscaped areas shall have separate meters or submeters for indoor and outdoor potable water use.

*Section 99.04.304.3. Irrigation Design.* Buildings on sites with 1,000 square feet or more of cumulative irrigated landscaped areas shall have irrigation controllers and sensors which include the following criteria and the manufacturer's recommendations.

*Section 99.05.407.1. Weather Protection.* Provide a weather-resistant exterior wall and foundation envelope as required by the Los Angeles Building Code section 1403.2 (Weather Protection) and California Energy Code Section 150, manufacturer's installation instructions, or local ordinance, whichever is more stringent.

*Section 99.04.408. Construction Waste Reduction, Disposal And Recycling. Construction Waste Reduction of at Least 50 Percent.* Comply with Section 66.32 et seq. of the LAMC.

*Section 99.05.408.4. Excavated Soil and Land Clearing Debris.* 100 percent of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project and when approved by the Department, such material may be stockpiled on site until the storage site is developed.

*Section 99.05.410.1. Recycling by Occupants.* Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.

*Section 99.05.504.3. Covering of Duct Openings and Protection of Mechanical Equipment During Construction.* At the time of rough installation, or during storage of the construction site and until final startup of the heating and cooling equipment, all duct and other related air distribution component openings shall be covered with tape, plastic, sheetmetal or other methods acceptable to the Department to reduce the amount of dust or debris which may collect in the system.

*Section 99.05.504.4.6. Resilient Flooring Systems.* For 50 percent of floor area receiving resilient flooring, install resilient flooring complying with the VOC-emission limits defined in the 2009 Collaborative for High Performance Schools criteria and listed on its Low-emitting Materials List or certified under the Resilient Floor Covering Institute FloorScore program.

On January 20, 2016, the City adopted its Mobility Plan 2035, a transportation element of its General Plan. The Plan calls for strategies that advance five goals: 1) Safety First, 2) World Class Infrastructure, 3) Access for All Angelenos, 4) Collaboration, Communication, and Informed Choices, and 5) Clean Environments and Healthy Communities.

While the Mobility Plan focuses on developing a multi-modal transportation system, its key policy initiatives include considering the strong link between land use and transportation and targeting GHG emissions reductions through a more sustainable transportation system. As such, the Mobility Plan's call for integrated land use planning, clean fuel vehicles are consistent with State and regional plans calling for more compact growth in areas with transportation infrastructure.

**GHG Impact Significance Threshold**

As discussed below, there are no adopted federal, state, or local thresholds of significance for judging a project's impact on greenhouse gases and climate change. As a result, this analysis relies on primary direction from the CEQA Guidelines. OPR's amendments to the CEQA Guidelines for GHGs were adopted by the Resources Agency on December 30, 2009, indicating that a project could have a significant impact if it would:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or

2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Section 15064.4 of the CEQA Guidelines was adopted to assist lead agencies in determining the significance of the impacts of GHGs. It urges the quantification of GHG emissions where possible and includes language necessary to avoid an implication that a "life-cycle" analysis is required. It also recommends considering other qualitative factors that may be used in the determination of significance (i.e., extent to which the project may increase or reduce GHG emissions; whether the project exceeds an applicable significance threshold; and extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs). Further, it states that:

1. A lead agency should consider the following factors, among others, when assessing the significance of greenhouse gas emissions on the environment:

    a. The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;

    b. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and

    c. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

The current CEQA Guidelines do not establish a threshold of significance. Lead agencies are to establish thresholds in which case a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as CAPCOA, so long as any threshold chosen is supported by substantial evidence (see CEQA Guidelines Section 15064.7[c]). The CEQA Guidelines amendments also clarify that the effects of GHG emissions are cumulative. The CEQA Guidelines were amended in response to Senate Bill 97 to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.

To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make

specific the law enforced or administered by the public agency.[40] Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of greenhouse gas emissions."[41] Put another way, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of non-significance for GHG emissions if a project complies with the California Cap-and-Trade Program and/or other regulatory schemes to reduce GHG emissions.[42]

Although GHG emissions can be quantified, CARB, SCAQMD, and the City of Los Angeles have yet to adopt project-level significance thresholds for GHG emissions that would be applicable to the Project.[43] Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project will comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project.[44]

Executive Orders S-3-05 and B-30-15, SB 375, SCAG's Sustainable Communities Strategy, and the City of Los Angeles Green Building Ordinance all apply to the Project and are intended to reduce GHG emissions to meet the statewide targets set in AB 32.

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[40] *Ibid.*

[41] *Ibid. (emphasis added).*

[42] *See, for example, San Joaquin Valley Air Pollution Control District, CEQA Determinations of Significance tor Projects Subject to CARB's GHG Cap-and-Trade Regulation, APR—2030 (June 25, 2014), in which the SJVAPCD "determined that GHG emissions increases that are covered under CARB's Cap-and-Trade regulation cannot constitute significant increases under CEQA..." Further, the South Coast Air Quality Management District (SCAQMD) has taken this position in CEQA documents it produced as a lead agency. The SCAQMD has prepared three Negative Declarations and one Draft Environmental Impact Report that demonstrate the SCAQMD has applied its 10,000 $MTCO_2e$/yr. significance threshold in such a way that GHG emissions covered by the Cap-and-Trade Program do not constitute emissions that must be measured against the threshold. See: SCAQMD, Final Negative Declaration for: Ultramar Inc. Wilmington Refinery Cogeneration Project, SCH No. 2012041014 (October 2014) (www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2014/ultramar_neg_dec.pdf?sfvrsn=2) ; SCAQMD, Final Negative Declaration tor Phillips 66 Los Angeles Refinery Carson Plant—Crude Oil Storage Capacity Project, SCH No. 2013091029 (December 2014) (www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2014/phillips-66-fnd.pdf?sfvrsn=2 ); Final Mitigated Negative Declaration for Toxic Air Contaminant Reduction for Compliance with SCAQMD Rules 1420.1 and 1402 at the Exide Technologies Facility in Vernon, CA, SCH No. 2014101040 (December 2014) (www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2014/exide-mnd_final.pdf?sfvrsn=2 ); and Draft Environmental Impact Report for the Breitburn Santa Fe Springs Blocks 400/700 Upgrade Project, SCH No. 2014121014 (April 2014) (www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2015/deir-breitburn-chapters-1-3.pdf?sfvrsn=2 ).*

[43] *The South Coast Air Quality Management District formed a GHG Significance Threshold Working Group. Information on this Working Group is available at www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds/page/2 .*

[44] *14 CCR § 15064(h)(3).*

Thus, in the absence of any adopted, quantitative threshold, the Project would not have a significant effect on the environment if it is found to be consistent with the applicable regulatory plans and policies to reduce GHG emissions:

- Executive Orders S-3-05 and B-30-15;
- AB 32 Scoping Plan;
- SCAG's Sustainable Communities Strategy; and
- the City of Los Angeles Green Building Ordinance.

Construction emissions represent an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment and the disposal of construction waste. To be consistent with the guidance from the SCAQMD for calculating criteria pollutants from construction activities, only GHG emissions from on-site construction activities and off-site hauling and construction worker commuting are considered project-generated. As explained by California Air Pollution Controls Officers Association (CAPCOA) in its 2008 white paper, the information needed to characterize GHG emissions from manufacture, transport, and end-of-life of construction materials would be speculative at the CEQA analysis level. CEQA does not require an evaluation of speculative impacts (*CEQA Guidelines §15145*). Therefore, the construction analysis does not consider such GHG emissions, but does consider non-speculative on-site construction activities and off-site hauling and construction worker trips. All GHG emissions are reported on an annual basis.

**a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

**Less Than Significant Impact.** Construction of the Project would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. These impacts would vary day to day over the 16-month duration of construction activities. As illustrated in Table IV-6, construction emissions of $CO_2$ would peak in 2017, when up to 24,602 pounds of $CO_2e$ per day are anticipated, primarily during the site preparation and grading phase. Detailed information on the GHG emission modeling conducted for this IS/MND is included in the case file (Appendix B1, Air Quality/Greenhouse Gas Emissions).

**Table IV-6**
**Estimated Construction GHG Emissions (Pounds per day)**

| Year | $CO_2$ | $CH_4$ | $N_2O$ | $CO_2e$ |
|---|---|---|---|---|
| 2017 | 24,587 | 1 | 0 | 24,602 |
| 2018 | 4,572 | 1 | 0 | 4,587 |
| *Source: DKA Planning 2016, based on CalEEMod 2013.2.2* | | | | |

Greenhouse gas emissions were calculated for long-term area source and motor vehicle operations. Both one-time emissions and indirect emissions would occur each year after build-out of the Project. One-time

emissions from construction and vegetation removal were amortized over a 30-year period in accordance with SCAQMD guidance. The Project emission reductions are a result of Project commitments and regulatory changes, which include the implementation of the Renewables Portfolio Standard (RPS) of 33 percent, the Pavley regulation and Advanced Clean Cars program mandating higher fuel efficiency standards for light-duty vehicles, and the Low Carbon Fuel Standard (LCFS).

This analysis compares the Project's GHG emissions to the emissions that would be generated by the Project in the absence of any GHG reduction measures (i.e., the No Action Taken [the "NAT"]) scenario. This approach mirrors the concepts used in the ARB's *Climate Change Scoping Plan* for the implementation of AB 32. As noted in the Methodology discussion, this approach is used to analyze consistency with applicable GHG reduction plans and policies and demonstrate the efficacy of the measures contained therein, but it is not a threshold of significance in itself.

The analysis in this section includes potential emissions under NAT scenarios and from the Project at build-out based on actions and mandates expected to be in force in 2020, the first major milestone for evaluation of AB 32 progress. Early-action measures identified in the *Climate Change Scoping Plan* that have not been approved were not credited in this analysis. By not speculating on potential regulatory conditions, the analysis takes a conservative approach that likely overestimates the Project's GHG emissions at build-out.

The NAT scenario is used to establish a comparison with project-generated GHG emissions. The NAT scenario does not consider site-specific conditions, project design features, or prescribed mitigation measures. As an example, a NAT scenario applies a base ITE trip-generation rate for the Project and would not consider site-specific benefits resulting from the proposed mix of residential and retail uses or close proximity of the Project Site to public transportation and therefore is conservative. The analysis in this section establishes the NAT scenario as compliance with the minimum performance level required under Title 24. The NAT scenario also considers State mandates that were already in place when ARB prepared the *Supplemental FED* in 2011 (e.g., Pavley I Standards, full implementation of California's Statewide Renewables Portfolio Standard beyond current levels of renewable energy, and the California Low Carbon Fuel Standard).

Emissions calculations for the Project include credits or reductions for the Regulatory Compliance Measures and Project Design Features set forth throughout this analysis, such as reductions in energy or water demand that are required by the City's Green Building Ordinance, including installation of LED lighting, water-conserving appliances, and drought-tolerant landscaping. In addition, as mobile source GHG emissions are directly dependent on the number of vehicle trips, a decrease in the number of Project-generated trips as a result of Project features provide a proportional reduction in mobile source GHG emissions. This scenario conservatively did not include actions and mandates that are not already in place but are expected to be in force in 2020 (e.g., Pavley II), which could further reduce GHG emissions from use of light-duty vehicles by 2.5 percent.

As shown in Table IV-7, the emissions for the Project and its associated CARB 2020 NAT scenario are estimated to be 2,269 and 3,359 $MTCO_2e$ per year, respectively, which shows the Project will reduce emissions by 33 percent from the CARB 2020 NAT scenario. The proposed emissions would represent a net 2,269 metric ton[45] increase in annual emissions when accounting for existing emissions from current development. Based on these results, the Project is consistent with the reduction target as a numeric threshold (15.3 percent) set forth in the 2014 Revised AB 32 Scoping Plan.

**Table IV-7**
**Estimated Annual Project CO2e Greenhouse Gas Emissions (Metric Tons per Year)**

| Scenario and Source | NAT Scenario* | As Proposed Scenario | Reduction from NAT Scenario | Change from NAT Scenario |
|---|---|---|---|---|
| Area Sources | 2 | 2 | - | 0% |
| Energy Sources | 1,224 | 710 | -514 | -42% |
| Mobile Sources | 1,934 | 1,358 | -576 | -30% |
| Waste Sources | 53 | 53 | - | 0% |
| Water Sources | 120 | 120 | - | 0% |
| Construction | 26 | 26 | - | 0% |
| *Total Emissions* | 3,359 | 2,269 | -1,090 | -33% |
| *Net Emissions* | - | 2,269 | N/A | N/A |

*Note: Daily construction emissions amortized over 30-year period pursuant to SCAQMD guidance. Annual construction emissions derived by taking total emissions over duration of activities and dividing by construction period. Net emissions includes the removal of emissions associated with existing development on-site.*

* *NAT scenario does not assume 30% reduction in mobile source emissions from Pavley emission standards (19.8%), low carbon fuel standards (7.2%), vehicle efficiency measures (2.8%); does not assume 42% reduction in energy production emissions from the state's renewables portfolio standard (33%), natural gas extraction efficiency measures (1.6%), and natural gas transmission and distribution efficiency measures (7.4%).*

*Source: DKA Planning, 2016.*

The analysis in this MND uses the 2014 Revised AB 32 Scoping Plan's statewide goals as one approach to evaluate the Project's impact (i.e., 15.3 percent reduction from NAT). The methodology is to compare the Project's emissions as proposed to the Project's emissions if the Project were built using a NAT approach in terms of design, methodology, and technology. This means the Project's emissions were calculated as if it was constructed with project design features to reduce GHG emissions and with several regulatory measures adopted in furtherance of AB 32 (see discussion below).

[45] *The Project's total annual GHG emissions would be below the SCAQMD's draft threshold of 3,000 MTs per year for commercial/residential projects. While the SCAQMD has not formally adopted this threshold, it provides further substantial evidence that the Project's impacts with respect to GHG emissions would be less than significant.*

While the AB 32 Scoping Plan's cumulative statewide objectives were not intended to serve as the basis for project-level assessments, this analysis finds that its NAT comparison based on the Scoping Plan is appropriate because the Project would contribute to statewide GHG reduction goals. Specifically, the Project's mixed-use nature and location in an existing urban setting provide opportunities to reduce transportation-related emissions. First, it would capture vehicle travel on-site that would have normally been destined for off-site locations. This produces substantial reductions in the amount of vehicle trips and vehicle miles traveled that no longer are made. Second, it would eliminate many vehicle trips because travel to and from the project site could be captured by public transit and pedestrian travel instead. Finally, it would attract existing trips on the street network that would divert to the proposed uses.

**Table IV-8**
**Daily Vehicle Travel Reductions Associated with Proposed Project**

| Land Use | Reduction from Internal Capture | Reduction from Pass-By Trips | Reduction from Transit/Walk-In Trips |
|---|---|---|---|
| Apartments | 0% | 0% | 15% |
| General Office | 0% | 0% | 15% |
| Restaurant | 0% | 50% | 15% |
| Retail | 0% | 50% | 15% |

*Source: Kunzman Associates, "1800 East 7th Street Project Traffic Impact Analysis (Revised)", August 2016.*

As illustrated in Table IV-8, the Project's profile as an urban infill, mixed-use project with proximity to substantial public transit will produce substantial reductions over land uses that are located in a more typical community that has not coordinated its land use and transportation planning. The projected reductions in vehicle trips and VMT would range from 0-50 percent in reductions from pass-by trips and up to 15 percent reductions from the substantial mode share from public transit. These would result in concomitant reductions in $CO_2e$ emissions that far exceed the State's AB 32 Scoping Plan goal of a 4.5 percent reduction from the overall transportation sector by 2020.

Each source category of GHG emissions from the Project is subject to a number of regulations that directly or indirectly reduce climate change-related emissions. These requirements are listed below as Regulatory Compliance Measure 7-1. In addition to the GHG emission reductions resulting from compliance with these regulatory requirements, it is important to note that the $CO_2$ estimates from mobile sources (particularly $CO_2$, $CH_4$, and $N_2O$ emissions) are likely much greater than the emissions that would actually occur. The methodology used assumes that all emissions sources are new sources and that emissions from these sources are 100 percent additive to existing conditions. This is a standard approach taken for air quality analyses. In many cases, such an assumption is appropriate because it is impossible to determine whether emissions sources associated with a project move from outside the air basin and are

in effect new emissions sources or whether they are sources that were already in the air basin and just shifted to a new location. Because the effects of GHGs are global, a project that shifts the location of a GHG-emitting activity (e.g., where people live, where vehicles drive, or where companies conduct business) would result in no net change in global GHG emissions levels.

For example, if a substantial portion of California's population migrated from the South Coast Air Basin to the San Joaquin Valley Air Basin, this would likely decrease GHG emissions in the South Coast Air Basin and increase emissions in the San Joaquin Valley Air Basin, but little change in overall global GHG emissions. However, if a person moves from one location where the land use pattern requires auto use (e.g., commuting, shopping) to a new development that promotes shorter and fewer vehicle trips, more walking, and overall less energy usage, then it could be argued that the new development would result in a potential net reduction in global GHG emissions.

It is impossible to know at this time whether employees and visitors of the Project would have longer or shorter trips relative to their destinations; whether they would walk, bike, and use public transportation more or less than under existing circumstances; and whether their overall driving habits would result in higher or lower VMT. Much of the vehicle-generated $CO_2$ emissions attributed to the Project could simply be from vehicles at an existing location moving to the Project Site and not from new vehicle emissions sources relative to global climate change. Therefore, although it is not possible to calculate the net contribution of vehicle-generated $CO_2$, $CH_4$, and $N_2O$ emissions from the Project (i.e., project-generated emissions minus current emissions from vehicles that would move to the Project Site), the net contribution would likely be much less than the estimated emissions.

**Regulatory Compliance Measures**

**7-1 Greenhouse Gas Emissions (Green Building Ordinance)**

The Project must comply with the City of Los Angeles' Green Building Ordinance standards that are designed to reduce GHG emissions beyond the NAT scenario and are consistent with the AB 32 Scoping Plan's recommendation for communities to adopt building codes that go beyond the State's codes. Under the City's Green Building Code, the Project must incorporate the following measures and design elements that would have the effect of reducing the carbon footprint of the development:

- The Project must have measures to reduce stormwater pollution, provide designated parking for bicycles and low-emission vehicles, have wiring for electric vehicles, reduce light pollution, and design grading and paving to keep surface water from entering buildings, including:
    - Reduced parking based on compliance with the City's bicycle parking ordinance.
    - Access to several public transportation lines.
    - Located near residential neighborhoods. The Project site's proximity to medium- and high-density residential neighborhoods increases the likelihood that more travel to

and from the development will be made by non-motorized modes that will reduce potential GHG emissions.

- The Project must meet Title 24 2013 standards and include Energy Star appliances, have pre-wiring for future solar facilities, and off-grid pre-wiring for future solar facilities. This includes:
    - Use of low-emitting paints, adhesives, carpets, coating, and other materials.
    - Equipment and fixtures will comply with the following where applicable:
        - Installed gas-fired space heating equipment will have an Annual Fuel Utilization Ratio of .90 or higher.
        - Installed electric heat pumps will have a Heating Seasonal Performance Factor of 8.0 or higher.
        - Installed cooling equipment will have a Seasonal Energy Efficiency Ratio higher than 13.0 and an Energy Efficiency Ratio of at least 11.5.
        - Installed tank type water heaters will have an Energy Factor higher than .6.
        - Installed tankless water heaters will have an Energy Factor higher than .80.
        - Perform duct leakage testing to verify a total leakage rate of less than 6 percent of the total fan flow.
        - Building lighting in the kitchen and bathrooms within the dwelling units will consist of at least 90 percent ENERGY STAR qualified hard-wired fixtures (luminaires).
    - An electrical conduit will be provided from the electrical service equipment to an accessible location in the attic or other location suitable for future connection to a solar system. The conduit shall be adequately sized by the designer but shall not be less than one inch. The conduit shall be labeled as per the Los Angeles Fire Department requirements. The electrical panel shall be sized to accommodate the installation of a future electrical solar system.
    - A minimum of 250 square feet of contiguous unobstructed roof area will be provided for the installation of future photovoltaic or other electrical solar panels. The location shall be suitable for installing future solar panels as determined by the designer.

- Appliances will meet ENERGY STAR if an ENERGY STAR designation is applicable for that appliance.

- The Project would be required to provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the development by at least 20 percent. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs. Wastewater reduction measures must be included that help reduce outdoor potable water use. This would include:

  - A schedule of plumbing fixtures and fixture fittings that will reduce the overall use of potable water within the building by at least 20 percent shall be provided. The reduction shall be based on the maximum allowable water use per plumbing fixture and fitting as required by the California Building Standards Code. The 20 percent reduction in potable water use shall be demonstrated by one of the following methods:

    - Each plumbing fixture and fitting shall meet reduced flow rates specified on Table 4.303.2; or

    - A calculation demonstrating a 20 percent reduction in the building "water use" baseline will be provided.

  - When single shower fixtures are served by more than one showerhead, the combined flow rate of all the showerheads will not exceed specified flow rates.

  - When automatic irrigation system controllers for landscaping are provided and installed at the time of final inspection, the controllers shall comply with the following:

    - Controllers shall be weather- or soil moisture-based controllers that automatically adjust irrigation in response to changes in plants' needs as weather conditions change;

    - Weather-based controllers without integral rain sensors or communication systems that account for local rainfall shall have a separate wired or wireless rain sensor that connects or communicates with the controller(s).

- The Project is subject to construction waste reduction of at least 50 percent. In addition, Project Site operations are subject to AB 939 requirements to divert 50 percent of solid waste to landfills through source reduction, recycling, and composting. The Project is required by

the California Solid Waste Reuse and Recycling Access Act of 1991 to provide adequate storage areas for collection and storage of recyclable waste materials.

- The Project must meet strict standards for any fireplaces and wood stoves, covering of duct openings and protection of mechanical equipment during construction and meet other requirements for reducing emissions from flooring systems, any CFC and halon use, and other project amenities. This would include:
    - Openings in the building envelope separating conditioned space from unconditioned space needed to accommodate gas, plumbing, electrical lines and other necessary penetrations must be sealed in compliance with the California Energy Code.
    - Provide flashing details on the building plans which comply with accepted industry standards or manufacturer's instructions around windows and doors, roof valley, and chimneys to roof intersections.

As set forth above, the Project would include design features and implement Regulatory Compliance Measures that would result in a significant reduction in the Project's GHG emissions consistent with the CARB Scoping Plan and AB 32. Moreover, as set forth below, the Project would comply with the applicable strategies, goals, policies, and requirements of Executive Orders S-3-05 and B-30-15; AB 32 Scoping Plan; SCAG's Sustainable Communities Strategy; and the City of Los Angeles Green Building Ordinance. As a result, the Project's contribution to global climate change would not be cumulatively considerable and would be less than significant.

**b) Would the project conflict with an applicable plan, policy or regulations adopted for the purpose of reducing the emissions of greenhouse gases?**

**Less Than Significant Impact.** The Project will contribute to cumulative increases in GHG emissions over time in the absence of policy intervention. As noted earlier, the Project would be consistent with a number of relevant plans and policies that govern climate change.

**Consistency with Executive Orders S-03-05 and B-30-15**

The Project is consistent with the State's Executive Orders S-3-05 and B-30-15, which are orders from the State's Executive Branch for the purpose of reducing GHG emissions. These strategies call for developing more efficient land-use patterns to match population increases, workforce, and socioeconomic needs for the full spectrum of the population. The Project includes elements of smart land use as it is a mixed-used development located in an urban infill area well-served by transportation infrastructure that includes robust public transit provided by Metro.

Although the Project's emissions level in 2050 cannot be reliably quantified, statewide efforts are underway to facilitate the State's achievement of that goal and it is reasonable to expect the Project's

emissions profile to decline as the regulatory initiatives identified by CARB in the First Update are implemented, and other technological innovations occur. Stated differently, the Project's emissions total at build-out presented in this analysis represents the maximum emissions inventory for the Project as California's emissions sources are being regulated (and foreseeably expected to continue to be regulated in the future) in furtherance of the State's environmental policy objectives. As such, given the reasonably anticipated decline in Project emissions once fully constructed and operational, the Project is consistent with the Executive Order's horizon-year goal.

Many of the emission reduction strategies recommended by CARB would serve to reduce the Project's post-2020 emissions level to the extent applicable by law and help lay the foundation "...for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050," as called for in CARB's First Update to the AB 32 Scoping Plan.[46,47] As such, the Project's post-2020 emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets and Executive Order S-3-05 and B-30-15.

**Consistency with the AB 32 Scoping Plan**

The AB 32 Scoping Plan provides the basis for policies that will reduce cumulative GHG emissions within California to 1990 levels by 2020. As a result, the Project is judged against its consistency with the AB 32 Scoping Plan to determine whether it will result in adverse cumulative impacts to global climate change. As shown in Table IV-9, the Project would be consistent with all feasible and applicable strategies recommended in the Scoping Plan. As a result, the Project's cumulative impact on climate change would be less than significant.

**Table IV-9**
**Project Consistency with AB 32 Scoping Plan Greenhouse Gas Emissions Reduction Strategies**

| Strategy | Project Consistency |
|---|---|
| *California Cap-and-Trade Program.* Implement a broad-based California cap-and-trade program to provide a firm limit on emissions. | **N/A.** The statewide program is not relevant to the Project. |
| *California Light-Duty Vehicle Greenhouse Gas Standards.* Implement adopted Pavley standards and planned second phase of the system. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals. | **N/A.** The development of standards is not relevant to the Project. |
| *Energy Efficiency.* Maximize energy efficiency building and | **Consistent.** The Project is designed to |

[46] *CARB, First Update, p. 4, May 2014. See also id. at pp. 32–33 [recent studies show that achieving the 2050 goal will require that the "electricity sector will have to be essentially zero carbon; and that electricity or hydVOCen will have to power much of the transportation sector, including almost all passenger vehicles."]*

[47] *CARB, First Update, Table 6: Summary of Recommended Actions by Sector, pp. 94-99, May 2014.*

**Table IV-9**
**Project Consistency with AB 32 Scoping Plan Greenhouse Gas Emissions Reduction Strategies**

| Strategy | Project Consistency |
|---|---|
| appliance standards and pursue additional efficiency efforts including new technologies, and new policy and mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California. | meet Cal Green building standards by including several measures designed to reduce energy consumption. |
| *Renewables Portfolio Standard.* Achieve 33 percent renewable energy mix statewide. | **Consistent.** The Project will utilize energy from the Los Angeles Department of Water and Power, which has goals to diversify its portfolio of energy sources to increase the use of renewable energy. |
| *Low-Carbon Fuel Standard.* Develop and adopt the Low Carbon Fuel Standard. | **N/A.** The statewide program is not relevant to the Project. |
| *Regional Transportation-Related Greenhouse Gases.* Develop regional greenhouse gas emissions reduction targets for passenger vehicles. | **N/A.** The development of regional planning goals is not relevant to the Project. |
| *Vehicle Efficiency Measures.* Implement light-duty vehicle efficiency measures. | **N/A.** State agencies are responsible for implementing efficiency measures. |
| *Goods Movement.* Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities. | **N/A.** State agencies are responsible for implementing regulations and promoting efficiency in goods movement. |
| *Million Solar Roofs Program.* Install 3,000 MW of solar-electric capacity under California's existing solar programs. | **Neutral.** The Project does not include solar roofs and is not part of the proposed Statewide initiative. |
| *Medium/Heavy-Duty Vehicles.* Adopt medium and heavy-duty vehicle efficiency measures. | **N/A.** State agencies are responsible for implementing efficiency measures. |
| *Industrial Emissions.* Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce greenhouse gas emissions. Reduce greenhouse gas emissions from fugitive emissions from oil and gas extraction and gas transmission. | **N/A.** This measure addresses industrial facilities. |
| *High Speed Rail.* Support implementation of a high speed rail system. | **N/A.** This calls for the California High Speed Rail Authority and stakeholders to develop a statewide rail transportation system. |
| *Green Building Strategy.* Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. | **Consistent.** The Project is designed to meet Cal Green building standards and will include several measures designed to reduce energy consumption. |
| *High Global Warming Potential Gases.* Adopt measures to reduce high global warming potential gases. | **N/A.** State agencies are responsible for implementing these measures. |
| *Recycling and Waste.* Reduce methane emissions at landfills. Increase waste diversion, composting and other beneficial uses of organic materials and mandate commercial recycling. Move toward zero waste. | **Consistent.** The Project is expected to have minimal impact on solid waste facilities (see response to Checklist Question 17.f, below). |
| *Sustainable Forests.* Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation. | **N/A.** Resource Agency departments are responsible for implementing this measure. |
| *Water.* Continue efficiency programs and use cleaner energy | **Consistent.** The Project would use water- |

**Table IV-9**
**Project Consistency with AB 32 Scoping Plan Greenhouse Gas Emissions Reduction Strategies**

| Strategy | Project Consistency |
|---|---|
| sources to move and treat water. | efficient landscaping including point-to-point irrigation and a smart controller drip system to reduce water use. |
| *Agriculture.* In the near-term, encourage investment in manure digester and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020. | **N/A.** The Project does not include agricultural facilities. |

**Consistency with SB 375**

California SB 375 requires integration of planning processes for transportation, land-use and housing. Under the bill, each Metropolitan Planning Organization would be required to adopt a Sustainable Community Strategy to encourage compact development that reduces passenger vehicle miles traveled and trips so that the region will meet the target provided in the Scoping Plan, created by CARB, for reducing GHG emissions. SB 375 requires SCAG to direct the development of the SCS for the region. A discussion of the Project's consistency with the SCS is provided further below.

**Consistency with 2012-2035 RTP/SCS**

The Project would be consistent with the following key GHG reduction strategies in SCAG's 2012-2035 RTP/SCS, which are based on changing the region's land use and travel patterns:

- Compact growth in areas accessible to transit;
- More multi-family housing;
- Jobs and housing closer to transit;
- New housing and job growth focused in High Quality Transit Areas (HQTA); and
- Biking and walking infrastructure to improve active transportation options, transit access.

The Project represents an infill development within an existing urbanized area that would concentrate new residential and neighborhood serving commercial uses within a High Quality Transit Area (HQTA), the 2012-2035 RTP/SCS defines as generally walkable transit villages or corridors that are within 0.5-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. Based on a transit availability assessment of the Project area by WalkScore.com, the Project Site is rated with a score of 76 of 100 possible points and defined as "Transit is convenient for most trips." Based on a walkability assessment of the Project area by WalkScore.com, the Project Site is rated with a score of 81 of 100 possible points and defined as "Very Walkable so most errands can be accomplished on foot." In addition, the Project would also provide bicycle storage areas for Project residents and guests. The Project would provide residents and visitors with convenient access to public

transit and opportunities for walking and biking, which would facilitate a reduction in vehicle miles traveled and related vehicular GHG emissions. These and other measures would further promote a reduction in vehicle miles traveled and subsequent reduction in GHG emissions, which would be consistent with the goals of SCAG's 2012–2035 RTP/SCS.

**Consistency with L.A. Green Building Code**

The Los Angeles Green Building Ordinance requires that all projects filed on or after January 1, 2014, must comply with the L.A. Green Building Code. Mandatory measures under the L.A. Green Building Code that would help reduce GHG emissions include short and long term bicycle parking measures; designated parking measure; and electric vehicle supply wiring. The Project would comply with these mandatory measures as the Project would provide 49 short-term bicycle parking spaces and 351 long-term bicycle parking spaces; and would include a minimum number of equal to ten percent of the total number of parking spaces will include Electric Vehicle (EV) Charging Stations pursuant to the LA Green Building Code. Furthermore, the LA Green Building Code includes elective measures that would increase energy efficiency of the Project. The Project would include various elective measures including, but not limited to, installing Energy Star rated appliances, installation of a submeter, and installation of water-conserving fixtures. Therefore, the Project is consistent with the L.A. Green Building Code.

Taken together, these strategies encourage providing recreational, cultural, and a range of shopping, entertainment and services all within a relatively short distance; providing employment near current and planned transit stations and neighborhood commercial centers; and supporting alternative fueled and electric vehicles. As a result, the Project would be consistent with applicable State, regional and local GHG reduction strategies. Given that the Project would generate GHG emissions that are less than significant, and given that GHG emission impacts are cumulative in nature, the Project's incremental contribution to cumulatively significant GHG emissions would be less than cumulatively considerable, and impacts would be less than significant.

**Cumulative Impacts: Greenhouse Gas Emissions**

An individual project's GHG emissions typically would be relatively very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change, which can cause the adverse environmental effects previously discussed. Accordingly, the threshold of significance for GHG emissions determines whether a project's contribution to global climate change is "cumulatively considerable." Many regulatory agencies, including the SCAQMD, concur that GHG and climate change should be evaluated as a potentially significant cumulative impact, rather than a project direct impact. Accordingly, the GHG analysis presented in this Section analyzes whether the Project, in conjunction with cumulative development projects in the general vicinity, would be cumulatively considerable using a

plan-based approach (and quantitative and qualitative analysis) to determine the Projects' contributing effect on climate change.

Due to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, it is speculative to identify the specific impact, if any, to global climate change from one project's incremental increase in global greenhouse gas emissions. The cumulative projects' greenhouse gas emissions and the resulting level of significance of these potential impacts are more properly assessed in terms of the cumulative impact on global GHG emission on climate change. As shown in the tables above, the Project is consistent with statewide goals and policies in place for the reduction of greenhouse gas emissions, including AB 32 and the Scoping Plan. Therefore, the contributions of the Project to cumulative GHG emissions would not be considerable.

## 8. HAZARDS AND HAZARDOUS MATERIALS

This section summarizes and incorporates by reference information from the Phase I Environmental Site Assessment, prepared by Strata Environmental (Strata), dated October 2013, and the Limited Subsurface Investigation Report, prepared by Nationwide Environmental Consultants, Inc., dated January 2014, and included in the case file.

### a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project would involve the use or disposal of hazardous materials as part of its routine operations, or would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. The Project includes the construction of a mixed-use project with 122 live-work units, 9,500 square feet of commercial space, and 5,885 square feet of art and production/resident amenity spaces. No hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes and paints or other similar materials for use in various art production activities would routinely be transported to the site and use of these substances would comply with State Health Codes and Regulations. Therefore, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and a less than significant impact would occur.

Construction could involve the use of potential hazardous materials, including vehicle fuels, oils, and transmission fluids. However, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. There is nothing unique or specific about the Project or its location that would warrant any mitigation beyond general compliance.

Therefore, the 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.

**b) Would the project create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project utilizes hazardous materials as part of its routine operations and could potentially pose a hazard to nearby sensitive receptors under accident or upset conditions.

**Project Site Conditions**

The Project Site is currently paved with asphalt and is used as a surface parking lot. The Phase I Environmental Site Assessment (ESA) prepared for the site in 2013 included a records review and site reconnaissance. Based on a review of historic aerial photographs, topographic maps, city directories, and historical fire insurance maps, it appears that the Project Site has been utilized for parking since approximately 1954, previously in association with the nearby Greyhound Bus Terminal. Prior to 1954, and dating to circa 1933, the Project Site was developed with a fuel station and automobile repair shop. Prior to circa 1933, residential uses occupied the site.

During the site inspection for the ESA, no visible evidence of impact to the site from past uses and operations was observed. Several minor stains on the asphalt parking lot indicative of incidental leaks from parked vehicles were observed. The spill quantities were determined to be small and located on an impervious surface. Further, no migration pathways that might affect environmental media were observed. Based on these factors and observations, the risk of significant impact to the environmental condition of the site from these incidental spills was concluded to be negligible. The observed stains were not determined to be a recognized environmental condition (REC) and are considered a de minimis environmental condition since the stained area does not present a significant threat to human health or the environment. Except as discussed above, no stressed vegetation, discolored or stained soil or pavement, areas of corrosion, pools of liquid, or other signs of historical spills, releases, or environmental damage were observed on the Property related to the use, handling, or storage of hazardous substances or petroleum products, and the site contact did not report any such incidences.

Based on site observations, record review, and information from site contacts, no evidence was found of existing aboveground storage tanks (ASTs) or underground storage tanks (USTs) on the Property. However, historical and regulatory records reviewed revealed that the Property was occupied by a fuel station and automobile repair shop prior to 1953 and dating back to at least 1933. These facilities would have likely included the presence of UST and/or ASTs for storage of petroleum products. Based on historical information available and the absence of any firm evidence to the contrary, the possibility that USTs are still present beneath the site could not be affirmatively ruled out. Similarly, the potential for contamination of the site from unreported releases from historical storage tanks and/or automotive

fueling/repair operations previously conducted on the site could not be ruled out based solely on site observations and a review of available records.

Other than miscellaneous de minimis trash around the perimeter of the Project Site, Strata did not observe, nor did the site contact report, any solid wastes to be generated on the site. Similarly, Strata did not observe, nor did site contacts report, any hazardous wastes to be generated on the site. Except for the trash around the perimeter, no evidence of solid or hazardous waste disposal (i.e., dumping or burying) on the site at the time of the reconnaissance was observed. Based on observations, no potential for significant contamination of the Project Site from the generation or storage of solid or hazardous wastes exists.

Similarly, no transformers or other potential sources of polychlorinated biphenyls (PCBs) were found on the site and no outstanding issues regarding the potential impact of PCBs to the environmental condition of the site were identified.

Based on observed and reported activities, no air emissions sources were identified at the Property, and none were known to have existed on-site in the past. No issues relating to odors or fumes from facility operations were identified during the site inspection, and site contacts did not report any historic or current complaints from neighbors or regulatory agencies.

Stormwater runoff from the asphalt-paved parking lot on-site flows overland toward the northwest and southwest corners of the site and then into municipal storm drains located within the adjoining streets. No sheens or other signs of contamination associated with any of the stormwater drainage features were observed during the investigation.

Because the site has no structural improvements, no sanitary or process wastewater discharges were observed during the investigation, and no evidence of the existence of any septic tanks located on the site, past or present, was found.

The Project Site was also inspected for, and the site contact interviewed about, the presence of suspect asbestos-containing materials (ACMs). Suspect ACM is any material that could potentially contain asbestos based on its age and physical appearance. Certain suspect ACMs may or may not be regulated under the Asbestos Hazard Emergency Response Act, the National Emission Standard for Hazardous Air Pollutants (NESHAP) regulation, or the Occupational Safety and Health Administration regulations. There are no buildings on the Project. Thus, no suspect ACMs were observed and none are likely to be present on-site.

The Project Site is not located within a mapped City of Los Angeles Methane Zone or Methane Buffer Zone. The Project Site is not located within a designated Oil Field, nor are any documented oil wells (past or present) located on the property.

Despite the lack of evidence of any current adverse environmental conditions at the Project Site relating to hazardous materials, considering the previous usage of the property as the location of a fuel station and automotive repair shop from around 1933 to 1953, the potential presence of contamination at the site from unreported historical releases associated with the former fueling station and automotive repair operations previously conducted on the Property could not be ruled out by the Phase I ESA. This potential for historic contamination to exist beneath the site was concluded to be a recognized environmental condition (REC). Therefore, additional investigation was warranted.

*Subsurface Investigation*

Subsequent to the Phase I ESA, a subsurface investigation was performed at the Project Site in order to ascertain the presence or absence of unknown underground storage tanks and/or contaminated materials related to the past usage of the site as a gas station and automobile repair facility. This investigation included a geophysical survey, the installation of soil borings and soil gas probes in targeted areas, and soil and soil gas sampling.

The initial investigation targeted two subsurface metallic anomalies on the south portion of the site. Soil borings and soil gas sampling probes were installed across the site, including within these two targeted areas. The results of laboratory analysis indicated that none of the soil samples had detectable levels of carbon chain hydrocarbons or volatile organic compounds (VOCs). Results also indicated nine metals detected in low background concentrations in four soil samples collected at five feet below grade. Only one of these detections, for arsenic, exceeded California Health Human Screening Levels (CHHSL), with a detected range of 1.52 to 3.08 mg/Kg (and applicable CHHSLs of 0.07 mg/Kg for residential sites and 0.24 mg/Kg for industrial sites). This screening level is for arsenic from human activity. Arsenic is a metal that is commonly found in moderate concentrations in naturally occurring sediments throughout southern California. These natural concentrations commonly exceed the CHHSL levels, which makes it difficult to determine the relative human-caused contribution (if any) to the detected concentrations. Analysis by the California Department of Toxic Substances Control (DTSC) has identified a background concentraction for arsenic in southern California soil of 12 mg/Kg. Using this level as a screening criterion, the arsenic concentration detected in soils beneath the Project Site is well below this background level.

Results from soil gas sampling indicated that none of the samples had detectable levels of petroleum hydrocarbons or petroleum related VOC. However, six of the samples had low levels of PCE (tetrachloroethylene), with concentrations ranging from 0.5 to 1.0 ug/L PCE is a common solvent and degreaser used in many industrial applications and is also used in dry cleaning operations. The applicable CHHSL for soil gas for PCE are 0.18 ug/L in residential areas and 1.6 ug/L in commercial areas. The low levels in soil gas at the Project Site slightly exceed these conservative guideline values; no other VOC was detected in any of the soil gas samples.

Potential vapor intrusion risks resulting from the detected presence of PCE in soil gas at the Project Site were assessed via use of a computer model provided by the U.S. Environmental Protection Agency (EPA). The maximum PCE concentration detected in the soil gas beneath the site was used in the model, along with the shallowest sample depth, in order to provide a conservative assessment of risk. Modeling results indicated that a structure on the Project Site would have a calculated carcinogen risk of 3.6E-07, which is well below the standard level of acceptable risk guideline of 1E-6 for residential uses. Based upon these results, no further action was recommended.[48]

**Adjacent Property Conditions**

The Project Site is surrounded primarily by commercial and light industrial/manufacturing properties, with a high school located to the south. The closest residential properties are located approximately 800 feet southwest of the Project Site. Visual evidence of environmental contamination (e.g., spills, stained soils, groundwater monitoring wells) or any pits, ponds, or lagoons was not observed at any of the adjoining properties during the site inspection for the ESA.

Historical uses on adjoining properties have changed since development based on review of historical documents and on activities observed during the site inspection. Adjoining properties north of the Project Site across 7th Street were previously occupied by an electrical equipment manufacturer, a machine shop/metal fabricator, and a sheet metal shop from at least 1950 to around 1967. Another sheet metal shop operated on the property that adjoins the southwest corner of the site from at least 1950 to around 1970. Manufacturing and metal fabrication operations such as these are commonly associated with use of hazardous chemicals and petroleum products including cutting oils, equipment lubricants, and cleaning solvents. Strata also identified several historical fueling stations and automobile repair facilities within relative close proximity (500 feet) of the Project Site to the east and northeast that were present around 1924. Hazardous chemicals and petroleum products were also likely used on those properties and storage tanks were likely present as well. Although potential past releases at surrounding properties cannot be ruled out based solely on site observations and records review, no visual or documented evidence of environmental impacts to the Project Site by any of the adjoining properties was observed during the site investigation.

According to a search of government databases, the adjoining property to the west (at 1750 E. 7th Street) is present on both the CA FID UST and SWEEPS UST lists. The former is the California Facility Inventory Database of active and inactive underground storage tanks, and the latter is the Statewide Environmental Evaluation and Planning System Underground Storage Tank listing. In both cases, the address is not identified in any of the historical records, and based on the incorrect zip code shown in the

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[48] *Nationwide Environmental Consultants, Inc., Limited Subsurface Investigation Report, Former Service Station, 1800 East 7th Street, Los Angeles, California, January 17, 2014.*

two databases, it is likely that the property was mapped incorrectly. No releases or violations have been reported.[49]

The Metropolitan Continuation High School property adjoining the Project Site to the east and south (at 727 Wilson Street) appears on the RCRA-SQG and FINDS databases. The former is the Resource Conservation and Recovery Act small quantity generator database, while the latter is the Facility Index System/Facility Registry System. No releases or violations have been reported at this property.

The property adjoining the site to the west across Decatur Street (at 707 Decatur Street) is not identified on any government databases, but is the former site of an automobile repair facility as late as 1937. No material releases or violations have been reported, and the property is hydrologically downgradient of the Project Site. Therefore, any hazardous materials that might have been emitted into the groundwater would not have migrated toward the Project Site.

As mentioned above, three other properties in the vicinity, while not adjacent to the Project Site, are located hydrologically upgradient of the site and are former locations of automobile repair or gas/oil service stations from the 1920s through the 1940s. One of these sites, located at 1935 E. 7th Street, is listed on government databases (HIST UST, CORTESE, LUST, CA FID UST, and SWEEPS UST) and a leaking underground storage tank case at the site was closed in 1997.

Given the lack of visual evidence or unresolved regulatory action concerning potential contaminant sources at adjoining properties, significant environmental contamination of the Project Site by identified past activities on the adjoining off-site properties is unlikely to exist. The subsurface investigation of the Project Site did not identify the presence of soil or soil gas contaminants at levels above applicable screening or carcinogen risk criteria. Therefore, potential impacts associated with the possible presence of residual contamination from historic activities at or near the Project Site would be less than significant.

**c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project-related significant adverse effect may occur if the Project Site is located within 0.25-mile of an existing or proposed school site, and is projected to release toxic emissions, which would pose a health hazard beyond regulatory thresholds. The closest school site to the Project Site is the Los Angeles Unified School District's Metropolitan Continuation High School located immediately to the south of the Project Site at 727 Wilson Street. No hazardous materials other than modest amounts of paints, typical cleaning supplies, and solvents used for art/production, housekeeping, and janitorial purposes would be

[49] *Table 1, Strata Environmental, Phase I Environmental Site Assessment, Greyhound Lines, Inc., 1800 East 7th Street, Los Angeles, CA 90021, October 2013.*

present at the Project Site, and the use of these substances would comply with State Health Codes and Regulations. Furthermore, the proposed haul route would extend from the Project Site along 7th Street to the nearest freeway on-ramps to the Interstate 10 freeway and would not pass by the High School. Therefore, the Project would not create a significant hazard through hazardous emissions or the handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and impacts would be less than significant impact.

**d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

**Less Than Significant Impact.** California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste, and submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact may occur if the Project Site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses.

In meeting the provisions in Government Code Section 65962.5, commonly referred to as the "Cortese List," database resources that provide information regarding identified facilities or sites include EnviroStor, GeoTracker, and other lists compiled by the California Environmental Protection Agency.

According to EnviroStor, there are no cleanup sites, permitted sites, or other sites on or adjacent to the Project Site.[50]

According to GeoTracker, there are no LUST Cleanup Sites, Other Cleanup Sites, Land Disposal Sites, Military Sites, WDR (Waste Discharge Requirements) Sites, Permitted UST Facilities, Monitoring Wells, DTSC Cleanup Sites, or DTSC Hazardous Waste Permit sites on or adjacent to the Project Site.[51]

The Project Site has not been identified as a solid waste disposal site having hazardous waste levels outside of the Waste Management Unit.[52]

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[50] *State of California Department of Toxic Substance Control, EnviroStor, website: http://www.envirostor.dtsc.ca.gov/public/, accessed June 2016.*

[51] *State of California Environmental Protection Agency, State Water Resources Control Board, Geotracker, website: http://geotracker.waterboards.ca.gov/map/, accessed June 2016.*

[52] *State of California Environmental Protection Agency, Cortese List Data Resources, Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit, website: http://www.calepa.ca.gov/SiteCleanup/CorteseList/CurrentList.pdf, accessed June 2016.*

There are no active Cease and Desist Orders or Cleanup and Abatement Orders from the California Water Resources Control Board associated with the Project Site.[53]

The Project Site is not subject to corrective action pursuant to the Health and Safety Code, as it has not been identified as a hazardous waste facility.[54]

Therefore, as the Project Site is not located on a list of hazardous material sites and would not result in a significant hazard to the public or environment, impacts will be less than significant.

**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?**

**No Impact.** A significant project-related impact may occur if a project were placed within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The nearest airport to the Project Site is the Santa Monica Airport, located approximately twelve miles west of the Site. The El Monte Airport is next closest at roughly 13.7 miles from the Project Site. Further, the Project Site is not located within a public airport land use plan. Furthermore, the Project Site is not in an airport hazard area. Therefore, the Project would not result in a safety hazard for people residing or working in the Project area, and impacts would be less than significant.

**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?**

**No Impact.** This question would apply to a project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. There are no private airstrips in the vicinity of the Project Site, and as such, no impacts would occur.

**g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if the project involved possible interference with an emergency response plan or emergency evacuation plan.

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[53] *State of California Environmental Protection Agency, Cortese List Data Resources, List of "Active" CDO and CAO from Water Board, website: http://www.calepa.ca.gov/SiteCleanup/CorteseList/default.htm, accessed June 2016.*

[54] *State of California Environmental Protection Agency, Cortese List Data Resources, Cortese List: Section 65962.5(a), website: http://www.calepa.ca.gov/SiteCleanup/CorteseList/SectionA.htm#Facilities, accessed June 2016.*

According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the degree to which the project may require a new, or interfere with an existing emergency response or evacuation plan, and the severity of the consequences.

The Project is not located on or near an area covered by an adopted local emergency response or evacuation plan.[55] Development of the Project Site may require temporary and/or partial street closures due to construction activities. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The Project would not cause permanent alterations to vehicular circulation routes and patterns, nor would it impede public access or travel upon public rights-of-way. As discussed below under Transportation and Traffic, the Project would not create significant impacts at any of the study intersections during the morning and afternoon peak hours. Therefore, the Project's impacts to area traffic would have no significant impacts on nearby roadways or intersections, and would not interfere with implementation of an emergency response or evacuation plan. Therefore, the Project's impacts related to interference with any adopted emergency response plan or emergency evacuation plan would be less than significant.

**h) Would the project 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?**

**No Impact.** A significant impact may occur if a project is located in proximity to wildlands areas and would pose a potential fire hazard, which could affect persons or structures in the area in the event of a fire. The Project Site is located in a highly urbanized area of Los Angeles and does not include wildlands or high fire hazard terrain or significant vegetation. The Project Site is not located in a Very High Fire Hazard Severity Zone, Mountain Fire District, or Fire Buffer Zone.[56] Therefore, no impacts from wildland fires would occur.

**Cumulative Impacts: Hazards and Hazardous Materials**

**Less Than Significant Impact.** Development of the Project, in combination with the cumulative development projects, has the potential to increase to some degree the risks associated with the use and potential accidental release of hazardous materials in the City of Los Angeles. However, the potential impacts associated with the Project would be less than significant and, therefore, not cumulatively considerable. With respect to the cumulative development projects, the potential presence of hazardous

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[55] *City of Los Angeles Safety Element Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles, April 1995.*

[56] *City of Los Angeles Department of Planning, Zone Information and Map Access System, website: http://zimas.lacity.org/, accessed June 2016.*

substances would require evaluation on a case-by-case basis, in conjunction with the development proposals for each of those properties. The closest cumulative project is located at 1525 E. Industrial Street, approximately 0.2 mile from the Project Site, and is not sufficiently close enough to the Project Site to generate cumulative impacts with respect to hazardous materials. Further, local municipalities are required to follow local, State, and federal laws regarding hazardous materials, which would further reduce impacts associated with cumulative projects. Therefore, with compliance with local, State and federal laws pertaining to hazardous materials, the Project, in conjunction with cumulative projects, would be expected to result in less than significant cumulative impacts with respect to hazardous materials.

## 9. HYDROLOGY AND WATER QUALITY

### a) Would the project violate any water quality standards or waste discharge requirements?

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if the project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

The City of Los Angeles has adopted the regulatory requirements set forth in the SUSMP of the Los Angeles Regional Water Quality Control Board (LARWQCB) under the City of Los Angeles Ordinance No. 173,494. BMPs typically include controlling roadway and parking lot contaminants by installing oil and grease separators at storm drain inlets; cleaning parking lots on a regular basis; incorporating peak-flow reduction and infiltration features (such as grass swales, infiltration trenches, and grass filter strips) into landscaping; and implementing education programs.

The SUSMP identifies the types and sizes of private development projects that are subject to its requirements. As the Project proposes a live-work development of 10 or more dwelling units, it is subject to the requirements of the SUSMP. Requirements of the SUSMP are enforced through the City's plan approval and permit process.

***Construction***

Three general sources of potential short-term, construction-related stormwater pollution associated with the Project include: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment. As required under the National Pollution Discharge Elimination System (NPDES), the Applicant is responsible for preparing a Storm Water Pollution Prevention Plan (SWPPP) to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system. The primary objectives of the NPDES stormwater program requirements are to: 1) effectively prohibit non-stormwater discharges, and 2) reduce the discharge of pollutants from stormwater conveyance systems to the Maximum Extent Practicable ("MEP" statutory standard). The SWPPP would incorporate the required implementation of Best Management Practices (BMPs) for erosion control and other measures to meet the NPDES requirements for stormwater quality. Implementation of the BMPs identified in the SWPPP and compliance with the NPDES and City discharge requirements would ensure that the construction of the Project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality.

Further, the Applicant would be required to obtain coverage under the General Construction Activity Storm Water Permit (GCASP), which requires development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).[57] In addition, construction projects that include grading activities during the rainy season must also develop a Wet Weather Erosion Control Plan (WWECP). The Project will comply with LAMC Chapter IX, Division 70, which addresses grading, excavations, and fills. Compliance with the LAMC would ensure that construction would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality. Therefore, construction impacts related to water quality would be less than significant.

***Operation***

Stormwater runoff from the Project Site currently sheet flows into the adjacent streets. Once in the adjacent street gutters, runoff in both 7th Street and Decatur Street flow to catch basins located on each side of the 7th Street/Decatur Street intersection. Since the Project Site is currently comprised of nearly 100 percent impervious surfaces, no additional stormwater runoff is anticipated as a result of Project development. Additionally, irrigation and other runoffs from the Project are anticipated to be minimal. Based on the availability of a nearby storm drain and no increase in runoff from the Project Site (beyond

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[57] *California Environmental Protection Agency, State Water Resources Control Board, Storm Water Program, Construction Storm Water Program, website: http://www.swrcb.ca.gov/water_issues/programs/stormwater/construction.shtml, accessed June 2016.*

that produced by the existing developed condition), Project impacts with respect to the volume of stormwater runoff would be less than significant.

In addition, potential impacts to surface water quality from runoff would be reduced by incorporating stormwater pollution control measures into the Project. The Project will be required to demonstrate compliance with City Low Impact Development Ordinance ("LID Ordinance") standards and will be required to retain or treat the first ¾ inch of rainfall in a 24-hour period. Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions. City of Los Angeles Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control, which require the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the LAMC addresses grading, excavations, and fills. The Project would also comply with water quality standards and wastewater discharge requirements set forth by the SUSMP for Los Angeles County and Cities in Los Angeles County and approved by the Los Angeles Regional Water Quality Control Board (LARWQCB). Full compliance with the SUSMP and implementation of design-related BMPs would ensure that the operation of the Project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. Therefore, operational water quality impacts would be less than significant.

**b) Would the project 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 pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

**No Impact**. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on groundwater level if it would change potable water levels sufficiently to: (a) reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought; (b) reduce yields of adjacent wells or well fields (public or private); (c) adversely change the rate or direction of flow of groundwater; or (d) result in demonstrable and sustained reduction in groundwater recharge capacity. As discussed in Section 8(a) the Project Site is 100 percent impervious. As such, 100 percent of the surface water runoff from the Project Site is directed to adjacent storm drains and does not percolate into the groundwater table beneath the Project Site.

According to the Geotechnical report prepared for the Project, groundwater was not encountered to a depth of 50 feet below ground surface at the Project Site. Review of the Seismic Hazard Zone Report for the Los Angeles Quadrangle (CDMG, 2006) indicates that the historical high groundwater level is greater than 160 feet below ground surface at the Project Site. The Project would excavate soils beneath the Project Site for subgrade preparation to a depth of approximately 25 feet, and thus, would not impact the groundwater table. Therefore, construction of the Project would not deplete groundwater supplies nor interfere substantially with groundwater recharge and no impact would occur.

**c) Would the project 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?**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow that would result in a substantial increase in erosion or siltation during construction or operation of the project. The Project Site is located in a highly urbanized area of Los Angeles, and no streams or river courses are located on or within the Project vicinity.

Implementation of the Project would not increase site runoff or result any changes in the local drainage patterns, as the site is currently 100 percent impervious. Implementation of the SWPPP and LID requirements would reduce the amount of surface water runoff from the Project Site after storm events, as the Project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing ¾ inch of rainfall in a 24-hour period. No erosion or siltation impacts resulting from development of the Project at the site would occur as both the site and all adjacent surrounding land uses are fully developed with impervious surfaces. Therefore, impacts associated with surface water hydrology, erosion, or siltation on- or off-site would be less than significant.

**d) Would the project 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?**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact if it results in increased runoff volumes during construction or operation of the project that would result in flooding conditions affecting the Project Site or nearby properties. The Project Site is located in a highly urbanized area of Los Angeles, and no streams or watercourses are located on or within the Project vicinity. The Project Site is 100 percent impervious. The Project would not result in a significant increase in site runoff or any changes in the local drainage patterns. Therefore, the Project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site and no impact would occur.

**e) Would the project 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?**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the

California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purposes of this specific issue, a significant impact may occur if the volume of stormwater runoff from the Project Site were to increase to a level that exceeds the capacity of the storm drain system serving the Project Site. A Project-related significant adverse effect would also occur if the Project would substantially increase the probability that polluted runoff would reach the storm drain system.

There are 16-inch storm drains within 7th Street and Decatur Street, along the property frontage. There is a catch basin near the Project Site on 7th Street. This catch basin connects to the storm drain in 7th Street via a 12-inch pipe. Urban runoff discharged from municipal storm drains is one of the principal causes of water quality problems in most urban areas. Oil and grease from parking lots, pesticides, cleaning solvents, and other toxic chemicals can contaminate stormwater, which can then contaminate receiving waters downstream and, eventually, the Pacific Ocean. As discussed in the response to Question 9(a), the Project is required to comply with the NPDES program as well as the requirements set forth in the LAMC. These regulations control water pollution by regulating point sources that discharge pollutants, and are further described under *Construction* and *Operation*, below.

***Construction***

Three general sources of potential short-term construction-related stormwater pollution associated with the Project are: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth-moving activities which, when not controlled, may generate soil erosion and the transportation of pollutants via storm runoff or mechanical equipment.

Generally, routine safety precautions for handling and storing construction materials may effectively mitigate the potential pollution of stormwater by these materials. The same types of common sense, "good housekeeping" procedures can be extended to non-hazardous stormwater pollutants such as sawdust and other solid wastes.

Poorly maintained vehicles and heavy equipment leaking fuel, oil, or other fluids onto the construction site are also common sources of stormwater pollution and soil contamination. Earth-moving activities that can greatly increase erosion processes are another source of stormwater pollution contamination. Two general strategies are recommended to prevent construction silt from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed. Secondly, the area should be secured to control off-site migration of pollutants.

When properly designed and implemented, these "good-housekeeping" practices would further reduce the already less than significant short-term construction-related impacts by controlling dust and erosion that may occur on-site and leaks from any construction equipment. Any contaminants gathered during routine

cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits.

Because sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life, the Project would be required to implement pollution prevention measures during construction activities in accordance with the NPDES construction site stormwater management permit. These measures are listed below as Regulatory Compliance Measures 9-1 through 9-5, although the specific terms of the NPDES permit may contain additional requirements.

**Regulatory Compliance Measures**

**9-1** Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.

**9-2** All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.

**9-3** Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.

**9-4** Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

**9-5** Prior to the issuance of a grading permit, the Project must comply with the Standard Urban Stormwater Mitigation Plan (SUSMP) and/or the Site Specific Mitigation Plan to mitigate stormwater pollution as required by Ordinance Nos. 172,176 and 173,494. The appropriate design and application of Best Management Practice (BMP) devices and facilities would be determined by the Watershed Protection Division of the Bureau of Sanitation, Department of Public Works.

Through compliance with these requirements, the Project's impacts with respect to construction stormwater pollution would be less than significant.

***Operation***

Post-development runoff from the Project Site would be collected and directed toward existing storm drains in the Project vicinity that have adequate capacity. Activities associated with operation of the Project would generate substances that could degrade the quality of water runoff. The deposit of certain chemicals by cars parked in the Project's garage could have the potential to contribute metals, oil and grease, solvents, phosphates, hydrocarbons, and suspended solids to the storm drain system.

However, pursuant to local practice and City policy, stormwater retention will be required to be incorporated into the design of the Project as part of the LID Ordinance/SUSMP implementation features (despite no increased imperviousness at the Project Site). Further, the generation of pollutants from the parking garage would be subject to the requirements and regulations of the NPDES and applicable LID Ordinance requirements. Accordingly, the Project will be required to demonstrate compliance with LID Ordinance standards and retain or treat the first ¾ inch of rainfall in a 24-hour period, which will reduce the Project's impact to the stormwater infrastructure. Therefore, the Project would not 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 and potential impacts to surface water quality would be less than significant.

**f) Would the project otherwise substantially degrade water quality?**

**Less Than Significant Impact.** A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. Other than the sources described in the response to Question 9(e), the Project does not include other sources of contaminants that could substantially degrade water quality. Further, the Project would comply with all federal, State and local regulations governing stormwater discharge. Therefore, impacts to water quality would be less than significant.

**g) Would the project 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?**

**No Impact.** A significant impact may occur if the Project were to place housing within a 100-year flood hazard area. A 100-year flood is defined as a flood that results from a severe rainstorm with a probability of occurring approximately once every 100 years. According to the Federal Emergency Management Agency (FEMA) flood insurance rate map for the Project area, the Project Site is not located within a designated flood zone. Therefore, the Project would not place housing within a 100-year flood hazard area and no impact would occur.

**h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

**No Impact.** A significant impact may occur if the Project was located within a 100-year flood zone, which would impede or redirect flood flows. The Project Site is not in an area designated as a 100-year flood hazard area. The Project Site is located in a highly urbanized area and, as no changes to the local drainage pattern would occur with implementation of the Project, the Project would not have the potential to impede or redirect floodwater flows and no impact would occur.

**i) Would the project 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?**

**Less Than Significant Impact.** A significant impact may occur if the Project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam. Based on a review of the County of Los Angeles Flood and Inundation Hazards Map, it is concluded that the Project Site does not lie within a mapped inundation area.[58] The Project Site is located approximately one-quarter mile west of the Los Angeles River, which is contained in a flood control channel. The Project Site is within the City-designated potential inundation area of Los Angeles River flood control channel, as is much of Downtown and Central Los Angeles.[59] The Project site and the surrounding areas could be inundated with floodwaters if the levees along the Los Angeles River flood control channel were to fail, which is a remote possibility. The Los Angeles River flood control channel is maintained by the U.S. Army Corps of Engineers (USACE), which is responsible for periodically analyzing its facilities for earthquake safety and potential failures. Current design and construction practices and ongoing programs of review, modification, or total reconstruction of existing channel and drainage infrastructure are intended to ensure that all such facilities are capable of withstanding the maximum credible earthquake for the site. Flooding from other sources is not expected; thus, the minimal risk of flooding from potential levee failure would not be exacerbated by the development of the Project. Therefore, the failure of the Los Angeles River flood control channel is considered remote and does not present a significant risk of loss, injury or death to people or structures. Moreover, the area surrounding the Project site is highly urbanized and there are no other levees or dams within the immediate vicinity of the Project site. Thus, the Project would not 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 and impacts would be less than significant.

**j) Would the project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?**

**No Impact.** A significant impact would occur if a project site is sufficiently close to the ocean or other water body to be potentially at risk of the effects of seismically induced tidal phenomena (i.e., seiche and tsunami), or if a project site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows. Seiches are large waves generated in very large enclosed bodies of water or partially enclosed arms of the sea in response to ground shaking. Tsunamis are waves generated in large bodies of water by fault displacement or major ground movement.

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[58] *Los Angeles County Department of Public Works, FEMA Flood Zone Determination Website www.dwp.lacounty.gov.wmd.floodzone/index.cfm, accessed June 2016.*

[59] *City of Los Angeles, Safety Element, Exhibit G, Inundation & Tsunami Hazard Areas in the City of Los Angeles: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed June 2016.*

Based on the lack of such large enclosed water bodies nearby, the Project Site is not located in a potential seiche or tsunami zone and no impacts would occur. With respect to the potential impact from a mudflow, the Project Site and surrounding area are relatively flat and the Project Site is surrounded by urban development; therefore, it does not contain any sources of mudflow. Additionally, there are no major hills or steep slopes in the Project vicinity. Therefore, the Project would not expose people or structures to significant risk involving seiche, tsunami, or mudflow, and no impact would occur.

**Cumulative Impacts: Hydrology and Water Quality**

**Less Than Significant Impact.** Development of the Project in combination with the cumulative development projects would result in the further infilling of uses in an already dense urbanized area. As discussed above, the Project Site and the surrounding areas are served by the existing City storm drain system. Runoff from the development site and adjacent urban uses is typically directed into the adjacent streets, where it flows to the nearest drainage improvements. It is likely that most, if not all, of the cumulative development projects would also drain to the surrounding street system. However, little if any additional cumulative runoff is expected from the cumulative development sites, since this part of the City is already fully developed with impervious surfaces.

Each cumulative development project would be required to implement a SWPPP. Under the requirements of the LID Ordinance, each project will be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing ¾ inch of rainfall in a 24-hour period. Mandatory structural BMPs in accordance with the NPDES water quality program will therefore result in a cumulative reduction to surface water runoff, as the development in the surrounding area is limited to infill developments and redevelopment of existing urbanized areas. Therefore, the Project would not make a cumulative contribution to impacting the volume or quality of surface water runoff, and cumulative impacts to the existing or planned stormwater drainage systems would be less than significant. Therefore, cumulative water quality impacts would be less than significant.

## 10. LAND USE AND PLANNING

### a) Would the project physically divide an established community?

**Less Than Significant Impact.** A significant impact may occur if a project would be sufficiently large enough or otherwise configured in such a way 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. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors: (a) the extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area; (b) the extent to which existing neighborhoods, communities, or land uses would be

disrupted, divided or isolated, and the duration of the disruptions; and (c) the number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of a project.

The Project Site is located within an urbanized, industrially-zoned area within the Central City North Community Plan Area. It is currently zoned M3-1-RIO and has a land use designation of Heavy Industrial in the Community Plan. However, the Project is located close to the existing Artists-in-Residence (AIR) District, which encourages the adaptive reuse of existing buildings to live-work units for artists and artisans through a Zoning Administrator's Determination. As described in the Community Plan, the AIR District is primarily made up of old warehouses that have been converted to artist's lofts and studios. As a result, there are several residentially developed properties within the larger vicinity of the Project Site. As a result of policy changes in the 2000 Central City North Community Plan that encouraged adaptive reuse live/work units in the area, a thriving community of artist, entrepreneurs, and people working in creative industries has developed. Other non-industrial uses introduced to the vicinity include the Toy Factory Lofts and Biscuit Company Lofts, located approximately 500 feet north of the project site, as well as new productive uses, such as creative office, retail, breweries, and art galleries. Media and technology firms, including Warner Music and Hyperloop One, have begun to establish creative offices in the area, and new live-work buildings are underway, including the nearby AMP Lofts project, located 1,000 feet east of the project site, and 1745 E. 7th Street, located directly to the north of the project site. Although the Proposed Project is not consistent with the existing M3 zoning designation, the Project is seeking a zone change to C2-2D-RIO, which supports the growing and maturing live/work community in the Project vicinity. As proposed, the Proposed Project would not divide an established community as the existing pattern of development in the Project area includes a mix of industrial, manufacturing, and live/work land uses. Furthermore, the proposed project would not involve any street vacation or permanent closure or result in development of new thoroughfares or highways, which would otherwise potentially cause a physical division by impeding through travel. Therefore, any impacts would be less than significant.

**b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

**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 Project Site is located within the jurisdiction of the City of Los Angeles, and therefore, is subject to the designations and regulations of several local and regional land use and zoning plans. At the regional level, the Project Site is located within the planning area of the Southern California Association of Governments (SCAG), the Southern California region's federally designated metropolitan planning organization. The Project is also located within the South Coast Air Basin and, therefore, is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). At the local level, the

General Plan of the City of Los Angeles, the Central City North Community Plan, and the LAMC, which are intended to guide local land use decisions and development patterns, guides development of the Project Site.

***Regional Plans***

**SCAQMD Air Quality Management Plan.** In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies. The SCAQMD's Air Quality Management Plan (AQMP) was updated in 2012 to establish a comprehensive air pollution control program leading to the attainment of state and federal air quality standards in the Basin, which is a non-attainment area. As discussed in Section 3, Air Quality, above, the Project would not exceed the SCAQMD's daily pollutant emission significance thresholds during the construction or operational phases of the Project. Therefore, the Project would be consistent with the AQMP.

**SCAG Regional Comprehensive Plan.** The Project Site is located within the six-county region that comprises the SCAG planning area. The SCAG Regional Comprehensive Plan (RCP) includes growth management policies that strive to improve the standard of living, maintain the regional quality of life, and provide social, political, and cultural equity. The Project would be consistent with policies set forth in the RCP, as the Project would redevelop a site that is currently occupied by a surface parking lot with a high density live-work development with retail, restaurant, and/or arts and production space, thereby maximizing a property that is easily accessible to mass transit, and that is least likely to cause an adverse environmental impact. Furthermore, as the Project would add approximately 122 live-work units in the downtown area, generating as many as 338 new residents, the Project would be consistent with SCAG growth projections.

***Local Plans***

**City of Los Angeles General Plan.** The General Plan is a comprehensive, long-range declaration of purposes, policies, and programs for the development of the City. The General Plan is a dynamic document consisting of Citywide elements (Air Quality Element, Conservation Element, Plan for a Healthy Los Angeles, Framework Element, Housing Element, Noise Element, Open Space Element, Servce Systems Element/Public Recreation Plan, Safety Element, and Mobility Plan 2035) and the Land Use Element, which provides individual plans for each of the City's 35 Community Planning Areas. Those elements that would be most applicable to the Project are the Housing Element, the Land Use Element, and Mobility Plan 2035.

*Mobility Plan 2035*

Mobility Plan 2035 was adopted on August 11, 2015, and last amended on September 7, 2016. Applicable policies within Mobility Plan 2035 include the following:

*Policy 2.3 Pedestrian Infrastructure: Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

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

*Policy 3.8 Bicycle Parking: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.*

The Proposed Project would improve the pedestrian experience along East 7th Street (classified as Avenue II in the Mobility Plan) and Decatur Street (classified as an Industrial Collector Street). Existing site conditions include a surface parking lot, wrought iron fences, and minimal landscaping. The project will comply with the Avenue II standards for East 7th Street, including a 15-foot sidewalk, and provide an 10-foot sidewalk along Decatur Street, which currently has no sidewalk. Pedestrian activity will also be improved with the incorporation of six street trees along East 7th Street and Decatur Street and the addition of public open space, including a open courtyard. The frontage along East 7th Street would be lined by active uses including restaurant space, lobby area, and commercial space.

Mobility Plan 2035 further recognizes that emphasis shall be placed on the reduction of vehicle trips and focusing growth in proximity to public transit. The Project's location is well-positioned to address vehicle miles traveled as it affords residents and workers in the Arts District the ability to minimize the use of personal vehicles by establishing residences in a location with easy access to a variety of retail shops, restaurants and cafés, as well as leasable office and commercial space, in their own community without having to drive to similar commercial and office options at a greater distance. The Project Site's location in the Arts District would allow future residents and workers the opportunity to have easy access to the employment center of Downtown Los Angeles as well as local amenities, thereby addressing the impacts of traffic growth, congestion and air quality issues. Area residents and workers would be able to reduce their total vehicle miles traveled by shopping and dining at a local destination, and some could reduce their commute distance by utilizing the live-work units within the Project.

Impacts of traffic growth may also be reduced by the Project site's proximity to the MTA's express bus system, known as Metro Rapid Bus. The most convenient Metro Rapid stop to the Project Site is on Metro Rapid Bus Line 760 approximately one-fifth of a mile west of the Project site (near 7th Street and Alameda Street). Line 760 runs along 7th Street past the Project Site on its route from Downtown Los Angeles south to Lynwood. Metro Local Bus Lines 18, 60, and 62 also run east-west along 7th Street and have stops located at 7th Street and Decatur Street adjacent to the Project site. Metro Local Line 18 continues to the west through Downtown Los Angeles and then along Wilshire Boulevard to its final destination at Western Avenue in the Wilshire District. Going east along 6th Street, Metro Local Line 18

continues to run along Whittier Boulevard through East Los Angeles and eastward to the Metrolink station in Montebello. Metro Local Line 60 connects Downtown Los Angeles with Compton and offers extended "owl" service to Long Beach. Metro Local Line 62 connects Downtown Los Angeles with Lakewood and Hawaiian Gardens to the southeast. Lastly, DASH Bus Line A also offers convenient access to the Civic Center, the City West area along Wilshire Boulevard, and the 7th Street/Metro Center (which provides connections to the Metro Red, Purple, Blue, and Expo Lines) and Civic Center rail stations and has a stop approximately two-thirds of a mile to the north of the Project Site (near Traction Avenue and Merrick Street).

The Metro Gold Line rail system is accessed at the Little Tokyo/Arts District station at 1st Street and Alameda Street, approximately 1.2 miles northwest of the Project Site. The Metro Gold Line offers service to East Los Angeles to the east and Pasadena to the northeast. The Metro Gold Line connects to Union Station, providing access to Metrolink, the Metro Silver Bus Line, and Metro Rail Red and Purple Lines. The availability of transit options to access the Project may help to reduce traffic congestion and improve air quality. Metro is evaluating building Metro Rail stations at 1st and 6th streets alongside existing track that could serve the Arts District.

For these reasons outlined above, the Project demonstrates consistency with Mobility Plan 2035, the Transportation Element of the General Plan.

*Housing Element*

Housing Element objectives with which the Project would conform include: encouraging production and preservation of an adequate supply of rental and ownership housing to meet the identified needs of persons of all income levels and special needs; encouraging the location of housing, jobs, and services in mutual proximity; and accommodation of a diversity of uses that support the needs of the City's existing and future residents.

*Land Use Element*

The Project Site is located within the Central City North Community Plan area. Therefore, all development activity on-site is subject to the land use regulations of the Central City North Community Plan (Community Plan). The Community Plan goals and objectives include: preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of housing opportunities with compatible new housing; improving the function, design, and economic vitality of the commercial corridors, preserving and enhancing the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks, and appearance; maximizing the development opportunities of future transit systems while minimizing any adverse impacts; and planning the remaining commercial and industrial development opportunity sites for needed job-producing uses that will improve the economic and physical condition of the Central City North area.

As described in the Community Plan, the Arts District includes a number of former warehouses that have been converted to artists' lofts and studios. The Community Plan encourages the continued and expanded development of a thriving Arts District community in the plan and proposed redevelopment areas.[60] The Project, which would provide live-work units, space for retail uses, restaurant/dining options, and/or arts and production spaces to the local community, would conform to the goals, objectives, and land uses identified in the Community Plan and would be designed to serve the current land use pattern of expanding residential uses within the Arts District.

***LAMC and Community Plan Land Use Designation***

*Existing*

The Project Site is located within the Central City North Community Plan Area of the City of Los Angeles and within the East Los Angeles State Enterprise Zone.[61] The Project site is currently zoned M3-1-RIO (Heavy Industrial, Height District 1) with a General Plan land use designation of Heavy Industrial. Pursuant to Section 12.20 of the Los Angeles Municipal Code (LAMC), the following uses are permitted in the M3-1-RIO zone: various industrial, manufacturing, commercial, and office uses. The -1 designation indicates that the Project Site is located in Height District 1, which does not specify a building height limit, but rather limits floor area ratio ("FAR") on the Project Site to 1.5:1. The Project Site is located in the Los Angeles River Improvement Overlay (RIO) District, effective August 20, 2014, pursuant to Ordinances 183,144 and 183,145.

The Community Plan land use designation and the zoning designation do not currently allow for live-work land uses. The Project would be comprised of live-work units and retail, restaurant, and/or arts/production use spaces. As such, the Project would not be consistent with the current land use designation and zoning of the Project Site.

*Proposed*

The Project Applicant is seeking to develop the Project Site with an 85-foot tall mixed use project consisting of 122 live/work units, approximately 9,500 square feet of commercial space (including 3,245 square feet of retail, 3,555 square feet of restaurant floor area, and 2,700 square feet of creative office space), 1,050 square feet of outdoor dining area, and approximately 5,885 square feet of arts and production and other resident amenity space. The Project would include 132 parking spaces in a two-level subterranean garage. The Project's floor-area ratio (FAR) would be a maximum of 4.66 to 1.

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[60] *City of Los Angeles Department of City Planning, Central City North Community Plan, website: http://cityplanning.lacity.org/complan/pdf/ccncptxt.pdf, accessed June 2016.*

[61] *City of Los Angeles Department of City Planning, Zoning Information and Map Access System, website: http://zimas.lacity.org/.*

Project features that reflect good planning practice include affordable housing, resident production/art gallery space, minimum average floor-to-ceiling heights, open floor plans, an average unit size in excess of 750 square feet, including a minimum of 150 square feet of workspace in each unit, a minimum amount of non-residential uses, fully subterranean parking, roof treatments, and a green wall or art mural.

The Proposed Project discretionary requests include a General Plan amendment to Regional Center Commercial and a zone change to the C2-2D-RIO Zone. With approval of the requested General Plan Amendment and zone change for the Project Site, the Proposed Project would conform to the zoning and Central City North Community Plan. Moreover, as discussed above, the Proposed Project is consistent with applicable objectives outlined in the City of Los Angeles General Plan (General Plan).

*Density*

As noted above, the Project Site is currently zoned M3-1-RIO, which does not allow live-work uses. The Project would include 122 live/work units. With a total lot area for the Project Site of 27,883 square feet after street dedications, the Project's density is approximately 191 dwelling units per acre. The C2 zone generally limits density to the R4 standard (i.e., 400 square feet of lot area per dwelling unit); however, the C2 zone allows R5 density (i.e., 200 square feet of lot area) for mixed use projects on sites designated as Regional Center. The R5 standard would allow development of up to 139 units on the Property. Upon approval of the requested Vesting Zone/Height District Change and General Plan Amendment, the Project would be consistent with the density requirements under the LAMC.

*Floor Area*

The Project Site's M3-1-RIO designation indicates that the Project Site is located in Height District 1, which does not specify a building height limit, and limits floor area ratio ("FAR") on the Project Site to 1.5:1. The Project's floor area ratio (FAR) would be approximately 4.66 to 1. The proposed project would have be in Height District 2, which allows for a 6:1 FAR. A "D" limitation would be placed on the property limiting FAR on the property to 4.7 to 1. Upon approval of these requests, the Project would be consistent with the LAMC's floor area regulations.

*Open Space*

The LAMC open space requirement for 122 dwelling units is 12,200 square feet. With approval of the requested On Menu Density Bonus Incentive to reduce the required open space by 20 percent, the Project's open space requirement would be reduced to 9,760 square feet. The Project includes 10,393 square feet of open space, consisting of private residential balconies, a common courtyard with pool, and a rooftop garden community area. As such, upon approval of the requested incentive, the Project would be consistent with the open space requirements of the LAMC.

*Parking*

The Project would provide parking in two subterranean levels beneath the Project structure. Vehicular access would be provided via a two-way driveway from Decatur Street. The recently adopted Assembly Bill (AB) 744 allows for applicants to request, on a by right basis, to reduce parking requirements for developments containing affordable housing to a maximum of 0.5 parking spaces per unit. The Project Site is also located in the East Los Angeles Enterprise Zone. Pursuant to LAMC 12.21 A.4(x)(3)(6), this designation allows for reduced parking of one space per 500 square feet of commercial uses. Therefore, the Project would require 19 commercial parking spaces and 61 live-work parking spaces, plus five handicapped spaces, for a total of 85 parking spaces. The Project includes 132 parking spaces.

The Project would also include 145 on-site bicycle parking spaces pursuant to the standards and requirements of the City's Bicycle Ordinance (182,386, effective March 13, 2013). The 122 live-work units would require 135 bicycle parking spaces, including 13 short-term and 122 long-term spaces. The commercial spaces within the Project would require 10 bicycle parking spaces, including 5 short-term and 5 long-term spaces. As noted, the Applicant is seeking Off Menu Density Bonus Incentives to allow for long-term bicycle parking for the residential units to be provided in the first and second level of the underground parking garage instead of the parking garage level closest to the ground floor and in lieu of the shortest walking distance to the nearest pedestrian entrance to the building from the parking garage as required by LAZC Sections 12.21 A.16.(e)(2)(iii)(a) and 12.21 A.16.(e)(2)(iii)(b). As proposed and upon approval of the requested Off Menu Density Bonus Incentive, the Project would be consistent with these bicycle parking requirements. Therefore, land use impacts with respect to consistency with the City's Bicycle Ordinance would be less than significant.

*RIO District*

The River Improvement Overlay (RIO) District is designed to provide for preservation of tributaries and rivers in the City of Los Angeles by promoting river identity, supporting local species, and convenient access. Specifically, the RIO was established under the Los Angeles River Revitalization Master Plan that was adopted in May 2007, which establishes a vision for the 32 miles of the Los Angeles River that are within the City's boundaries. The standards of the RIO affect projects that involve the redevelopment or major remodeling involving more than 50 percent of the existing building's value. Because the Project involves the redevelopment of the Site, it will need to obtain administrative clearance from the Department of City Planning illustrating compliance with the RIO landscaping and design standards. As currently proposed, the Project would comply with the design standards identified in the RIO.

***Other Applicable Policies***

*Arts District Expansion*

On March 5, 2008, the City Council, via Council Motion, approved updating and expanding the geographical boundaries of the Arts District in the Central City North Community Plan to include the areas south of 6th Street, including Violet Street and the areas between Mill Street and Wilson Street to the

west and the Los Angeles River to the east. The Arts District expansion was in response to the significant growth in mixed-use residential and commercial development south of 6th Street in recent years. The area south of 6th Street to the east of Alameda Street includes several residential developments, including 2121 Lofts located at Santa Fe Avenue and 7th Place, and the Biscuit Company Lofts and Toy Factory Lofts located on Industrial Street.

The Project is designed to be compatible with the existing and future development of neighboring properties, and to be consistent with the City's vision of the Arts District in the Central City North Community Plan. The Arts District is described in the Community Plan as "primarily made up of old warehouses now converted to artists lofts and studios." In recent years, former industrial and warehouse buildings have been restored and converted to residential uses and joint live/work quarters. The Project would be designed for compatibility with these converted industrial and warehouse buildings. The Project would be compatible with and complementary to the surrounding area because it would include live-work units, retail, creative office, and restaurant uses capable of serving the growing residential population of the area, along with affordable housing, resident production/art gallery space, minimum average floor-to-ceiling heights, open floor plans, an average unit size in excess of 750 square feet, including a minimum of 150 square feet of workspace in each unit, a minimum amount of non-residential uses, fully subterranean parking, roof treatments, and a green wall or art mural. The Project would also contribute to the ongoing revitalization of the area by replacing a surface parking lot with a mixed-use complex designed to be visually complementary with neighboring industrial architecture within the site's vicinity.

*Urban Design Guidelines and Walkability*

The Project Site is located in an urbanized and fully developed portion of the City. The built environment is characterized by a variety of architectural styles, age of buildings, type of development, and size. Building designs include mid-century modern, current modern, industrial or industrial warehouse, and historic. Uses include residential, retail, commercial, industrial and public uses, office, cultural, and recreational uses. The Project would comply with the goals and design principles of the Central City North Community Plan (Community Plan). The Community Plan describes the standards that need to be met for site planning, setbacks, scale, massing, architectural design (materials, windows, glare, and lighting), and other characteristics.

The development of the Project would provide attractive amenities for nearby residents and would thus help to achieve a better transition between commercial and residential uses than now exists. Because residents and employees within the vicinity would likely drawn to the commercial uses of the Project, pedestrian activity is likely to increase. The Project seeks to create a pedestrian-friendly environment with its ground floor retail and restaurant space oriented to the street frontage on 7th Street. The Arts District, by virtue of its proximity to the central business district, draws many workers from downtown that come to enjoy restaurants, cafés, and bars in the community.

As has been discussed, the Arts District is evolving into a dynamic mixed-use area with numerous restaurants, cafés, taverns, gallery spaces, studios, breweries, and boutique retail shops. Increasingly, patrons walk to different venues and uses in the Arts District. Development of the Project would further enhance the pedestrian connections in the area and the public realm along 7th Street.

Policies in the Community Plan promote the concept that "any proposed development be designed to enhance and be compatible with adjacent development." The Project would be designed with an architectural style complementary to the industrial character of the neighborhood, portions of which have been converted to live-work units. Chapter V of the Community Plan, Urban Design, has established design guidelines to define the minimum level of design that shall be observed in multiple residential, commercial, and industrial projects within the entire Plan area. With respect to site planning of commercial projects, the policies in the Community Plan design guidelines state that structures shall be oriented toward the main commercial street where a parcel is located and shall avoid pedestrian/vehicular conflicts by:

- Maximizing retail and commercial service uses along frontages of commercial developments
- Providing front pedestrian entrances for businesses fronting on main commercial streets
- Providing through arcades from the front of buildings to rear parking for projects with wide frontages

The Project complies with these guidelines by maximizing its retail uses along the 7th Street frontage. Front pedestrian entrances would be provided for these uses, as would direct connections to the parking levels.

With approval of the entitlement requests for the Project, the Project's impacts with respect to consistency with adopted land use plans would be less than significant.

**c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?**

**No Impact.** A project-related significant adverse effect could occur if the Project Site was located within an area governed by a habitat conservation plan or natural community conservation plan. As discussed in Section 4(f) above, no such plans presently exist which govern any portion of the Project Site. Further, the Project Site is located in an area that is already fully developed with commercial and industrial uses and is also within a heavily urbanized area of the City of Los Angeles. Therefore, the Project would not have the potential to cause such effects.

**Cumulative Impacts: Land Use and Planning**

**Less than Significant Impact.** Development of the Project in conjunction with the cumulative development projects would result in an intensification of existing prevailing land uses in an already heavily urbanized area of Los Angeles.

In particular and with regard to land use plans, regional and citywide projects under consideration would implement and support important local and regional planning goals and policies. It is anticipated that any new projects would be subject to the project permit approval process and would incorporate any mitigation measures necessary to reduce potential land use impacts and that no significant impacts with regard to adopted land use plans would occur. Also, upon approval of the requested actions, development of the Project, together with future forecasted growth, would not be anticipated to substantially conflict with the intent of the City General Plan, with other applicable land use plans, or with the LAMC regarding the future development of the Central City North community. Therefore, development of the Project together with the cumulative projects would not be expected to result in cumulatively considerable impacts with respect to applicable land use plans and regulations.

With regard to physical land use, it should be noted that all of the cumulative projects are subject to local zoning and land use designations for each of the project sites. These requirements would regulate future land uses and provide development standards for such land uses that would further preclude potential land use compatibility impacts.

As the Project would not combine with the cumulative projects to substantially or adversely change the existing relationship with the local community and would not disrupt, divide, or isolate existing communities, the Project would not result in cumulatively considerable physical land use impacts.

## 11. MINERAL RESOURCES

### a) Would the project 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?

**No Impact.** A significant impact may occur if a project site is located in an area used or available for extraction of a regionally-important mineral resource, or if the project development would convert an existing or future regionally-important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for regionally-important mineral resource extraction. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering: (a) whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone MRZ-2 zone or other known or potential mineral resource area, and (b) whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance.

The State Mining and Reclamation Act of 1975 (SMARA) requires that the State Mining and Geology Board (SMGB) map areas throughout the State of California that contain regionally significant mineral resources. Aggregate mineral resources within the State are classified by the SMGB through application of the Mineral Resource Zone (MRZ) system. The MRZ system is used to map all mineral commodities within identified jurisdictional boundaries. The MRZ system classifies lands that contain mineral deposits and identifies the presence or absence of substantial sand and gravel deposits and crushed rock source areas (i.e., commodities used as, or in the production of, construction materials). The Project Site is located within an area classified as MRZ-2, defined as areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.

The Project Site is located approximately 2,000 feet south of the Union Station Oil Field. Although no oil wells exist or are known to have previously existed on or adjacent to the Project Site, two plugged wells do exist within a 1,500-foot radius of the Project Site. The Project Site is not located within an Oil Drilling/Surface Mining Supplemental Use District, or an Oil Field/Drilling Area.[62,63]

Should any future mineral resource be discovered on or near the Project Site, development of the Project would not preclude the mineral's extraction, nor would it alter the potential utility of any minerals located beneath the site. Therefore, no impact associated with the loss of availability of a known mineral resource would occur.

**b) Would the project 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?**

**No Impact.** A significant impact may occur if a project is located in an area used or available for extraction of a regionally-important mineral resource, or if the development would convert an existing or future regionally-important mineral extraction use to another use, or if the development would affect access to a site used or potentially available for regionally-important mineral resource extraction. The Project Site is located within a Mineral Resource Zone 2 (MRZ-2) Area.[64] The Project Site is not designated as a locally important mineral resource recovery site delineated on the Los Angeles General Plan, a specific plan, or other land use plan. Should any future mineral resource be discovered on or near the Project site, development of the Project would not preclude the mineral's extraction, nor would it alter

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62 *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps, September 1996.*

63 *State of California Department of Conservation, Division of Oil, Gas & Geothermal Resources, Online Mapping System, District 1, website: http://www.conservation.ca.gov/dog/Pages/WellFinder.aspx, accessed June 2016.*

64 *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Areas Containing Significant Mineral Deposits in the City of Los Angeles, September 1996.*

the potential utility of any minerals located beneath the site. Therefore, no impact associated with the loss of availability of a locally important mineral resource recovery site would occur.

**Cumulative Impacts: Mineral Resources**

**No Impact.** As discussed above, the Project would have no impact on mineral resources. It is not known if any of the cumulative development projects would result in the loss of availability of known mineral resources. Each of these projects would be required to comply with the *L.A. CEQA Guidelines* and execute required project site studies. Nevertheless, the Project would have no incremental contribution to a potential cumulative impact on mineral resources and therefore, would have no cumulative impact on mineral resources.

## 12. NOISE

### *Noise Background*

*Characteristics of Sound*

Sound is technically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The "A-weighted scale," abbreviated dBA, reflects the normal hearing sensitivity range of the human ear. On this scale, the range of human hearing extends from approximately 3 to 140 dBA. Table IV-10 provides examples of A-weighted noise levels from common sources.

**Table IV-10**
**A-Weighted Decibel Scale**

| Typical A-Weighted Sound Levels | Sound Level (dBA, $L_{eq}$) |
|---|---|
| Threshold of Pain | 140 |
| Jet Takeoff at 100 Meters | 125 |
| Jackhammer at 15 Meters | 95 |
| Heavy Diesel Truck at 15 Meters | 85 |
| Conversation at 1 Meter | 60 |
| Soft Whisper at 2 Meters | 35 |
| *Source: United States Occupational Safety & Health Administration, Noise and Hearing Conversation Technical Manual, 1999.* | |

*Noise Definitions*

This noise analysis discusses sound levels in terms of Community Noise Equivalent Level (CNEL) and Equivalent Noise Level ($L_{eq}$).

*Community Noise Equivalent Level.* CNEL is an average sound level during a 24-hour period. CNEL is a noise measurement scale that accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Human reaction to sound between 7:00 p.m. and 10:00 p.m. is as if the sound were actually 5 dBA higher than if it occurred from 7:00 a.m. to 7:00 p.m. From 10:00 p.m. to 7:00 a.m., humans perceive sound as if it were 10 dBA higher due to the lower background level. Hence, the CNEL is obtained by adding an additional 5 dBA to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and 10 dBA to sound levels in the night from 10:00 p.m. to 7:00 a.m. Because CNEL accounts for human sensitivity to sound, the CNEL 24-hour figure is always a higher number than the actual 24-hour average.

*Equivalent Noise Level.* $L_{eq}$ is the average noise level on an energy basis for any specific time period. The $L_{eq}$ for one hour is the energy average noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound. $L_{eq}$ can be thought of as the level of a continuous noise that has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of dBA.

*Effects of Noise*

The degree to which noise can impact the environment ranges from levels that interfere with speech and sleep to levels that cause adverse health effects. Human response to noise is subjective and can vary from person to person. Factors that influence individual response include the intensity, frequency, and pattern of noise, the amount of background noise present before the intruding noise, and the nature of work or human activity exposed to the source.

*Audible Noise Changes*

Small perceptible changes in sound level for a person with normal hearing sensitivity is approximately 3 dBA. A change of at least 5 dBA would be noticeable and could produce a community reaction. A 10 dBA increase is heard as a doubling in loudness and would produce a community response.

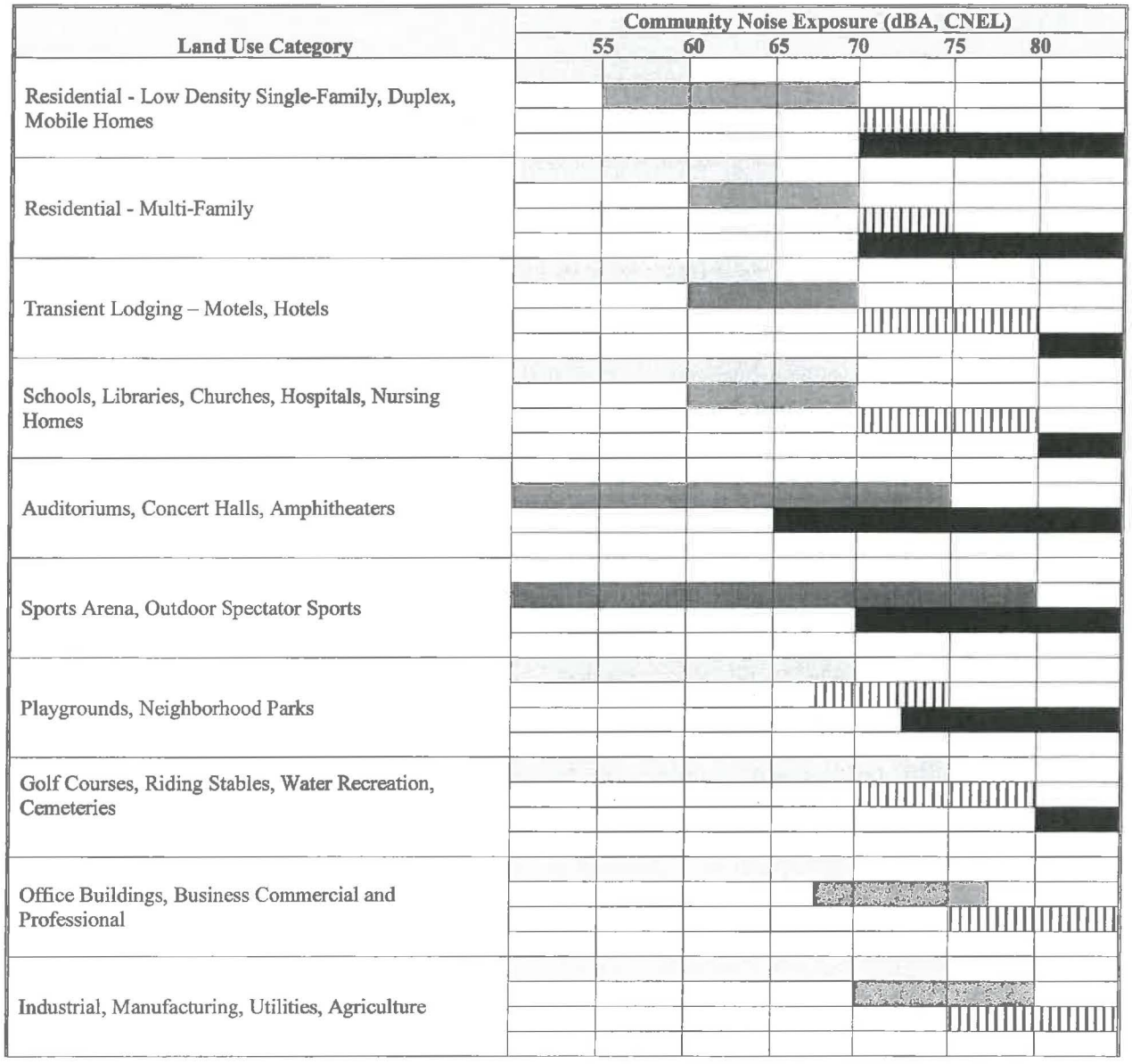
Noise levels decrease as the distance from the noise source to the receiver increases. Noise generated by a stationary noise source, or "point source," will decrease by approximately 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots or smooth bodies of water) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt, grass, or scattered bushes and trees) for each doubling of distance. For example, if a noise source produces a noise level of 89 dBA at a reference distance of 50 feet, the noise level would be 83 dBA at a distance of 100 feet from the noise source, 77 dBA at a distance of 200 feet, and so on. Noise generated by a mobile source will decrease by approximately 3 dBA over hard surfaces and 4.5 dBA over soft surfaces for each doubling of distance.

Noise is most audible when traveling by direct line-of-sight with a visual path between the noise source and noise receptor. Barriers, such as walls or buildings that break the line-of-sight between the source and the receiver, can greatly reduce noise levels from the source since sound can only reach the receiver

by diffraction. Sound barriers can reduce sound levels by up to 20 dBA or more. However, if a barrier is not high or long enough to break the line-of-sight from the source to the receiver, its effectiveness is greatly reduced.

The California Department of Health Services has established guidelines for acceptable exterior noise levels for each county and city. These standards and criteria are incorporated into the land use planning process to reduce future noise and land use incompatibilities. Table IV-11 reflects State guidance that allows the City to ensure integrated planning for compatibility between land uses and outdoor noise.

**Table IV-11**
**Land Use Compatibility for Community Noise Environments**



| | |
|---|---|
| | Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements. |
| | Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice. |
| | Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. |
| | Clearly Unacceptable - New construction or development should generally not be undertaken. |

*Source: California Office of Noise Control, Department of Health Services.*

State interior noise standards were established in 1974, when the California Commission on Housing and Community Development adopted noise insulation standards for residential buildings (Title 24, Part 2, California Code of Regulations). Title 24 establishes standards for interior room noise attributable to outside noise sources. Title 24 also specifies that acoustical studies should be prepared whenever a residential building or structure is proposed to be located in areas with exterior noise levels of 60 dB Day-Night Average Noise Level ($L_{dn}$) or greater. The acoustical analysis must show that the building has been designed to limit intruding noise to an interior level not exceeding 45 dB $L_{dn}$ for any habitable room.

*Applicable Regulations*

The City of Los Angeles Municipal Code (LAMC) has established both construction and operation noise regulations. Between 7:00 a.m. and 10:00 p.m., powered equipment in or within 500 feet of a residential zone is prohibited if it exceeds the following maximum noise limits at a distance of 50 feet:

- 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors, and pneumatic or other powered equipment;

- 75 dBA for powered equipment of 20 horse-power or less intended for infrequent use in residential areas, including chain saws, log chippers, and powered hand tools;

- 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, and small lawn and garden tools.[65]

LAMC Section 112.05 provides that noise from construction equipment within 500 feet of a residential zone shall not exceed 75 dBA at a distance of 50 feet from the noise source. However, this noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment. In addition, Section 41.40 of the LAMC prohibits construction activity from occurring between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6 p.m. and 8 a.m. on Saturday.

Additionally, according to the LAMC, with regard to operational noise, a noise level increase of five decibels over the existing average ambient noise level at an adjacent property line is considered a noise violation. This standard applies to sources such as consumer electronics, HVAC systems, powered equipment intended for repeated use in residential areas and motor vehicles driven on-site.

**a) Would the project result in 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?**

**Potentially Significant Unless Mitigation Incorporated.** A significant impact may occur if the 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 Project would result in an increase in ambient noise levels during both construction and operation, as discussed in further detail below.

***Construction Noise Impacts***

Construction-related noise impacts would be significant if, as indicated in LAMC Section 112.05, noise from construction equipment within 500 feet of a residential zone exceeds 75 dBA at a distance of 50 feet from the noise source. However, this noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment.

During construction, ground clearing, grading, structural, and other noise-generating activities would occur at the Project Site between the hours of 7:00 a.m. and 9:00 p.m. in accordance with the LAMC.

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[65] *City of Los Angeles, Municipal Code, 1986.*

Construction equipment could produce intermittent audible noise increases at nearby properties. Table IV-12 summarizes projected noise levels at nearby sensitive receptors during construction. Land uses on the properties surrounding the Project Site include industrial, office, parking, and educational uses, with multi-family residential scattered throughout the vicinity. For purposes of assessing noise impacts, the following sensitive receptors near the Project Site were identified:

- Metropolitan Continuation High School, 727 Wilson Street. This public high school is adjacent to the Project Site, located directly east and south of the Project Site. Existing trailer classrooms are less than 20 feet to the east of the Project Site, while existing classroom buildings are 45 feet to the south of the Project Site.

- Para Los Niños Pre-School, 1617 East 7th Street. This pre-school is located 500 feet northwest of the Project Site across 7th Street and includes both indoor and outdoor play areas.

- Potential multi-family residences, 1725 East 7th Street. A two-story building approximately 116 feet northwest of the Project Site across 7th Street could house residences that would be a receptor close to the Project Site.

To ascertain the ambient noise levels at these sensitive receptors, DKA Planning took short-term, 15-minute noise readings at all three locations on September 26, 2014 using a Quest Technologies SoundPro DL Sound Level Meter.[66] Predominant noise was caused by motor vehicles traveling on adjacent arterials, particularly 7th Street. As shown in Table IV-12, ambient noise levels ranged from 65.0 dBA $L_{eq}$ at Metropolitan Continuation High School (trailer buildings) to 73.4 dBA $L_{eq}$ at the residences at 1725 East 7th Street.

Construction activities would generate noise that would vary over the 16 months of Project construction activity on- and off-site, and would include on-site equipment such as scrapers, tractors, loaders, and smaller equipment such as saws, hammers, and pneumatic tools. Maximum noise levels of up to 83.1 dBA are projected at the Metropolitan Continuation High School during construction work, which would exceed the 75 dBA maximum within 50 feet of the noise source permitted under LAMC Section 112.05.

[66] *The SoundPro meter complies with the American National Standards Institute (ANSI) and International Electrothnical Commission (IEC) for general environmental noise measurement instrumentation. The meter was equipped with an omni-directional microphone, calibrated before the day's measurements, and set at approximately five feet above the ground. Weather conditions were clear with negligible wind.*

**Table IV-12**
**Construction Noise Levels – Unmitigated**

| Sensitive Receptor | Distance from Site (feet) | Maximum Construction Noise Level (dBA) | Existing Ambient (dBA, $L_{eq}$) | New Ambient (dBA, $L_{eq}$) | Increase |
|---|---|---|---|---|---|
| Metropolitan Continuation High School, Classroom Building | 45 | 83.0 | 66.7 | 83.1 | 16.4 |
| Metropolitan Continuation High School, Trailer Building | 20 | 83.0 | 65.0 | 83.1 | 18.1 |
| Residences, 1725 East 7th Street | 116 | 75.7 | 73.4 | 77.7 | 4.3 |
| Para Los Niños Pre-School, 1617 East 7th Street | 500 | 60.0 | 66.9 | 67.7 | 0.8 |
| *Source: DKA Planning, 2016.* | | | | | |

With the implementation of mitigation measures and compliance with applicable noise regulations, all Project construction noise impacts can be reduced to less than significant at the four sensitive receptor locations. Use of sound muffling equipment on construction equipment would reduce ambient noise from construction equipment by 3 dBA at 50 feet of distance, per City Building Code requirements.[67] Erection of temporary sound barriers will further reduce maximum noise levels at the adjacent high school, resulting in noise increases of up to 4.8 dBA during Project construction work.[68] Regulatory Compliance Measure 12-1 and Mitigation Measure 12-5 would require notification prior to the commencement of noise-producing construction activities at the Project Site. Implementation of Mitigation Measures 12-2 through 12-4 would reduce audible increases in noise at these receptors to the extent feasible and limit construction to the hours specified in LAMC Section 41.40. Therefore, construction noise impacts would be less than significant.

**Regulatory Compliance Measures**

**12-1 Noise (Construction Noticing)**

- The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall

[67] *Federal Highway Administration "Special Report - Highway Traffic Noise Measurement, Prediction, and Mitigation" https://www.fhwa.dot.gov/environment/noise/construction_noise/special_report/hcn04.cfm*

[68] *Federal Highway Administration "Highway Traffic Noise-Noise Barrier Design" http://www.fhwa.dot.gov/environment/noise/noise_barriers/design_construction/keepdown.cfm*

be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

**Mitigation Measures:**

**12-2 Noise (Construction Staging)**

- The construction staging area shall be as far from sensitive receptors as possible.

**12-3 Noise (Construction Power Equipment)**

- The Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices capable of attenuating sound by 3 dBA or more.
- The power contractor shall use either plug-in electric or solar powered on-site generators to the extent feasible.

**12-4 Noise (Construction Sound Barriers)**

- Temporary sound barriers, capable of achieving a sound attenuation of at least 12 dBA (e.g., construction sound wall with sound blankets) and blocking the line-of-sight shall be installed between the Project Site and the Metropolitan Continuation High School classroom buildings and outdoor eating areas to the south of the Project Site as well as between the Project Site and the Metropolitan Continuation High School trailer buildings to the east of the Project Site.

**12-5 Noise (Construction Notification)**

- Two weeks prior to commencement of construction, notification shall be provided to the off-site residential and school uses within 500 feet of the Project Site that discloses the construction schedule, including the types of activities and equipment that would be used throughout the duration of the construction period.

**Table IV-13**
**Construction Noise Levels – Mitigated**

| Sensitive Receptor | Distance from Site (feet) | Maximum Construction Noise Level (dBA) | Existing Ambient (dBA, $L_{eq}$) | New Ambient (dBA, $L_{eq}$) | Increase |
|---|---|---|---|---|---|
| Metropolitan Continuation High School, Classroom Building | 45 | 68.0 | 66.7 | 70.4 | 3.7 |
| Metropolitan Continuation High School, Trailer Building | 20 | 68.0 | 65.0 | 69.8 | 4.8 |
| Residences, 1725 East 7th Street | 116 | 72.7 | 73.4 | 76.1 | 2.7 |

| | | | | | |
|---|---|---|---|---|---|
| Para Los Niños Pre-School, 1617 East 7th Street | 500 | 57.0 | 66.9 | 67.3 | 0.4 |
| *Source: DKA Planning, 2016.* | | | | | |

*Construction Noise Impacts After Mitigation*

Construction equipment utilized at the Project Site could produce intermittent audible noise increases at these nearby sensitive receptors; however, these impacts would be temporary. As shown in Table IV-13, construction noise increases after mitigation would be reduced at nearby sensitive receptors to the extent feasible with implementation of Mitigation Measures 12-2 through 12-4. Therefore, Project impacts would be less than significant.

With regard to off-site construction-related noise impacts, haul trucks and other on-road vehicles could generate noise. This addition of any truck trips would marginally increase ambient noise along haul route roadways, as truck deployment onto local streets would not happen simultaneously, but rather be phased over the course of site preparation, grading, and construction phases. The City's CEQA Thresholds Guide states that a doubling of vehicle volumes is needed to increase ambient roadway noise level by 3 dBA. Based on the projected 1,467 haul trips over the two-week period, an average of 15 haul trips is projected per hour on an average eight-hour period of hauling per day. This would be a nominal increase in traffic volumes during a peak hour and would not approach a doubling of traffic volumes that would be needed in order to produce an audible increase in ambient noise levels.

***Operations Noise Impacts***

During Project operations, the development would produce both direct noise impacts on the Project Site from live-work- and commercial-related activities, as well as indirect noise impacts from vehicles traveling on local roads to access the site. The direct impacts would include stationary noises from sources associated with building operations, such as heating, ventilation, and air conditioning (HVAC) systems.

Section 41.40 and Chapter XI, Articles 1 through 6, of the LAMC requires that noise generated by mechanical equipment not exceed 5 dBA above ambient noise levels at adjacent property lines. Large ground level heating, ventilation, and air conditioning (HVAC) systems typically generate noise levels between 50 and 65 dBA at 50 feet.[69] Rooftop mounted equipment typically produces noise levels of up to approximately 56 dBA at 50 feet.[70] The nearest land use to the Project would be Metropolitan Continuation High School's trailer buildings directly east of the Project Site, where ambient noise levels would increase 0.8 dBA. This increase is considered inaudible and less than the 5 dBA significance

[69] *Los Angeles Department of City Planning,* San Pedro Community Plan Draft EIR, *August 2012.*

[70] *Ibid.*

threshold for long-term ambient noise increases. Therefore, stationary noise from the Project would be considered a less than significant impact.

Noise generated from operation of the parking garage would be negligible, as parking would be located in a subterranean garage. This should produce a net reduction in parking-related noise, as the current site includes surface level parking that produces occasional audible noise at the Project Site from vehicles entering and exiting the premises.

The majority of operational noise impacts associated with the Project would be from indirect noise associated with the 992 net new vehicle trips each day.[71] The impact of this additional traffic on ambient noise levels in the Project's vicinity was modeled under the existing year (2016) no project scenario and the existing year (2016) plus Project scenario utilizing the FHWA TNM 2.5 model. As shown in Tables IV-14 and IV-15, the greatest Project related noise increases would be 0.2 dBA $L_{eq}$ along 7th Street between Alameda Street and Decatur Street during the AM peak hour, and 0.3 dBA $L_{eq}$ along the eastbound side of 7th Street during the PM peak hour.

Mobile noise generated by the Project would not cause the ambient noise level measured at the property line of the adjacent land uses to rise to the "normally unacceptable" or "clearly unacceptable" category or result in any 5 dBA or more increase in noise level. As a result, these inaudible, off-site vehicular noise impacts would be considered a less than significant impact.

**Table IV-14**
**Estimated AM Peak Hour Mobile Source Noise Levels**

| Roadway Segment | Estimated dBA, CNEL | | | |
|---|---|---|---|---|
| | No Project (2016) | With Project (2016) | Project Change | Significant Impact? |
| N/B Mateo Street, N of 7th Street | 63.9 | 64.0 | 0.1 | No |
| S/B Mateo Street, N of 7th Street | 64.2 | 64.2 | 0.0 | No |
| E/B 7th Street to Decatur Street | 69.0 | 69.2 | 0.2 | No |
| W/B 7th Street from Decatur Street | 69.8 | 70.0 | 0.2 | No |

*Shaded cells denote a significant impact on mobile source noise levels*
*Source: DKA Planning, 2016.*

[71] *Kunzman Associates, Traffic Impact Analysis – 1800 East 7th Street; August 26, 2016.*

**Table IV-15**
**Estimated PM Peak Hour Mobile Source Noise Levels**

| Roadway Segment | Estimated dBA, CNEL | | | |
|---|---|---|---|---|
| | No Project (2016) | With Project (2016) | Project Change | Significant Impact? |
| N/B Mateo Street, N of 7th Street | 63.9 | 63.9 | 0.0 | No |
| S/B Mateo Street, N of 7th Street | 63.7 | 63.7 | 0.0 | No |
| E/B 7th Street to Decatur Street | 69.4 | 69.7 | 0.3 | No |
| W/B 7th Street from Decatur Street | 69.2 | 69.4 | 0.2 | No |
| *Shaded cells denote a significant impact on mobile source noise levels*<br>*Source: DKA Planning, 2016.* | | | | |

**b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

***Vibration Background***

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Unlike noise, vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible. Common sources of vibration include trains, buses, and construction activities.

*Vibration Definitions*

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings and is usually measured in inches per second. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (VdB) is commonly used to measure RMS. The decibel notation acts to compress the range of numbers required to describe vibration.[72]

*Effects of Vibration*

High levels of vibration may cause physical personal injury or damage to buildings. However, ground-borne vibration levels rarely affect human health. Instead, most people consider ground-borne vibration to be an annoyance that may affect concentration or disturb sleep. In addition, high levels of ground-

[72] *Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006.*

borne vibration may damage fragile buildings or interfere with equipment that is highly sensitive to ground-borne vibration.

*Perceptible Vibration Changes*

Unlike noise, ground-borne vibration is not an environmental issue that most people experience every day. The background vibration velocity level in residential areas is usually 50 RMS or lower, well below the threshold of perception for humans, which is around 65 RMS.[73] Most perceptible indoor vibration is caused by sources within buildings, such as movement of people or slamming of doors. Typical outdoor sources of ground-borne vibration are construction equipment, trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is typically not perceptible.

*Applicable Regulations*

To counter the effects of ground-borne vibration, the Federal Transit Administration (FTA) has published guidance relative to vibration impacts. According to the FTA, non-engineered timber and mason buildings can be exposed to ground-borne vibration levels of 0.2 inches per second without experiencing structural damage, while reinforced concrete, steel, or timber buildings can be exposed to ground-borne vibration levels of 0.5 inches per second.[74]

The FTA has also established guidelines that provide thresholds for ground-borne vibration causing human annoyance. Some commercial buildings, such as auditoriums and theaters have additional vibration and noise annoyance criteria.

In terms of construction-related impacts on buildings, the City of Los Angeles has not adopted policies or guidelines relative to groundborne vibration. While the Los Angeles County Code (LACC Section 12.08.350) states a presumed perception threshold of 0.01 inch per second RMS, this threshold applies to groundborne vibrations from long-term operational activities, not construction. Consequently, as neither the City of Los Angeles nor the County of Los Angeles has a significance threshold to assess vibration impacts during construction, the FTA and California Department of Transportation's (Caltrans) adopted vibration standards for buildings are used to evaluate potential impacts related to Project construction. Based on these standards, impacts relative to groundborne vibration would be considered significant if the following were to occur:

- Project construction activities would cause a PPV groundborne vibration level to exceed 0.5 inches per second at any off-site reinforced-concrete, steel, or timber structure;

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[73] *Ibid.*

[74] *Ibid.*

- Project construction activities would cause a PPV groundborne vibration level to exceed 0.2 inches per second at any non-engineered timber and masonry buildings (i.e., "fragile" buildings);[75] and

- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.12 inches per second at any building that is extremely susceptible to vibration damage (i.e., "extremely fragile" buildings).[76]

Table IV-16 identifies PPV and RMS velocity (in VdB) levels for the types of off-road and on-road equipment that could operate at the Project Site during construction.

**Table IV-16**
**Vibration Source Levels for Construction Equipment**

| Equipment | Approximate PPV (in/sec) | | | | |
|---|---|---|---|---|---|
| | 25 Feet | 50 Feet | 60 Feet | 75 Feet | 100 Feet |
| Large Bulldozer | 0.089 | 0.031 | 0.024 | 0.017 | 0.011 |
| Caisson Drilling | 0.089 | 0.031 | 0.024 | 0.017 | 0.011 |
| Loaded Trucks | 0.076 | 0.027 | 0.020 | 0.015 | 0.010 |
| Jackhammer | 0.035 | 0.012 | 0.009 | 0.007 | 0.004 |
| Small Bulldozer | 0.003 | 0.001 | 0.0008 | 0.0006 | 0.0004 |

*Source: Federal Transit Administration 2006*

***Construction Vibration Impacts***

**Less Than Significant Impact.** Groundborne vibration generated by construction activities associated with the proposed Project would primarily affect the off-site sensitive uses located in close proximity to the Project Site. As shown in Table IV-16, 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 at 25 feet from the source activity, depending on the type of construction equipment in use.

While the specific list of construction equipment is not known, the Project would not employ major impact processes like pile drivers. Instead, drilled piles would be the basis for the structural foundation work for the development. As such, this analysis assumes that on-site equipment would employ equipment that uses equipment that generates no more than 0.89 inches/second PPV (e.g., caisson

[75] *Ibid.*

[76] *Ibid.*

drilling, large bulldozers, hoe rams). As such, vibration velocities projected to occur at the nearest off-site sensitive receptor would produce up to a 0.124 inches/second PPV at the trailer at the adjacent Metropolitan Continuation High School, as shown in Table IV-17. This PPV is below the 0.2 inches/second that are considered potentially harmful levels of vibration for a non-engineered timber or masonry building, which is conservatively assumed for the school. Thus, vibration impacts associated with building damage due to construction activities at the Project Site would be less than significant.

**Table IV-17**
**Vibration at Off-Site Sensitive Uses From Project Construction**

| Sensitive Uses Off-site | Distance to Project Site (ft.) | Estimated PPV (in/sec) [a] |
|---|---|---|
| Metropolitan Continuation High School, Classroom Building | 45 | 0.037 |
| Metropolitan Continuation High School, Trailer Building | 20 | 0.124 |
| Residences, 1725 East 7th Street | 116 | 0.009 |
| Para Los Niños Pre-School, 1617 East 7th Street | 500 | 0.001 |

*[a] The vibration velocities at the off-site sensitive uses are determined with the following equation from the Federal Transit Administration's Transit Noise and Vibration Impact Assessment, Final Report: $PPV_{equip}=PPV_{ref} \times (25/D)^{1.5}$, where $PPV_{equip}$ = peak particle velocity in in/sec of equipment, $PPV_{ref}$ = reference vibration level in in/sec at 25 feet, D = distance from the equipment to the receive.*
*Source: DKA Planning 2016.*

***Operations Vibration Impacts***

**Less Than Significant Impact.** The Proposed Project is a mixed-use development and would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large commercial and industrial projects. Although groundborne vibration at the Project Site and immediate vicinity may currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways, the proposed land uses at the Project Site would not result in the increased use of these heavy-duty vehicles on the public roadways. While refuse trucks would be used for the removal of solid waste at the Project Site, these trips would typically only occur once a week and would not be any different than those presently occurring in the vicinity of the Project Site. According to the FTA technical study "Federal Transit Administration: Transit Noise and Vibration Impacts Assessments," typical road traffic-induced vibration levels are unlikely to be perceptible by people. Specifically, the FTA study reports that "[i]t is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads." Therefore, Project-related traffic vibration levels would not be perceptible by sensitive receptors. Thus, operational vibration impacts would be less than significant.

**c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less Than Significant Impact.** A significant impact may occur if the Proposed Project were to result in a substantial permanent 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 operational noise impacts, a project would normally have a significant impact on noise levels from operations if the project causes the ambient noise level measured at the property line of affected uses that are shown in Table IV-11 to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category, or any 5 dBA or greater noise increase. Thus, a significant impact would occur if noise levels associated with operation of the Proposed Project would increase the ambient noise levels by 3 dBA CNEL at homes where the resulting noise level would be at least 70 dBA CNEL. In addition, any long-term increase of 5 dBA CNEL or more is considered to cause a significant impact.

The majority of any long-term noise generated by the Project will come from traffic traveling to and from the area. Off-site noise generated by traffic from the Project was modeled under current year (2016) no project and future year (2018) with project conditions utilizing the FHWA TNM 2.5 model, utilizing projected traffic conditions evaluated in the Project Traffic Study. When calculating future noise levels along project area roadways from traffic, additional impacts from 98 additional potential cumulative development projects were considered. Thus, the future traffic results without and with the Project account for the cumulative impacts from these other projects. Since the noise impacts are generated directly from the traffic analysis results, the future without project and future with project noise impacts described in this analysis already reflect cumulative impacts.

The Project would contribute to future increases in off-site noise levels at project area roadways. Tables IV-18 and IV-19 present the cumulative increase in future traffic noise levels at study intersections during the horizon year 2018 when considering all potential cumulative development projects. The greatest cumulative noise increases would be 2.4 dBA $L_{eq}$ along the eastbound side of 7th Street during the AM peak hour, and 2.8 dBA $L_{eq}$ along 7th Street during the PM peak hour. These impacts are considered negligible and would be less than the most stringent 3 dBA significance threshold. Therefore, the Project's individual and cumulative mobile source noise impacts would be considered less than significant.

**Table IV-18**
**Estimated Cumulative AM Peak Hour Mobile Source Noise Levels**

| Roadway Segment | Estimated dBA, CNEL | | | |
|---|---|---|---|---|
| | No Project (2016) | With Project (2018) | Project & Cumulative Change | Significant Impact? |
| N/B Mateo Street, N of 7th Street | 63.9 | 65.0 | 1.1 | No |
| S/B Mateo Street, N of 7th Street | 64.2 | 65.3 | 1.1 | No |

| | | | | |
|---|---|---|---|---|
| E/B 7th Street to Decatur Street | 69.0 | 71.4 | 2.4 | No |
| W/B 7th Street from Decatur Street | 69.8 | 71.9 | 2.1 | No |
| *Shaded cells denote a significant impact on mobile source noise levels*<br>*Source: DKA Planning, 2016.* | | | | |

**Table IV-19**
**Estimated Cumulative PM Peak Hour Mobile Source Noise Levels**

| Roadway Segment | Estimated dBA, CNEL | | | |
|---|---|---|---|---|
| | No Project (2016) | With Project (2018) | Project & Cumulative Change | Significant Impact? |
| N/B Mateo Street, N of 7th Street | 63.9 | 65.2 | 1.3 | No |
| S/B Mateo Street, N of 7th Street | 63.7 | 65.0 | 1.3 | No |
| E/B 7th Street to Decatur Street | 69.4 | 72.2 | 2.8 | No |
| W/B 7th Street from Decatur Street | 69.2 | 72.0 | 2.8 | No |
| *Shaded cells denote a significant impact on mobile source noise levels*<br>*Source: DKA Planning, 2016.* | | | | |

**d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less Than Significant Impact.** A significant impact may occur if the 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 discussed above, impacts are expected to be less than significant for construction noise and vibration with the incorporation of mitigation, and for operational noise and vibration without any mitigation. The implementation of Mitigation Measures 12-2 through 12-5 would ensure that the 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. Mitigation Measures 12-2 through 12-59 would ensure that vibration impacts do not cause significant annoyance or building damage to adjacent receptors at the nearby high school, and these impacts would be less than significant.

**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?**

**No Impact.** A significant impact may occur if the Project were located within an airport land use plan and would introduce substantial new sources of noise or substantially add to existing sources of noise within or in the vicinity of the Project Site. There are no airports within a two-mile radius of the Project Site, and the Project Site is not within any airport land use plan or airport hazard zone. The Project would not expose people to excessive noise levels associated with airport uses. No impact would occur.

**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?**

**No Impact.** This question would apply to a project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. The Project Site is not located in the vicinity of a private airstrip. As no such facilities are located in the vicinity of the Project Site, no impact would occur.

**Cumulative Impacts: Noise**

**Less Than Significant Impact.** Construction of the Project would contribute to cumulative noise levels. One cumulative development project proposed near the Project Site was identified as a potential contributor of construction-related noise at sensitive receptors should construction of this project be done concurrently with construction of the Project. The cumulative project is located at 1525 East Industrial Street and consists of development of 344 multi-family dwelling units and approximately 30,000 square feet of office and restaurant uses. This site is located approximately 880 feet northwest of the Project Site.

However, even if both this cumulative project and the Project were to be constructed simultaneously, the cumulative noise impact would be less than significant for three key reasons. First, the only sensitive receptor that is likely to be impacted by the construction of both sites is the Para Los Niños pre-school facility. However, this facility is located 247 feet from the 1525 East Industrial Street project; as such, any construction noise from this potential development site would be significantly attenuated by both the substantial distance and the presence of tall industrial buildings that would block most of any noise path between the two sites. Second, the Project's impact on the Para Los Niños facility is negligible, only increasing ambient noise levels by 0.4 dBA, an inaudible impact. Finally, construction noise from the 1525 East Industrial Street project would not increase noise levels at Para Los Ninos.[77] Therefore, cumulative construction noise impacts would be less than significant.

With respect to cumulative operational noise impacts, the 2018 Future Year noise impacts for the AM and PM peak hours (as shown in Tables IV-18 and IV-19, above) address cumulative impacts as the traffic volumes for the future year include the Project traffic volumes plus the traffic volumes of all cumulative projects. Thus, as shown in the tables above, the Project's cumulative contribution to ambient noise levels would be less than significant.

[77] *ENV-2013-2994-MND, Table IV-13.*

## 13. POPULATION AND HOUSING

**a) Would the project 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)?**

**Less Than Significant Impact.** A significant impact may occur if a project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the project area that would otherwise not have occurred as rapidly or in as great a magnitude. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on population and housing growth shall be made considering: (a) the degree to which a project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/buildout, and that would result in an adverse physical change in the environment; (b) whether the project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and (c) the extent to which growth would occur without implementation of the project.

***Applicable Growth Forecasts***

*Regional Housing Needs Assessment*

The Regional Housing Needs Assessment (RHNA) is a key tool for SCAG and its member governments to plan for growth. The 2014-2021 RHNA quantifies the need for housing within each jurisdiction between 2014 and 2021. Communities then plan, consider, and decide how they will address this need through the process of completing the housing elements of their general plans. The RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth, so that they can grow in ways that enhance quality of life, and improve access to jobs, transportation and housing, without adversely impacting the environment. The RHNA is produced periodically by SCAG, as mandated by State law, to coincide with the region's schedule for preparing housing elements. It consists of two measurements of housing need: (a) existing need; and (b) future need.

The existing need assessment is based on data from the most recent U.S. Census to measure ways in which the housing market is not meeting the needs of current residents. These variables include the number of low-income households paying more than 30 percent of their income for housing, as well as severe overcrowding. The future need for housing is determined primarily by the forecasted growth in households in a community, based on historical growth patterns, job creation, household formation rates, and other factors to estimate how many households will be added to each community over the projection period. The housing need for new households is then adjusted to account for an ideal level of vacancy needed to promote housing choice, maintain price competition, and encourage acceptable levels of housing upkeep and repair. The RHNA also accounts for units expected to be lost due to demolition, natural disaster, or conversion to non-housing uses. The sum of these factors - household growth,

vacancy need, and replacement need - form the "construction need" assigned to each community. The City of Los Angeles was assigned a RHNA of 95,023 units for the 2014-2021 planning period. There is no process for allocating the citywide total to City subareas, such as a Community Plan Area. Finally, the RHNA considers how each jurisdiction might grow in ways that will decrease the concentration of low-income households in certain communities. The need for new housing is distributed among income groups to help each community move closer to the regional average income distribution.

*2016-2040 Regional Transportation Plan/Sustainable Communities Strategy*

Adopted by SCAG in April 2016, the 2016-2040 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) contains growth forecasts which are largely built off local growth forecasts from local governments like the City of Los Angeles. The growth forecasts utilized in the development of the RTP/SCS accommodate up to 4,609,400 persons; 1,690,300 households; and 2,169,100 jobs in the City of Los Angeles by 2040.

The Project Site is located in the City of Los Angeles and is governed by the Central City North Community Plan that implements land use standards of the General Plan Framework at the local level. This Community Plan area was projected to accommodate a population of 38,839 and a housing base of 7,481 units by 2010.[78]

The Project would develop 122 live/work units, 9,500 square feet of commercial space, and 5,885 square feet of arts and production and resident amenity space in the City of Los Angeles. The Project would add approximately 338 residents to the Plan area (assuming 2.77 persons per dwelling unit[79]). This would marginally increase population in the City, representing 0.04 percent of projected growth in the City of Los Angeles from 2012 through 2040.[80]

***Construction***

Construction job opportunities created as a result of the Project are not expected to result in any substantial population growth in the Project area. The work requirements of most construction projects are highly specialized so that construction workers remain at a job site only for the timeframe in which their specific skills are needed to complete a particular phase of the construction process.

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[78] *City of Los Angeles, Central City North Community Plan, http://cityplanning.lacity.org/complan/pdf/ccncptxt.pdf, December 15, 2000.*

[79] *City of Los Angeles, 2009 Population Estimate, Population by Housing Type, Central City North Community Plan Area, Census Tract 206050, Non-Single Family Units Resident Population per Unit, accessed August 25, 2016.*

[80] *SCAG, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, Demographics & Growth Forecast: http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf.*

Additionally, the construction workers would likely be supplied from the region's labor pool. The national unemployment rate for construction jobs was 4.6% as of June 2016.[81] Construction workers would not be likely to relocate their household as a consequence of working on the Project, and as such, significant housing or population impacts would not result from construction of the Project. Therefore, construction-related population growth impacts would be less than significant.

***Operation***

The Project would develop 122 live-work units, 9,500 square feet of commercial space, and 5,885 square feet of arts and production and resident amenity space on a site that is currently used for surface parking. Estimated Project population generation is shown in Table IV-20 and Project employee generation is shown in Table IV-21.

Based on the community's household demographics (e.g., an average of 2.77 persons per non single-family household), the construction of 122 additional live-work units at the Project Site would result in an increase in up to approximately 338 net permanent residents in the City of Los Angeles.[82] The proposed increase in housing units and population would be consistent with the SCAG forecast of 364,800 additional households and approximately 763,500 additional persons in the City of Los Angeles between 2012 and 2040.

Similarly, the Project would result in an increase of approximately 24 jobs (excluding construction-related jobs) upon completion. This increase would be consistent with the SCAG forecast of 472,700 additional jobs within the City by 2040.

**Table IV-20**
**Project Estimated Population Generation**

| Land Use | Quantity | Population Generation Rates | Total Population |
|---|---|---|---|
| **Project** | | | |
| Live-Work | 122 live/work units | 2.77 persons/DU | 338 |
| | | **Total Increase in Population** | **338** |
| *Note: DU = dwelling unit* | | | |

[81] *Bureau of Labor Statistics: http://www.bls.gov/iag/tgs/iag23.htm, accessed July 2016.*

[82] *Los Angeles Department of City Planning Demographic Research Unit, Census 2010 Population by Housing Type, Central City North Community Plan Area, website: http://www.cityplanning.lacity.org/DRU/HOMEDRU.cfm.*

**Table IV-21**
**Project Estimated Employment Generation**

| Land Use | Size | Employee Generation Rates | Total Employees |
|---|---|---|---|
| Retail | 3,245 sf | 2.2371 employees/1,000 sq.ft. | 7 |
| Creative Office | 2,700 sf | 3.4965 employees/1,000 sq.ft. | 9 |
| Restaurant | 3,555 sf | 2.2371 employees/1,000 sq.ft. | 8 |
| Arts & Production Space/Resident Amenities | 5,885 sf | N/A | 0 |
| | | **Total Project Employment** | **24** |

*Notes: sf = square feet; N/A = not applicable as the art and production space and other amenity areas within the Project would be for the exclusive use of Project residents.*

*Source: Employment rates based on Los Angeles Unified School District, 2012 Developer Fee Justification Study, February 9, 2012.*

*Localized Growth Forecasts*

Table IV-22 shows the existing (2010) population, housing, and employment within the Central City North Community Plan area. Table IV-23 shows the SCAG projected growth of the City of Los Angeles in population, housing, and employment to 2040. The Project's 24 employees would be well within SCAG estimates of growth for the City between 2012 and 2040. Therefore, the Project would result in a less than significant impact with respect to population, housing, and employment growth.

**Table IV-22**
**Population, Housing and Employment in the Central City North Community Plan Area**

| | Population | Housing (units) | Employment (jobs) |
|---|---|---|---|
| 2010 | 38,839 | 7,481 | 41,855 |

*Source: Central City North Community Plan, page I-3*

**Table IV-23**
**2012-2040 Population, Housing and Employment Growth Forecasts for the City of Los Angeles**

| | Population | Households | Employment (jobs) |
|---|---|---|---|
| 2012 | 3,845,500 | 1,325,500 | 1,696,400 |
| 2040 | 4,609,400 | 1,690,300 | 2,169,100 |
| Change (2012-2040) | +763,500 | +364,800 | +472,700 |

*Source: SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy.*

*Infrastructure Impacts*

Additionally, the Project would not cause growth (i.e., new employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of Project buildout, and that would result in an adverse physical change in the environment or introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan. Therefore, growth impacts of the Project related to infrastructure would be less than significant.

**b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

**No Impact.** A significant impact may occur if a project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The Project would consist of the development of new housing and commercial land uses on a site that is currently occupied by a surface parking lot. No displacement of existing housing would occur with the development of the Project, and therefore, no impact would occur.

**c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

**No Impact.** A significant impact may occur if a project would result in the displacement of existing occupied housing units, necessitating the construction of replacement housing elsewhere. The Project would consist of the development of new housing and commercial land uses on a site that is currently occupied by a surface parking lot. No displacement of existing occupied housing would occur with development of the Project, and therefore, no impact would occur.

**Cumulative Impacts: Population and Housing**

**Less Than Significant Impact.** Development of the Project in conjunction with the cumulative development projects would introduce additional residential, hotel, commercial/retail/restaurant, office, school, parking, and entertainment industry related uses to an already highly urbanized area of the City of Los Angeles. Any residential projects would result in direct population growth in the City of Los Angeles, while other types of cumulative projects could result in indirect population growth. Furthermore, the Project, in conjunction with the cumulative projects, is the type of project encouraged by SCAG and City policies to accommodate growth in urban centers that are close to existing employment centers and mass transit. Because no residents would be displaced and the population growth associated with the Project has already been anticipated and planned for within the City, cumulative impacts to population and housing would be less than significant.

## 14. PUBLIC SERVICES

**a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government 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 objective for any of the following public services:**

***i) Fire Protection***

**Potentially Significant Unless Mitigation Incorporated.** Based on the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service. The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to LAMC Section 57.09.07A, the maximum response distance between residential and commercial land uses and a LAFD fire station that houses an engine or truck company is 1.5 miles. If this distance is exceeded, all structures would be required to install automatic fire sprinkler systems.[84]

The Project would develop 122 live-work units, 9,500 square feet of commercial space, and 5,885 square feet of arts and production and resident amenity space on a site that is currently used for surface parking. The Project would generate up to approximately 338 new residents. Therefore, the Project could potentially increase the demand for LAFD services. LAFD Station No. 9 located at 430 East 7th Street, which is approximately 0.9 mile west of the Project Site, serves the Project Site. Station No. 9 is equipped with an Engine Company, Task Force, and Rescue Ambulance. Since the response distance does not exceed the 1.5-mile distance, fire protection response would be considered adequate, and impacts related to response distances would be less than significant.

Emergency vehicle access to the Project Site would continue to be provided from local and major roadways (i.e., 7th Street, Decatur Street). All circulation improvements proposed would be in compliance with the Fire Code, including any additional access requirements of the LAFD. Additionally, emergency access to the Project Site would be maintained at all times during both Project construction and operation. Therefore, impacts related to emergency access would be less than significant.

The adequacy of fire protection is also based upon the required fire flow, equipment access, and LAFD's safety requirements regarding needs and service for the area. The required fire flow necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. Pursuant to LAMC Section 57.09.06, City-established fire flow requirements vary from 2,000 gallons per

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[84] *LAFD website: http://lafd.org/prevention/hydrants/division_9_fc.html, accessed June 2016.*

minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch (PSI) is to remain in the water system while the required gpm is flowing. The overall fire flow requirement for the Project's mixed-use live-work/art and production development is 4,000 gpm from four fire hydrants flowing simultaneously with a residual water pressure of 20 PSI. The adequacy of existing water pressure and availability in the Project area with respect to required fire flow would be confirmed by LAFD during the plan check review process. As part of the normal building permit process, the Project will be required to upgrade water service laterals, meters, and related devices as may be required to provide require fire flow; however, no new water facilities are anticipated. Additional fire hydrants may be required, depending on the building design and Fire Department requirements. Such improvements would be conducted as part of the Project either on-site or off-site within the right-of-way under the City's B-Permit process. Construction activities to install any new pipes or pumping infrastructure would be temporary and in short duration and would not result in any significant environmental impacts.

To ensure that fire protection services are adequate within the proposed building and around the Project Site, Mitigation Measure 14-1 and 14-2 have been provided. Implementation of Mitigation Measures 14-1 and 14-2 would further reduce the already less than significant impacts with respect to fire protection .

**Mitigation Measures**

**14-1** The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features:

- Fire lanes, where required, shall be a minimum of 20 feet in width;
- All structures must be within 300 feet of an approved fire hydrant; and
- Entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

**14-2** Prior to plan check review, the Project Applicant shall consult with the Los Angeles Fire Department regarding the installation of public and/or private fire hydrants, sprinklers, access, and/or other fire protection features within the Project. All required fire protection features shall be installed to the satisfaction of the Los Angeles Fire Department.

### *(ii) Police Protection*

**Potentially Significant Impact Unless Mitigation Incorporated.** For the purpose of this analysis, a significant impact may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project, necessitating a new or physically altered station, the construction of which may cause significant environmental impacts. Based on the *L.A. CEQA Thresholds Guide*, the determination of

whether a project results in a significant impact on police protection shall be made considering the following factors: (a) the population increase resulting from the project, based on the net increase of residential units or square footage of non-residential floor area; (b) the demand for police services anticipated at the time of project buildout compared to the expected level of service available, considering, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and (c) whether the project includes security and/or design features that would reduce the demand for police services.

The Project Site is currently served by the City of Los Angeles Police Department's (LAPD) Central Bureau, which oversees LAPD operations in the Central, Hollenbeck, Newton, and Rampart areas. The Central Community Police Station located at 251 East 6th Street is approximately 1.2 miles driving distance from the Project Site. The Central Community Police Station area is approximately 4.5 square miles and includes the communities of Chinatown, Little Tokyo, South Park, Central City East, Historic Core, Financial District, Artist Lofts, Olvera Street, Jewelry District, the Convention Center, and the Fashion District. The boundaries of Central Area are as follows: Interstate 110 to the north, Washington Boulevard and 7th Street to the south, Metrolink Railroad Tracks to the east, and Interstate 110 to the west.

***Construction***

Construction sites, if not properly managed, have the potential to attract criminal activity (such as trespassing, theft, and vandalism) and can become a distraction for local law enforcement from more pressing matters that require their attention. However, the Project would employ construction safety features including erecting temporary fencing around the construction site to discourage trespassers and deter any potential criminal activity.

***Operation***

Operation of the Project would result in an increase of site visitors, residents, and employees within the Project Site, thereby generating a potential increase in the number of service calls from the Project Site. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons would be anticipated to escalate as a result of the increased on-site activity and increased traffic on adjacent streets and arterials. The Project would implement principles of the City of Los Angeles Crime Prevention through Environmental Design (CPTED) Guidelines. Specifically, the Project would include adequate and strategically positioned functional and thematic lighting to enhance public safety. Visually obstructed and infrequently accessed "dead zones" would be limited and, where possible, security controlled to limit public access. The building and layout design of the Project would also include nighttime security lighting and secure underground parking facilities. In addition, the continuous visible and non-visible presence of residents at all times of the day would provide a sense of security during evening and early morning hours. As such, the Project's residents would be able to monitor suspicious activity at the building entry points. These preventative and proactive security measures

would decrease the amount of service calls the LAPD would receive. In light of these features, it is anticipated that any increase in demands upon police services would be relatively low, and would not necessitate the construction of a new police station, the construction of which may cause significant environmental impacts.

Although the Project would not require the construction of a new or expanded police station, Mitigation Measures 14-3 and 14-4 would ensure that impacts to police protection services remain less than significant during Project operation.

**Mitigation Measures**

**14-3 Public Services (Police – Demolition/Construction Sites)**

- Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

**14-4 Public Services (Police)**

- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

***(iii) Schools***

**Less Than Significant Impact.** A significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the Los Angeles Unified School District (LAUSD). Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on public schools shall be made considering the following factors: (a) the population increase resulting from the project, based on the net increase of residential units or square footage of non-residential floor area; (b) the demand for school services anticipated at the time of project buildout compared to the expected level of service available (considering, as applicable, scheduled improvements to LAUSD services [facilities, equipment, and personnel] and the project's proportional contribution to the demand; (c) whether (and to the degree to which) accommodation of the increased demand would require construction of new facilities, a major reorganization of students or classrooms, major revisions to the school calendar (such as year-round sessions), or other actions which would create a temporary or permanent impact on the school(s); and (d)

whether the project includes features that would reduce the demand for school services (e.g., on-site school facilities or direct support to LAUSD).

The Project area is currently served by the following LAUSD public schools: 9th Street Elementary School, located at 835 Stanford Avenue, which serves kindergarten through fifth-grade students; and Hollenbeck Middle School, located at 2510 E. Sixth Street, which serves sixth- through eighth-grade students. Prospective students would have a choice of the following LAUSD high schools: Theodore Roosevelt Senior High, located at 456 S. Mathews Street, which serves ninth- through twelfth-grade students; Felicitas and Gonzalo Mendez Senior High, located at 1200 Plaza Del Sol, which serves ninth- through twelfth-grade students; and the Boyle Heights Science Technology Engineering and Math (STEM) High School, located at 456 S. Mathews Street, which serves ninth- through twelfth-grade students.[85] In addition, the LAUSD's Metropolitan Continuation High School is located immediately to the south of the Project Site, although this facility is targeted for specific categories of students and thus, would not be an automatic option for Project residents.

As shown in Table IV-24, the Project would generate approximately 23 elementary students, 8 middle school students, and 15 high school students, for a total of approximately 46 students. It is likely that some of the students generated by the Project would already reside in areas served by the LAUSD and would already be enrolled in LAUSD schools. However, for a conservative analysis, it is assumed that all students generated by the Project would be new to the LAUSD.

**Table IV-24**
**Project Estimated Student Generation**

| Land Use | Size | Elementary School Students[a] | Middle School Students[a] | High School Students[a] | Total Students |
|---|---|---|---|---|---|
| Live/Work Units | 122 du | 20 | 5 | 12 | 37 |
| Creative Office | 2,700 sf | 1 | 1 | 1 | 3 |
| Retail | 3,245 sf | 1 | 1 | 1 | 3 |
| Restaurant | 3,555 sf | 1 | 1 | 1 | 3 |
| **Total Project Estimated Students** | | **23** | **8** | **15** | **46** |
| **Less Existing Students** | | **-0** | **-0** | **-0** | **-0** |
| **Net Additional Students** | | **23** | **8** | **15** | **46** |

*Notes:*
*sf = square feet; du = dwelling units*
*No student generation assumed for art/production/resident amenity space was assumed.*
[a] *Student generation rates are as follows for residential uses: .1649 elementary, .0450 middle and .0943 high school students per unit.*
[b] *Student generation rates are as follows for commercial retail uses: .0234/1,000 sf elementary, .0123/1,000 sf middle*

[85] *Los Angeles Unified School District, Resident School Identifier, website: http://rsi.lausd.net/ResidentSchool Identifier/, accessed June 2016.*

*and .0123 high school students.*

[c] *Student generation rates are as follows for office uses: 0.0000233 elementary students/sf; 0.0000108 middle school students/sf; and 0.0000104 high school students/sf.*

*Source: Los Angeles Unified School District, School Fee Needs Analysis, September 2012.*

Student enrollment in 2013-14, the most recent year for which data are available, was 177 students at 9th Street Elementary, 1,038 students at Hollenbeck Middle School, 661 students at Mendez High School, 2,064 students at Roosevelt High School, and 97 students at the Boyle Heights STEM High School. California Education Code Section 17620(a)(1) states that the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirements against any construction within the boundaries of the district, for the purposes of funding the construction or reconstruction of school facilities. The LAUSD School Facilities Fee Plan has been prepared to support the school district's levy of the fees authorized by California Education Code Section 17620.

The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to mitigate a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits, and subdivisions. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA, or other State or local law.

The Project Applicant will be required to pay mandatory developer fees to offset the Project's demands upon local schools. Thus, the Project's potential impact upon public school services would be less than significant.

***(iv) Parks***

**Less Than Significant Impact.** A significant impact would occur if the Project resulted in the construction of new recreation and park facilities that creates significant direct or indirect impacts to the environment.

The City of Los Angeles Department of Recreation and Parks (LADRP) manages all municipally owned and operated recreation and park facilities within the City. A half-mile radius is the standard service radius for neighborhood parks, and a two-mile radius is the standard service radius for community parks. Table IV-25 shows the parks and recreation centers that are located within an approximate two-mile radius of the Project Site, according to LADRP's facility locator.

**Table IV-25**
**Recreation and Park Facilities within the Project Area**

| Park Name | Park Size | Park Amenities | Distance to Project Site |
|---|---|---|---|
| Arts District Park | 0.5 acre | Children's playground, mural wall, shade structure, benches and tables | 0.5 mile |
| 6th and Gladys Street Park | 0.33 acre | Basketball courts and children's play area | 0.7 mile |
| Aliso Pico Recreation Area | 4.41 acres | Auditorium, baseball diamond, basketball courts, children's play area, community room, indoor gym, tennis courts and volleyball courts. | 1.2 miles |
| Spring Street Park | 0.70 acres | Walking paths, landscaping, lawn, seating, water feature and art work | 1.5 miles |
| Pershing Square | 5.02 acres | Civic events, ice skating (seasonal), outdoor stage, open space and park benches. | 1.6 miles |
| City Hall Park Center | 1.71 acres | Open Space | 1.6 miles |
| Boyle Heights Sports Center | 7.18 acres | Barbecue pits, baseball diamond, basketball courts, children's play area, community room and picnic tables. | 1.3 miles |
| Los Angeles Plaza Park | 1.81 acres | Open space | 1.8 miles |
| Pecan Park | 4.28 acres | Basketball courts, children's play area, community room, handball courts, indoor gym, picnic tables, restroom, seasonal pool and volleyball courts. | 1.5 miles |
| Hollenbeck Park | 18.30 acres | Auditorium, barbecue pits, basketball courts, children's play area, community room, indoor gym and picnic tables. | 1.4 miles |
| Grand Park (Civic Center) | 12 acres | Open space, benches, landscaping, coffee shop, performance lawn, event lawn, fountain, and community terrace. | 2.0 miles |
| Grand Hope Park (FIDM) | 2.50 acres | Children's play area, open space, garden pergolas and fountains | 1.8 miles |
| Lani Vest Pocket Park | 0.09 acres | Open Space | 1.8 miles |
| **Total Parkland** | **58.33 acres** | | |

*Source: City of Los Angeles Department of Recreation and Parks, Location Map, website: http://raponline.lacity.org/maplocator, accessed September, 2014. Parcel sizes were measured using* City of Los Angeles Department of Planning, Zone Information and Map Access System, *website: http://zimas.lacity.org/, accessed June 2016. Distances to facilities were measured within a two-mile walking distance from the Project Site using Google Maps, accessed June 2016.*

The Public Recreation Plan (PRP), a portion of the Service Systems Element of the City of Los Angeles General Plan, provides standards for the provision of recreational facilities throughout the City and includes Local Recreation Standards. The desired long-range standard for local parks is based on two acres per 1,000 persons for neighborhood parks and two acres per 1,000 persons for community parks or four acres per 1,000 persons of combined neighborhood and community parks. However, the PRP also notes that these long-range standards may not be reached during the life of the plan, and, therefore, includes more attainable short- and intermediate-range standards of one acre per 1,000 persons for neighborhood parks and one acre per 1,000 persons for community parks, or two acres per 1,000 people of combined neighborhood and community parks. It is important to note that these standards are Citywide goals and are not intended to be requirements for individual development projects.

The Project Site is located within a highly urbanized area of the Central City North community and has access to approximately 58.33 acres of parkland and public recreation facilities within a two-mile radius. As summarized in Table IV-23 above, these facilities range in size from a 0.09-acre pocket park to the 18-acre Hollenbeck Park and Recreation Center. It is estimated that the development of the Project would result in an increase of approximately 338 new residents to the Central City North Community Plan area. Based on the long-term parkland ratio goal of four acres per 1,000 residents, the Project would generate a need for approximately 1.35 acres of public parkland. Based on the short and intermediate term goal, the Project would generate a need for approximately 0.68 acre of public parkland.

Since the Project Applicant is seeking a tract map and a Vesting Zone Change, this demand would be met through a combination of on-site open space proposed within the Project, payment of applicable taxes in accordance with LAMC Section 21.10.3(a)(1), payment of applicable Quimby Fees pursuant to LAMC Section 12.33, and/or the availability of existing park and recreation facilities within the area. The Project would provide 10,393 square feet of open space on-site. The Project would also be subject to the applicable provisions of LAMC Sections 12.33 and/or 17.12, requiring the payment of Quimby fees to the City of Los Angeles, or LAMC Section 21.10.3(a)(1) requiring payment of a Dwelling Unit Construction Tax. Thus, the Project's impact upon parks and recreational facilities would be less than significant and no mitigation is required.

### *(v) Other Public Facilities (Libraries)*

**Less Than Significant Impact.** A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve the Project Site. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on libraries shall be made considering the following factors: (a) the net population increase resulting from the project; (b) the demand for library services anticipated at the time of project buildout compared to the expected level of service available (considering, as applicable, scheduled improvements to existing library services [renovation, expansion, addition or relocation] and the project's proportional contribution to the demand;

and (c) whether the project includes features that would reduce the demand for library services (e.g., on-site library facilities or direct financial support to the Los Angeles Public Library).

Within the City of Los Angeles, the Los Angeles Public Library (LAPL) provides library services at the Central Library, seven regional branch libraries, 56 community branches and two bookmobile units, consisting of a total of five individual bookmobiles. Approximately 6.5 million books and other materials comprise the LAPL collection. The LAPL branches currently serving the Project Site include the Central Library, located at 630 W. 5th Street, approximately 1.8 miles northwest of the Project Site and the newly constructed Little Tokyo Branch Library located at 203 S. Los Angeles Street, approximately 1.5 miles northwest of the Project Site. Table IV-26 below lists these libraries and their corresponding volumes and circulation.

**Table IV-26**
**Los Angeles Public Libraries in Project Vicinity**

| Name | Address | Size (sf) | Volumes / Circulation | Current / Future Service | Staff |
|---|---|---|---|---|---|
| Los Angeles Central Library | 630 W. 5th St. | 538,000 | 2.7 million / 942,297 | 3,792,621 / 4,298,891 | 174 |
| Little Tokyo Branch | 203 S. Los Angeles St. | 12,500 | 67,107 / 172,580 | 43,912 / No Forecast | 8.25 |
| *Current – 2010 Census; Future – 2020 SCAG projections*<br>*Staffing is full-time equivalent.* | | | | | |

The City of Los Angeles Public Library ("LAPL") Criteria for New Libraries (formerly Site Selection Guidelines) recommended sizes for libraries are 12,500 square-foot (sf) facilities for communities with less than a population of 45,000 and 14,500 sf facilities for communities with a population of more than 45,000.[86] At 500,000 sf, the Central Library far exceeds these criteria and currently meets the library demands of the surrounding community. Therefore, it would be able to meet the Project's demand for library services, and the Project's impacts upon library services from its projected 338 new residents would be less than significant.

The Project would generate roughly 24 employees. Employees of commercial development do not typically frequent libraries during work hours but are more likely to use libraries near their homes during non-work hours. Therefore, potential impacts to library service and facilities resulting from Project employment generation would be less than significant.

[86] *LAPL Strategic Plan (2007-2010)*

**Cumulative Impacts: Public Services**

**(i) Fire Protection**

**Less Than Significant Impact.** Development of the Project, in conjunction with the cumulative development projects, would result in an intensification of existing land uses in an already highly urbanized area of Los Angeles and could increase the demand for fire protection services in the vicinity of the projects. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Project and the cumulative projects would contribute. Each project would be individually subject to LAFD review and would be required to comply with all applicable fire safety requirements of the LAFD in order to adequately mitigate fire protection impacts. To the extent cumulative development causes the need for additional fire stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development on any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, the LAFD does not currently have any plans for new fire stations to be developed in proximity to the Project area. Therefore, no impacts from new fire station construction are currently anticipated to occur. On this basis, the Project would not make a cumulatively considerable contribution to the need for new fire protection facilities, and cumulative impacts on fire protection would be less than significant.

**(ii) Police Protection**

**Less Than Significant Impact.** Development of the Project, in conjunction with the cumulative development projects, would result in an intensification of existing land uses in an already heavily urbanized area of Los Angeles and could increase the demand for police protection services in the vicinity of the projects. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Project and the cumulative projects would contribute. In addition, each project would be individually subject to LAPD review and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. Furthermore, each cumulative project would likely be required to install and/or incorporate adequate crime prevention design features in consultation with the LAPD, as necessary, to further decrease the demand for police protection services.

To the extent cumulative development causes the need for additional police stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development on any new police stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAPD does not currently have any plans for the development of new

police stations in the vicinity of the Project Site, no impacts with respect to construction of new stations are currently anticipated to occur. On this basis, the Project would not make a cumulatively considerable contribution to the need for new police protection services or facilities, and cumulative impacts on police protection would be less than significant.

**(iii) Schools**

**Less Than Significant Impact.** Development of the Project, in conjunction with the cumulative development projects, would result in an intensification of existing prevailing land uses in an already heavily urbanized area of Los Angeles and would be expected to result in a cumulative increase in the demand for school services. Together, the cumulative projects would have the potential to generate students who would attend the same schools as the Project.

As shown in Table IV-27, the Project, together with the cumulative projects, would cumulatively contribute approximately 6,478 elementary school students, 3,128 middle school students, and 3,154 high school students. This would create an increased cumulative demand on the local school districts. However, each cumulative project would be required to pay school developer fees, pursuant to California Education Code Section 17620(a)(1), which would alleviate cumulative impacts. As such, cumulative impacts on schools would be less than significant.

**Table IV-27**
**Projected Cumulative Student Population**

| Land Use | Size | Elementary School Students | Middle School Students | High School Students | Total Students |
|---|---|---|---|---|---|
| Hotel [a b] | 1,679,275 sf | 13 | 6 | 6 | 25 |
| Industrial [c d] | 1,570,400 sf | 28 | 13 | 13 | 54 |
| Multi-Family Residences [e] | 30,729 du | 6,275 | 3,036 | 3,058 | 12,369 |
| Office [f] | 4,345,520 sf | 101 | 47 | 45 | 193 |
| Retail [g h] | 2,546,618 sf | 38 | 18 | 17 | 73 |
| **Cumulative projects Student Total: [i]** | | **6,455** | **3,120** | **3,139** | **12,714** |
| **Proposed Project Net Student Total:** | | **23** | **8** | **15** | **46** |
| **Cumulative Student Total:** | | **6,478** | **3,128** | **3,154** | **12,760** |
| **Proposed Project's % of Cumulative:** | | **0.04%** | **0.03%** | **0.03%** | **0.04%** |

*Notes:*
*sf = square feet; du = dwelling units*
[a] *Student generation rates are as follows for hotel uses: .0076 elementary, .0035 middle and .0034 high school students per 1,000 sf.*
[b] *Hotel rooms assumed to be 575 sf; includes conference center.*
[c] *Student generation rates are as follows for industrial uses: .0180 elementary, .0083 middle and .0080 high school students per 1,000 sf.*
[d] *Includes manufacturing, warehouse and bus maintenance uses.*
[e] *Student generation rates are as follows for residential uses: .2042 elementary, .0988 middle and .0995 high school students per unit.*
[f] *Student generation rates are as follows for office uses: .0233 elementary, .0108 middle and .0104 high school students per 1,000 sf.*
[g] *Student generation rates are as follows for retail uses: .0149 elementary, .0069 middle and .0067 high school students per 1,000 sf.*
[h] *Includes restaurant (fast-food and quality), bar, pharmacy, gym, museum, gallery, and cinema uses.*
[i] *Excludes school, child care, library, and park land use cumulative projects.*

*Source: Los Angeles Unified School District, School Fee Justification Study, September 2002.*

**(iv) Parks**

**Less Than Significant Impact.** Development of the Project, in conjunction with the cumulative projects, could result in an increase in permanent residents residing in the vicinity. In the absence of mitigation, additional cumulative development would contribute to lowering the City's existing parkland to population ratio, which is currently below the long-term goal standards. However, each of the residential projects is expected to comply with payment of Quimby (for condominium units or projects seeking zone changes) or other fees, such as the Dwelling Unit Construction Tax (for apartment units). Each residential project would also be required to comply with the on-site open space requirements of the LAMC.

Therefore, with payment of the applicable recreation fees on a project-by-project basis, cumulative impacts would be less than significant.

**(v) Other Public Facilities**

**Less Than Significant Impact.** Development of the Project, in conjunction with the cumulative projects that have residential components, could generate additional residents who could increase the demand upon library services. This increase in resident population would increase demand upon public library services. To meet the increased demands upon the City's Public Library system, Los Angeles voters passed a Library Bond Issue for $178.3 million to improve, renovate, expand, and construct 32 branch libraries. Since the Program's inception in 1998, the Library Department and the Department of Public Works, Bureau of Engineering have made considerable progress in the design and construction of the branch library facilities. As noted, the Central Library far exceeds the LAPL criteria for its service area. Therefore, the Project would not make a cumulatively considerable contribution to impacts upon the City's library system. Therefore, cumulative impacts related to library facilities would be less than significant.

## 15. 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?**

**Less Than Significant Impact.** 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 *L.A. 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 Project will generate approximately 338 residents and will provide approximately 10,393 square feet of open space areas, including private open space on balconies and common open space areas with a rooftop pool deck and courtyards. 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 Project would utilize recreation and park facilities in the surrounding area. As noted in Table IV-25, above, there are 12 existing, new, and recently improved parks within the Project Area totalizing more than 58 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; Arts District Park, att 501 S. Hewitt Street; and Spring Street Park, a pocket park developed at 426 S. Spring Street. The Project would also be subject to the applicable provisions of LAMC Sections 12.33 and/or 17.12, requiring the payment of Quimby fees to the City of Los Angeles, or LAMC Section 21.10.3(a)(1) requiring payment of a Dwelling Unit Construction Tax. Therefore, the Project would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities 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?**

**Less Than Significant Impact.** A significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. The Project will provide approximately 10,393 square feet of open space areas on-site. As previously discussed in Question 15(a), the 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 58 acres that are available to serve the future residents and 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 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 Project's increased demands upon recreational facilities would not in and of itself necessitate the construction of a new park, which might have an adverse physical effect on the environment. Thus, impacts to park and recreational facilities would be less than significant.

**Cumulative Impacts: Recreation**

**Less Than Significant Impact.** Development of the Project in conjunction with the cumulative projects would be expected to increase the cumulative demand for parks and recreational facilities in the City of Los Angeles. A number of new parks and recently renovated park improvements have been made in the downtown area to accommodate cumulative demands created by increased residential development. Each cumulative project that includes residential units would be required to pay the Dwelling Unit Construction Tax and/or applicable Quimby fees to mitigate impacts upon park and recreational facilities. Additionally, each such residential project would be subject to the provisions of the LAMC for providing on-site open space, which is proportionately based on the amount of new development. Therefore, the Project would have a less than significant incremental contribution to the potential cumulative impact on recreational resources, and cumulative impacts on park and recreation facilities would be less than significant.

## 16. TRANSPORTATION AND TRAFFIC

The following section summarizes and incorporates by reference the information provided in the Traffic Study for the 1800 E. 7th Street Project (Traffic Study) prepared by Kunzman Associates, Inc., dated August 26, 2016. The Traffic Study and related correspondence from the Los Angeles Department of Transportation are provided in the case file.

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

**Potentially Significant Unless Mitigation Incorporated.** 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 LADOT's recommended level of service. As discussed in Section II, Project

Description, vehicular access to the Project Site will be provided via a driveway/garage entry/exit on Decatur Street.

**Introduction**

***Area Transportation Facilities***

The Project Site is located just east of downtown Los Angeles, an area that is served by an extensive freeway network. Primary regional access to the general area of the Project Site is provided by the Santa Ana Freeway (US-101) and the Golden State Freeway (I-5). Both freeways run in a north-south direction and are located east of the Project Site. These two facilities also provide access to the San Bernardino (I-10) and Pomona (State Route 60) Freeways to the east, to the Harbor Freeway (I-110) to the west, and to the Santa Monica Freeway (I-10) to the south.

The following streets serve the Project study area:

- Alameda Street: This north/south roadway is four lanes divided in the study area. Alameda Street is classified as an Avenue I in the City of Los Angeles Mobility Plan.
- Decatur Street: This north/south roadway is two lanes undivided in the study area. Decatur Street is classified as an Industrial Collector Street in the City of Los Angeles Mobility Plan.
- Mateo Street: This north/south roadway is two lanes undivided in the study area. Mateo Street is classified as an Avenue III in the City of Los Angeles General Plan Mobility Plan.
- 7th Street: This east/west roadway is four lanes undivided in the study area. 7th Street is classified as an Avenue II in the City of Los Angeles General Plan Mobility Plan.

***Level of Service Methodology***

Level of Service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F, with each level defined by a range of volume/capacity (V/C) ratios. Table IV-28 defines the ranges of V/C ratios and their corresponding levels of service for signalized intersections. LOS D is typically recognized as the satisfactory service level in urban areas, and LOS E is often recognized as the standard in downtown areas. Intersection analysis was conducted using the "Critical Movement Analysis (Planning Method)" as described in "Transportation Research Circular 212, Transportation Research Board, Washington D.C. 1980," to obtain volume/capacity (V/C) ratios for each intersection.

**Table IV-28**
**Level of Service as a Function of CMA Value or Average Vehicle Delay**

| CMA Value | Level of Service | Intersection Operation/Traffic Flow Characteristics |
|---|---|---|
| $\leq 0.600$ | A | Excellent Operation |
| $> 0.600 \leq 0.700$ | B | Very Good Operation |

| | | |
|---|---|---|
| > 0.700 ≤ 0.800 | C | Good Operation |
| > 0.800 ≤ 0.900 | D | Fair Operation |
| > 0.900 ≤ 1.000 | E | Poor Operation |
| > 1.000 | F | Forced Flow |
| *Source: The Mobility Group, 2013.* | | |

***Thresholds of Significance***

*Intersection Capacity*

LADOT defines a significant traffic impact attributable to a project based on a "stepped scale", with intersections at high volume-to-capacity (V/C) ratios being more sensitive to additional traffic than those operating with available surplus capacity. A significant impact is identified as an increase in the V/C value, due to project-related traffic, of 0.010 or more when the final ("With Project") Level of Service is E or F, a V/C increase of 0.020 or more when the final Level of Service is LOS D, or an increase of 0.040 or more at LOS C, as summarized in Table IV-29. No significant impacts are deemed to occur at LOS A or B, as these operating conditions exhibit sufficient surplus capacities to accommodate traffic increases with little effect on traffic delays.

**Table IV-29**
**City of Los Angeles Significant Traffic Impact Criteria**

| With Project Traffic | | Project-Related Increase in V/C Ratio |
|---|---|---|
| **LOS** | **V/C Ratio** | |
| C | 0.701 - 0.800 | Equal to or greater than 0.040 |
| D | 0.801 - 0.900 | Equal to or greater than 0.020 |
| E/F | > 0.900 | Equal to or greater than 0.010 |
| *Source: Kunzman Associates, Inc., 2016.* | | |

***Study Intersections***

The scope of the traffic study was reviewed and approved by the City of Los Angeles Department of Transportation (LADOT) to ensure that appropriate analysis methodologies and assumptions were utilized. Based on LADOT's recommendations, the traffic study evaluates the existing (2016) and forecast future (2018) conditions at four study intersections, three of which currently exist. The analyzed locations correspond to locations where potential traffic impacts from the Project are most likely to occur. The intersections identified for analysis are as follows:

- 7th Street & Alameda Street
- 7th Street & Decatur Street
- Decatur Street & Project Driveway (future intersection)

- 7th Street & Mateo Street

The study intersection locations are shown on Figure IV-5. All three of the existing intersections are signalized and operate under the City's Automated Traffic Surveillance and Control (ATSAC) system which is a centralized control system that provides for the coordination of traffic signal timing to maximize the street capacities and to minimize traffic delays on City streets. The existing lane configurations for these analyzed intersections are shown in the Traffic Impact Study.

**Existing Conditions**

***Intersections***

Traffic counts were obtained for all of the analyzed intersections during May 2014. A growth rate has been applied to these traffic counts to account for growth on study area roadways from 2014 to 2016. As recommeneded by LADOT, current (2016) traffic volumes have been calculated based on a one percent annual growth rate of counted traffic volumes over a two-year period. Existing average daily traffic volumes on the street network surrounding the Project Site are illustrated on Figure IV-6.

There are two peak traffic periods in a weekday. The morning peak hour is between 7:00 a.m. and 10:00 a.m (AM peak hour), and the evening peak hour is between 3:00 p.m. and 6:00 p.m. (PM peak hour). The actual peak hour within the three-hour interval is the four consecutive 15-minute periods with the highest total volume when all movements are added together. Thus, the evening peak hour at one intersection may be 4:45 p.m. to 5:45 p.m. if those four consecutive 15-minute periods have the highest combined volume. AM and PM peak hour traffic counts (7-10 a.m. and 3-6 p.m.) were conducted by Kunzman Associates, Inc. Table IV-30 summarizes the existing AM and PM peak hour V/C ratios and corresponding levels of service at the analyzed intersections. As shown in Table IV-30, all three of the existing study intersections currently operate at LOS B or better during the AM and PM peak periods.

**Table IV-30**
**Existing Conditions – Intersections Level of Service**

| Intersection | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | V/C | LOS | V/C | LOS |
| 1. Alameda Street & 7th Street | 0.662 | B | 0.551 | A |
| 2. Decatur Street & 7th Street | 0.255 | A | 0.239 | A |
| 4. Mateo Street & 7th Street | 0.436 | A | 0.384 | A |
| *Source: Kunzman Associates, Inc., 2016.* | | | | |

***Transit Service***

The Project Site is in close proximity to the MTA's express bus system, known as Metro Rapid. 7th Street carries one Metro Rapid line (760) and two Metro Bus lines (60, 62) in an east-west direction. The Greyhound Bus Terminal is also located one block west of the Project Site on 7th Street, with inter-city bus service to various locations outside of the Los Angeles area.

The Metro Gold Line rail system is located at the Little Tokyo/Arts District station at 1st Street and Alameda Street. The Metro Gold Line offers service to East Los Angeles to the east and Pasadena to the northeast. The Metro Gold Line connects to Union Station, providing access to Metrolink, the Metro Silver Bus Line, and Metro Rail Red and Purple Lines.

DASH Downtown Route A bus stops at 3rd Street and Alameda Street, which is near the Project Site. DASH Route A bus, which travels through the Arts District, provides access to the Civic Center, prime locations in the core of downtown Los Angeles, the Financial District and Central City West. DASH Route A bus line also connects to the Metro's Expo, Red, Purple, and Blue rail lines at the 7th Street/Metro Center.

Residents may access downtown and the Metro Rail system by using the Metro Gold Rail Line, Metro Rapid Bus, or the DASH Route A bus line, benefiting from the opportunity to forego the use of the automobile while commuting to jobs in the downtown area. Many residents in the Arts District work at their place of residence, thereby eliminating the need for any commuting.

**Future Conditions without Project**

***Cumulative Traffic Forecasts***

In order to evaluate the potential cumulative traffic impacts of the Project, it was necessary to first estimate and then analyze future traffic conditions without the project. The year selected for this analysis is 2018, when the Project is expected to be completed. Future traffic forecasts were estimated by forecasting two separate components of traffic growth in the study area.

The first component represents the ambient growth that is a general growth in traffic volumes due to minor new developments in the Project area, and regional growth and development outside the study area. A growth rate of one percent per year (over a two-year period) was assumed for this ambient traffic growth in conjunction with LADOT. The existing traffic counts were therefore adjusted upward by a total of two percent to represent the ambient growth to the project completion year.

The second component of future growth relates to specific development projects located in the study area that are either under construction, approved, or under formal planning consideration and potentially could be in place by the year 2018 when the proposed Project is anticipated to be completed. The process of estimating traffic from these cumulative projects is discussed below.

This dual approach is conservative in that not all of the cumulative projects may be ultimately built, and not all may be built by 2018. Because this analysis includes both a list of specific cumulative projects and a general background growth factor, the analysis likely overstates the future growth in traffic without the subject Project.

*Cumulative Projects*

A list of proposed development projects that could affect traffic conditions in the Project area was prepared based on information obtained from a variety of sources including the City of Los Angeles, other studies and reports, and field verification and observations. A total of 98 potential development projects were identified and are listed in Table II-3. The locations of these cumulative projects are shown on Figure II-15. It should also be noted that for purposes of preparing a conservative analysis, no potential street improvements or transportation mitigation measures that might be associated with any of the cumulative projects were assumed in the future conditions traffic analysis.

Trip generation estimates for the cumulative projects were also prepared. These were generally taken from the environmental and/or traffic studies prepared for the individual projects. Where the information was not available from previous reports, the trip generation was estimated using trip rates developed by the Institute of Transportation Engineers (ITE). Similarly, trip distribution estimates were also taken from previous studies where available or were estimated based on an understanding of the type of the project, its location, and the downtown roadway and circulation system.

A detailed breakdown of the cumulative project trip generation and traffic distribution is provided in the Project Traffic Study (see Table 5a).

***2018 Without Project Traffic Forecast***

The trip estimates above were then added to the roadway network and combined with existing volumes and ambient traffic growth (described earlier) to provide forecasts of future traffic conditions in the study area without the Project in 2018, for both the AM and PM peak hours, representing the future traffic conditions without the Project. The Future Without Project average daily traffic volumes are illustrated on Figure IV-7.

***2018 Without Project Intersection Level of Service Forecast***

The Future Without Project traffic forecasts were evaluated to determine the V/C ratio and LOS for the analyzed intersections for both the AM peak hour and the PM peak hour. The results of this analysis are presented in Table IV-31, which summarizes the intersection levels of service calculated for the Future Without Project conditions. As shown in Table IV-31, all studied intersections are projected to operate at LOS D or better during the AM and PM peak hours in 2018.

**Table IV-31**
**Future Without Project Conditions – Intersections Level of Service**

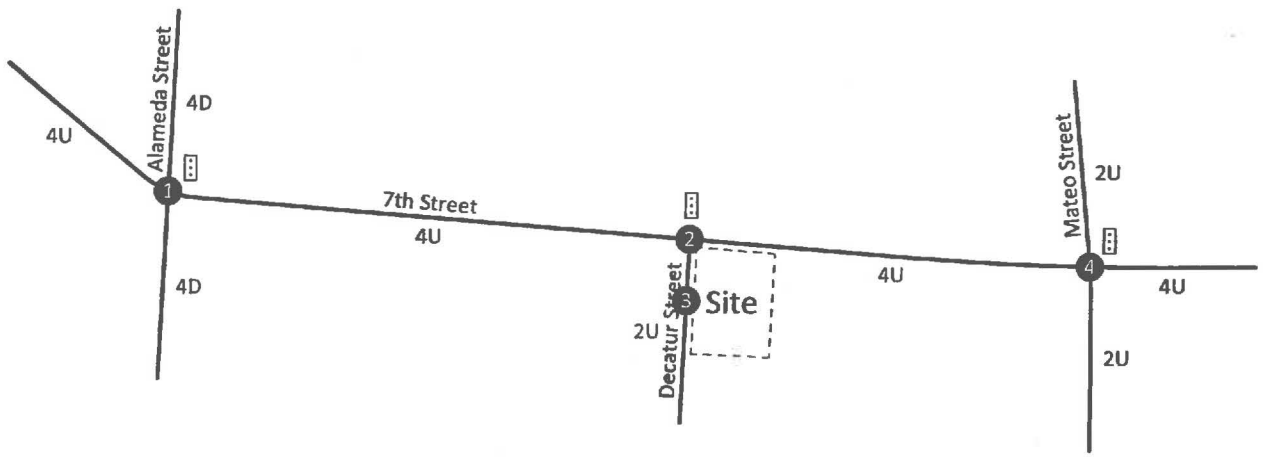
| Intersection | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | V/C | LOS | V/C | LOS |
| 1. Alameda Street & 7th Street | 0.897 | D | 0.877 | D |
| 2. Decatur Street & 7th Street | 0.395 | A | 0.431 | A |
| 4. Mateo Street & 7th Street | 0.685 | B | 0.775 | C |

*Source: Kunzman Associates, Inc., 2016.*

## Project Trip Generation

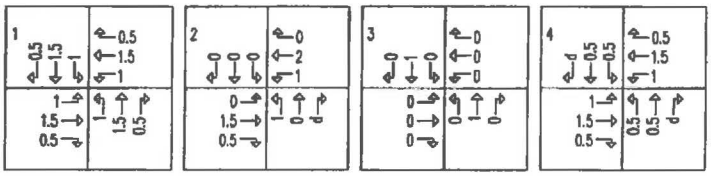
Trip generation for the Project was estimated using trip rates from *Trip Generation Manual – 9th Edition* (Institute of Transportation Engineers, 2012), specifically, Land Use Codes 220, 710, 826, and 932. The Project would develop 122 live/work units, a 4,605 square feet of restaurant space (including outdoor patio dining areas), 3,245 square feet of specialty retail space, and 2,700 square feet of creative office space.

The trips generated by the Project were determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are predicated on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and life styles remain similar to what are known today. A major change in these variables may affect trip generation rates. Trip generation rates were determined for morning peak hour inbound and outbound traffic and evening peak hour inbound and outbound traffic for the proposed land uses in the Project. By multiplying the trip generation rates by the land use quantities, the traffic volumes are determined. Table IV-32 exhibits the trip generation rates, Project peak hour volumes, and Project daily traffic volumes identified in the Project Traffic Study. The Project trip distributions were provided by LADOT and are shown on Figure IV-8. Average daily traffic volumes generated by the Project are shown on Figure IV-9.




## Legend

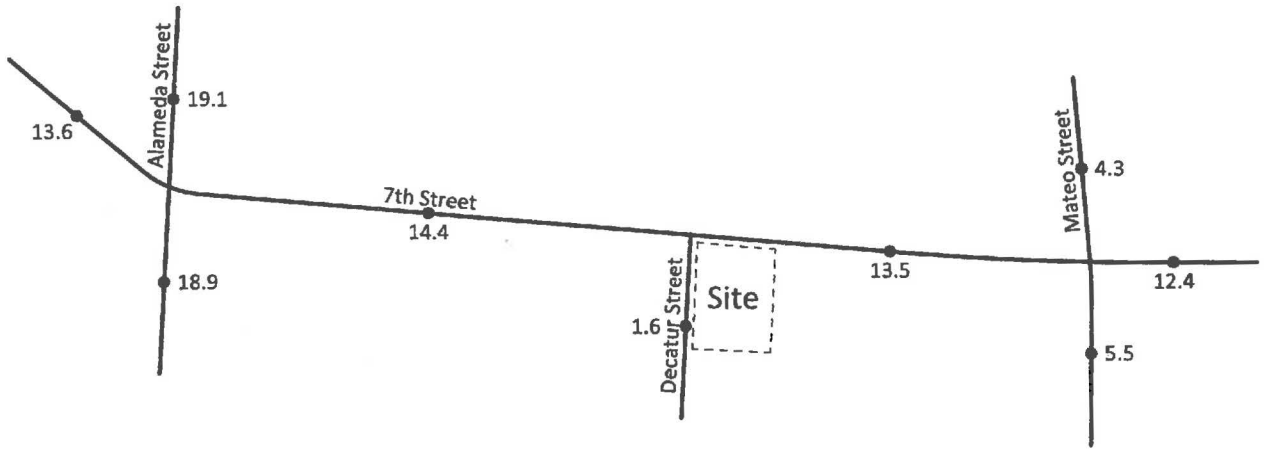
- = Traffic Signal
- 4 = Through Travel Lanes
- D = Divided
- U = Undivided
- d = De Facto Right Turn




Source: Kunzman Associates, Inc., 2016.

CAJA Environmental Services, LLC

Figure IV-5
Study Intersections




## Legend

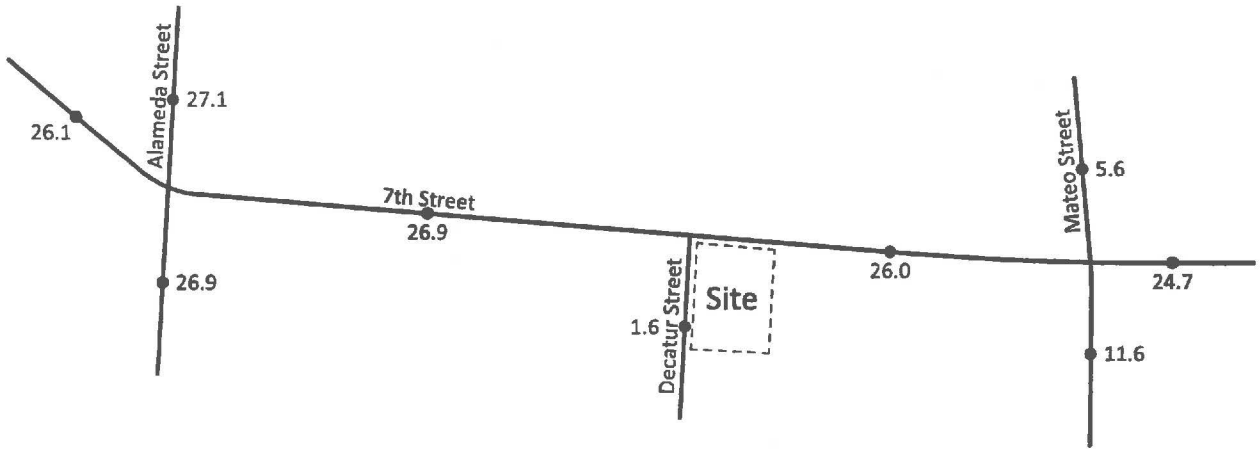
14.4 = Vehicles Per Day (1,000's)

NORTH

Source: Kunzman Associates, Inc., 2016.

CAJA Environmental Services, LLC

Figure IV-6
Existing Average Daily Traffic Volumes




## Legend

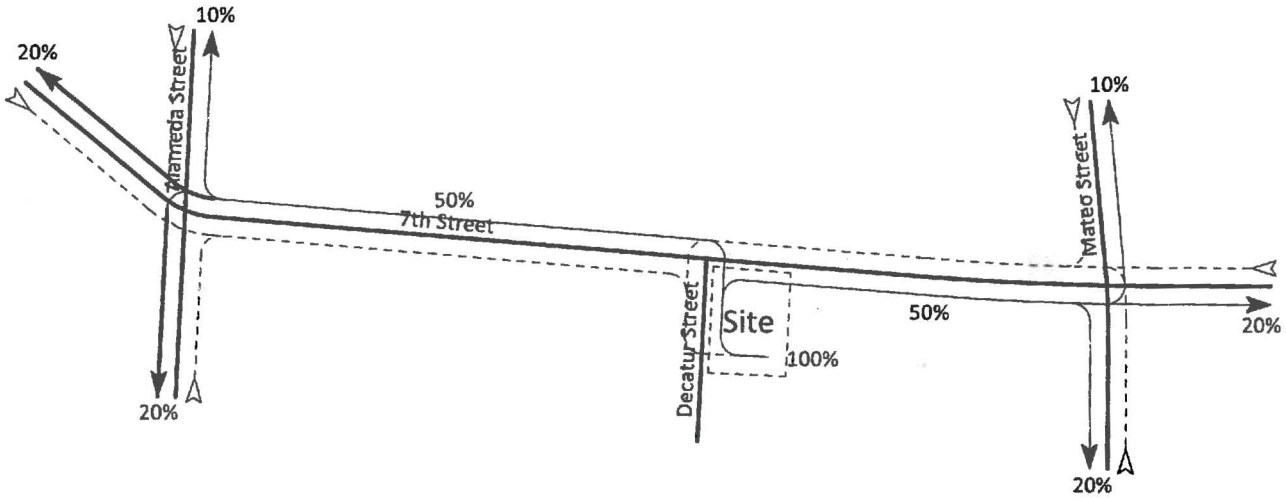
24.7 = Vehicles Per Day (1,000's)

NORTH

Source: Kunzman Associates, Inc., 2016.

CAJA Environmental Services, LLC

Figure IV-7
Future (2018) Without Project Average Daily Traffic Volumes




## Legend

10% = Percent To/From Project

= Inbound

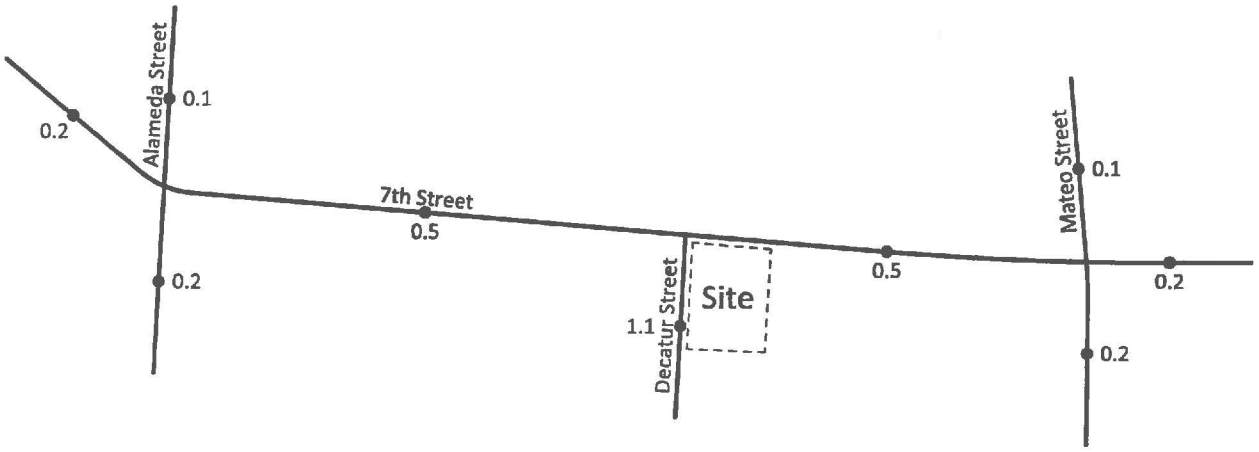
= Outbound

NORTH

Source: Kunzman Associates, Inc., 2016.

CAJA Environmental Services, LLC

Figure IV-8
Project Trip Distribution




## Legend

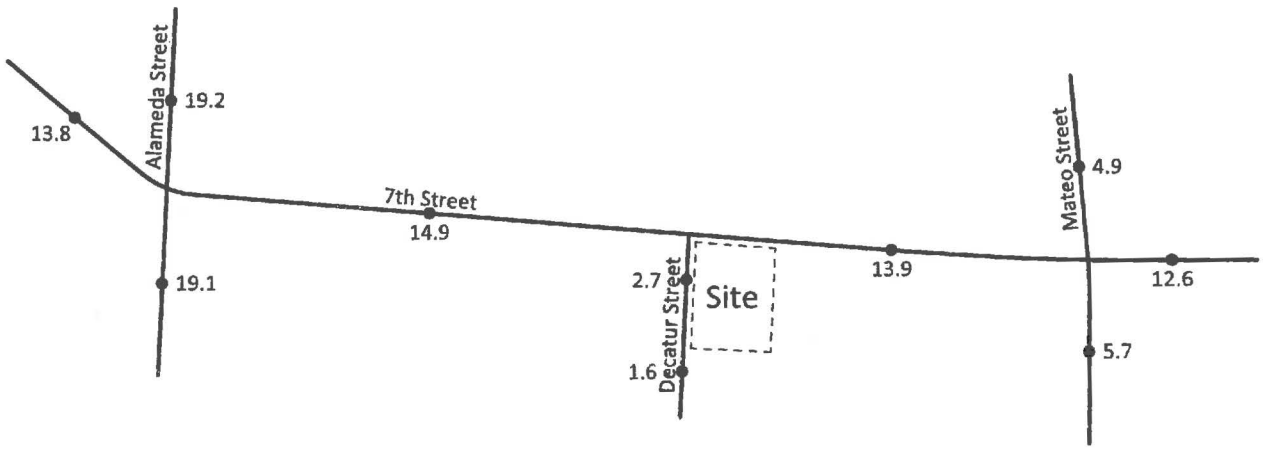
0.2 = Vehicles Per Day (1,000's)

NORTH

Source: Kunzman Associates, Inc., 2016.

CAJA Environmental Services, LLC

Figure IV-9
Project Average Daily Traffic Volumes




## Legend

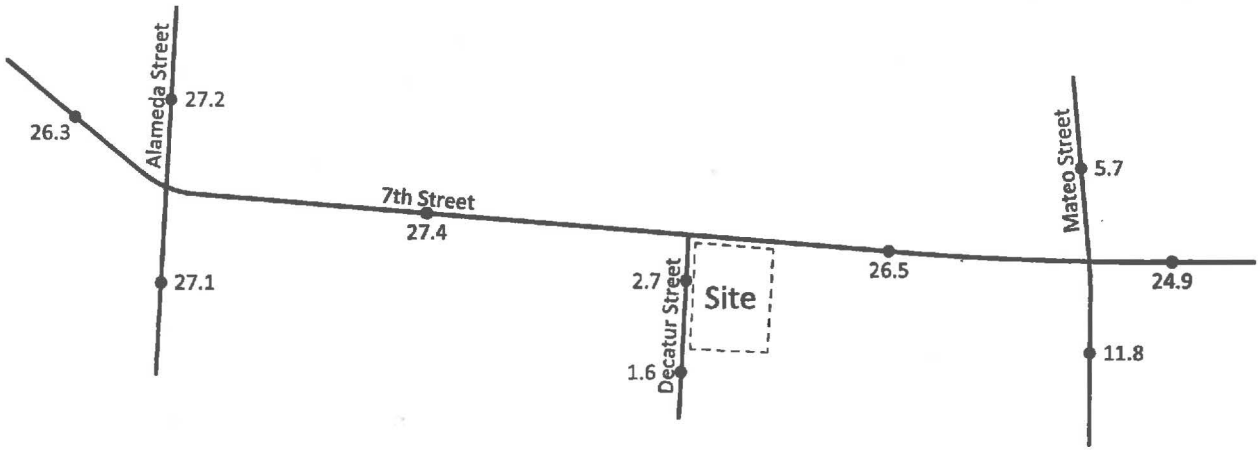
12.6 = Vehicles Per Day (1,000's)

NORTH

Source: Kunzman Associates, Inc., 2016.

CAJA Environmental Services, LLC

Figure IV-10
Existing Plus Project Average Daily Traffic Volumes




## Legend

24.9 = Vehicles Per Day (1,000's)

NORTH

Source: Kunzman Associates, Inc., 2016.

CAJA Environmental Services, LLC

Figure IV-11
Future (2018) With Project Average Daily Traffic Volumes

As is shown in Table IV-32, the Project is projected to generate a total of approximately 992 daily vehicle trips, 77 of which would occur during the morning peak period and 88 of which would occur during the evening peak period.

**Table IV-32**
**Project Trip Generation**

| Land Use | Quantity | Peak Hour Vehicle Trips | | | | | | Daily Vehicle Trips |
|---|---|---|---|---|---|---|---|---|
| | | *Morning* | | | *Evening* | | | |
| | | *In-bound* | *Out-bound* | *Total* | *In-bound* | *Out-bound* | *Total* | |
| **Trip Generation Rates:**[a] | | | | | | | | |
| Live-Work Units | DU[b] | 0.10 | 0.41 | 0.51 | 0.40 | 0.22 | 0.62 | 6.65 |
| General Office | TSF | 1.37 | 0.19 | 1.56 | 0.25 | 1.24 | 1.49 | 11.03 |
| Restaurant | TSF[b] | 5.95 | 4.86 | 10.81 | 5.91 | 3.94 | 9.85 | 127.15 |
| Specialty Retail | TSF | 0 | 0 | 0 | 1.19 | 1.52 | 2.71 | 44.32 |
| **Trips Generated:** | | | | | | | | |
| Live-Work Units | 122 DU | 12 | 50 | 62 | 49 | 27 | 76 | 811 |
| Live-Work Transit Credit (Nearby 15%)[c] | | -1 | -8 | -9 | -7 | -4 | -11 | -122 |
| *Live-Work Subtotal* | | *11* | *42* | *53* | *42* | *23* | *65* | *689* |
| Office | 2,700 SF | 4 | 0 | 4 | 1 | 3 | 4 | 30 |
| Office Transit Credit (Nearby 15%)[c] | | -1 | 0 | -1 | 0 | -1 | -1 | -5 |
| *Office Subtotal* | | *3* | *0* | *3* | *1* | *2* | *3* | *25* |
| Restaurant | 4,605 SF | 28 | 22 | 50 | 27 | 18 | 45 | 586 |
| Restaurant Transit Credit (Nearby 15%)[c] | | -5 | -3 | -8 | -4 | -3 | -7 | -88 |
| Restaurant Pass-by Credit (50%)[c] | | -12 | -9 | -21 | -12 | -7 | -19 | -249 |
| *Restaurant Subtotal* | | *11* | *10* | *21* | *11* | *8* | *19* | *249* |
| Specialty Retail | 3,245 SF | 0 | 0 | 0 | 4 | 5 | 9 | 144 |
| Retail Transit Credit (Nearby 15%)[c] | | 0 | 0 | 0 | -1 | -1 | -1 | -22 |
| Retail Pass-by Credit (50%)[c] | | 0 | 0 | 0 | -2 | -2 | -4 | -61 |
| *Retail Subtotal* | | *0* | *0* | *0* | *1* | *2* | *3* | *61* |
| ***SUBTOTAL*** | | ***25*** | ***52*** | *77* | ***55*** | ***35*** | ***90*** | ***1,024*** |
| Internal Capture[d] (0% AM, 10.4% PM, 9.6% Daily) | | - | - | - | *-1* | *-1* | *-2* | *-32* |
| **TOTAL** | | **25** | **52** | **77** | **54** | **34** | **88** | **992** |

[a] *Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012 (Land Use Codes 220, 710, 826, and 932)*
[b] *DU = dwelling units; TSF = thousand square feet*
[c] *Source: City of Los Angeles, Traffic Study Policies and Procedures, August 2014 (Transit Credits, page 11)*
[d] *Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012 (Multi-Use Development Internal Capture Trip*

*Generation Summary)*

*Source: Kunzman Associates, Inc., 2016.*

Due to the availability of public transit on 7th Street and elsewhere in proximity to the Project Site, transit credits of 15 percent have been applied, with LADOT approval, to the trips generated by the uses within the Project. The likely distribution of Project trips was identified based on the type of land uses in the Project, the likely origins and destinations of Project residents and visitors, and the characteristics of the street system in the area of the Project.

**Project Impacts**

Traffic generated by the Project was added to the Existing traffic volumes to obtain Existing Plus Project traffic volume and was added to the Future 2018 Without Project traffic volumes to obtain future traffic volumes with the Project for both peak periods at each of the study intersections.

***Existing Plus Project***

Table IV-33 summarizes the level of service for the existing with Project conditions at the analyzed intersections for the AM and PM peak hours. As shown in Table IV-33, the addition of Project traffic would not cause the level of service to change at any of the study intersections during either the AM or the PM peak hour as compared to the Existing Without Project conditions, and that any increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur (thresholds are presented in Table IV-29). Existing Plus Project average daily traffic volumes are illustrated on Figure IV-10. Because no significant impacts would be generated by the Project, no mitigation measures are proposed.

**Table IV-33**
**Existing Conditions Plus Project – Intersections Level of Service**

| Intersection | Peak Hour | Existing | | Existing Plus Project | | | |
|---|---|---|---|---|---|---|---|
| | | V/C[a] | LOS[b] | V/C[a] | LOS[b] | Project Impact | Significant Impact[c] |
| 1. Alameda Street & 7th Street | Morning | 0.662 | B | 0.667 | B | +0.005 | No |
| | Evening | 0.551 | A | 0.567 | A | +0.016 | No |
| 2. Decatur Street & 7th Street | Morning | 0.255 | A | 0.293 | A | +0.023 | No |
| | Evening | 0.239 | A | 0.281 | A | +0.054 | No |
| 3. Decatur Street & Project Driveway | Morning | 0.036 | A | 0.036 | A | +0.000 | No |
| | Evening | 0.036 | A | 0.036 | A | +0.000 | No |

**Table IV-33**
**Existing Conditions Plus Project – Intersections Level of Service**

| Intersection | Peak Hour | Existing | | Existing Plus Project | | | |
|---|---|---|---|---|---|---|---|
| | | V/C[a] | LOS[b] | V/C[a] | LOS[b] | Project Impact | Significant Impact[c] |
| 4. Mateo Street & 7th Street | Morning | 0.436 | A | 0.445 | A | +0.000 | No |
| | Evening | 0.384 | A | 0.396 | A | +0.012 | No |

[a] *V/C = volume to capacity ratio*
[b] *LOS = intersection Level of Service*
[c] *For City of Los Angeles V/C ratio significant impact criteria, see Table IV-29.*

*Source: Kunzman Associates, Inc., 2016.*

***Future 2018 With Project***

Table IV-34 summarizes the level of service for the Future (2018) With Project conditions at the analyzed intersections for the AM and PM peak hours. Future (2018) With Project average daily traffic volumes are illustrated on Figure IV-11. The analysis summarized in Table IV-34 indicates that for both the AM and PM peak hours, the addition of Project traffic would not create a significant impact at any of the study intersections, and that any increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur. Therefore, the Project would not cause any significant traffic impacts at the signalized intersections in the Project area in either the AM or PM peak hour.

It is therefore concluded that the Project would not cause any significant traffic impacts in either the AM or PM peak hour and impacts would be less than significant.

**Table IV-34**
**Future Conditions Plus Project – Intersections Level of Service**

| Intersection | Peak Hour | Future (2018) | | Future (2018) Plus Project | | | |
|---|---|---|---|---|---|---|---|
| | | V/C[a] | LOS[b] | V/C[a] | LOS[b] | Project Impact | Significant Impact[c] |
| 1. Alameda Street & 7th Street | Morning | 0.897 | D | 0.902 | E | +0.005 | No |
| | Evening | 0.877 | D | 0.891 | D | +0.014 | No |
| 2. Decatur Street & 7th Street | Morning | 0.395 | A | 0.418 | A | +0.023 | No |
| | Evening | 0.431 | A | 0.485 | A | +0.054 | No |
| 3. Decatur Street & | Morning | 0.037 | A | 0.081 | A | +0.044 | No |

**Table IV-34**
**Future Conditions Plus Project – Intersections Level of Service**

| Intersection | Peak Hour | Future (2018) | | Future (2018) Plus Project | | | |
|---|---|---|---|---|---|---|---|
| | | V/C[a] | LOS[b] | V/C[a] | LOS[b] | Project Impact | Significant Impact[c] |
| Project Driveway | Evening | 0.037 | A | 0.094 | A | +0.057 | No |
| 4. Mateo Street & 7th Street | Morning | 0.685 | B | 0.695 | B | +0.044 | No |
| | Evening | 0.775 | C | 0.787 | C | +0.012 | No |

[a] *V/C = volume to capacity ratio*
[b] *LOS = intersection Level of Service*
[c] *For City of Los Angeles V/C ratio significant impact criteria, see Table IV-29.*

*Source: Kunzman Associates, Inc., 2016.*

***CMP and Freeway Analysis***

The Los Angeles County Congestion Management Program (CMP) requires that new development projects analyze potential project impacts on CMP monitoring locations if an EIR is prepared for a project. As an EIR is not being prepared for this Project, no CMP analysis is required. Nevertheless, for purposes of preparing a comprehensive study, a check was conducted against CMP criteria.

When a CMP analysis is required, the CMP methodology requires that the Traffic Study analyze traffic conditions at all CMP arterial monitoring intersections where the Proposed Project will add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic. The CMP also requires that traffic studies analyze mainline freeway monitoring locations where the Proposed Project will add 150 or more trips in either direction during either AM or PM weekday peak hours. If, based on these criteria, the Traffic Study identifies no facilities for study then no further traffic analysis is required.

*CMP Arterial Monitoring Locations*

As shown previously, the Project would generate 77 a.m. peak hour trips and 88 p.m. peak hour trips. A review of the 2010 CMP indicated the following arterial monitoring stations that are closest to the Project Site:

- Washington Boulevard & Alameda Street
- Wilshire Boulevard & Alvarado Street
- Sunset Boulevard & Alvarado Street

The closest of these intersections is Washington Boulevard and Alameda Street. The Project trip distribution would result in four trips in the morning peak hour and four trips in the evening peak hour at this intersection, which is below the 50 two-way trips threshold which would require analysis. As the other two intersections are some distance from the Project Site, and as the Proposed Project's trips will disperse onto numerous roadways, it is therefore clear that the Proposed Project traffic volumes would not exceed the thresholds for analysis.

*CMP Freeway Monitoring Locations*

A review of the 2010 CMP also indicated the following freeway segments that are closest to the Project Site:

- I-10 at Budlong Avenue
- I-10 east of LA city limit
- SR-60 east of Indiana Street
- US-101 North of Vignes Street
- SR-110 South of US-101
- SR-110 North of Alpine Street

These segments are located some considerable distance from the Project Site. Nevertheless, the number of Project vehicle trips expected to pass through these segments was estimated based on the Project trip distribution and the Project trip generation. The maximum number of one-way Project trips that would be added to any single freeway segment at these monitoring locations would be 12 trips in the morning peak hour and 13 trips in the evening peak hour at the I-10 at Budlong Avenue freeway segment, which is below the 150 trips threshold which would require freeway segment analysis. With these low incremental volumes, it is concluded that the Project would not cause any significant impacts to freeway operation.

***Caltrans/LADOT Memorandum of Understanding***

In October 2013, in response to Caltrans' comments on numerous EIRs for projects throughout the City, the City and Caltrans entered into an agreement guiding the analysis of freeway impacts for projects in the City. This agreement states that freeway mainline segments should be evaluated in a project traffic study whenever a project is forecast to add the traffic equivalent to one percent or more of freeway segment capacity when a segment operates at LOS E or F, or two percent or more of freeway segment capacity when a segment operates at LOS D. The agreement specifies that a capacity value of 2,000 vehicles per hour (vph) per lane should be used in this screening.

The closest freeway to the Project Site is the Santa Monica Freeway (I-10), located to the south. As shown on Figure IV-8, 40 percent of the Project's trip distribution is to the south. Of the 40 percent of southbound trips, 30 percent of the trips would travel on I-10 with 15 percent eastbound and 15 percent westbound. The segment of I-10 between the 8th Street on/off ramps and the Alameda Street on/off

ramps would be the only segment which is estimated to have 10 percent (5 percent eastbound from Alameda and 5 percent westbound from Santa Fe Avenue). The other freeway segments are estimated to have 15 percent of the trips east or west of the site.

The Project trip distribution would result in 12 trips in the morning peak hour and 13 trips in the evening peak hour at the closest freeway segment. The Project trip contribution to the freeway system is therefore below the threshold for further analysis. The Project would not contribute 1 percent (100 trips) or more of the mainline capacity trips to the study area freeway mainline.

The Project trip distribution would result in 1 to 5 trips on the I-10 freeway ramps in the morning peak hour and 2 to 5 trips in the evening peak hour at the closest freeway ramps. The Project would not contribute 1 percent (15 trips) or more of the ramp capacity trips to the freeway ramps at either Alameda Street or Santa Fe Avenue. The Project trip contribution to the freeway ramps is therefore below the threshold for further analysis per the LADOT/Caltrans agreement.

***Construction Traffic***

The Project would require the use of haul trucks during site clearing and excavation and the use of a variety of other construction vehicles throughout the construction work at the site. The addition of these vehicles onto the street system would contribute to increased traffic in the Project vicinity on a short-term basis during the construction of the Project. As noted in the Project Description (see Section II of this IS/MND), however, the haul trucks would travel along established traffic corridors noted in the haul route application, such as S. Alameda Street and 6th Street. The haul trips would largely occur outside of the peak commute hours and during the permissible hauling hours identified in the haul route to be approved by the Department of Building and Safety. The Project's construction trip traffic would be a fraction of the operational traffic that would not cause any significant impacts at the studied intersections. Therefore, it is not anticipated that they could contribute to a significant increase in the overall congestion in the Project vicinity. In addition, any truck trips would be limited to the length of time required for the Project's construction. Due to the off-peak and temporary nature of the traffic, construction impacts would be less than significant with the incorporation of Mitigation Measure 16-1.

**Mitigation Measures**

**16-1 Transportation/Traffic (Construction)**

- A construction work site traffic control plan shall be submitted to LADOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall 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. All construction related traffic shall be restricted to off-peak hours.

- All delivery truck loading and unloading shall take place on-site.

- 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.

- 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.

**Regulatory Compliance Measures**

**16-2** Construct 7th Street from Decatur Street to the east Project boundary at its ultimate half□section width including landscaping and parkway improvements in conjunction with development, as necessary.

**16-3** Construct Decatur Street from 7th Street to the south Project boundary at its ultimate half□section width including landscaping and parkway improvements in conjunction with development, as necessary.

**16-4** Sight distance at the Project access shall comply with standard City of Los Angeles sight distance standards. The final grading, landscaping, and street improvement plans shall demonstrate that sight distance standards are met. Such plans must be reviewed by the City and approved as consistent with this measure prior to issue of grading permits.

**16-5** On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the Project.

**b) Would the project conflict with an applicable congestion management program, including but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

**Less Than Significant Impact.** As previously discussed in 16(a), no CMP freeway monitoring segment or intersection analysis is required and there would be no Project-related impacts to the CMP. The

Project would not conflict with any travel demand measures. Therefore, impacts related to congestion management programs and other standards would be less than significant.

**c) Would the project 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?**

**No Impact.** This question would apply to the Project only if it involved an aviation-related use or would influence changes to existing flight paths. The Project Site does not contain any aviation-related uses and the Project does not include development of any aviation-related uses. As such, due to its nature and scope, development of the Project would not have the potential to result in a change in air traffic patterns. Therefore, no impact related to air traffic patterns would occur.

**d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**Potentially Significant Unless Mitigation Incorporated.** A significant impact may occur if a 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 Project would not include unusual or hazardous design features. However, the Project will include a new vehicular access driveway to the Project Site, which, if not properly designed and constructed, could potentially conflict with pedestrian circulation in the Project area. Access to the Project Site will be provided via Decatur Street. With proper site planning and implementation of Mitigation Measure 16-1 and Regulatory Compliance Measures 16-4 and 16-5 as identified above in Checklist Question 16(a), a required construction site work traffic control plan would be prepared and required sight distances and signage would be implemented to reduce impacts, thus, potential vehicle-pedestrian conflicts will be mitigated to a less than significant level.

**e) Would the project result in inadequate emergency access?**

**No Impact.** 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.

As previously discussed in Section 7(h), the Project is not located in or near an adopted emergency response or evacuation plan area. 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. There are no hazardous design features included in the access design or site plan for the Project that could impede emergency

access. Furthermore, the Project would be subject to the plot plan review requirements of the LAFD and the LAPD to ensure that all access roads and parking areas would remain accessible to emergency service vehicles. Therefore, the Project would not be expected to result in inadequate emergency access, and no impact would occur.

**f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycles, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

**Potentially Significant Unless Mitigation Incorporated .** A significant impact may occur if the Project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on- or off-site.

The Project would not require the disruption of public transportation services or the alteration of public transportation routes. Furthermore, the Project would not interfere with any Class I or Class II bikeway systems, as there are no existing or proposed bike lanes along the roadways fronting the Project Site. With implementation of Mitigation Measure 16-1, the applicant shall plan construction and construction staging to maintain pedestrian access on adjacent sidewalks throughout all construction, and thus impacts will be mitigated to a less than significant level.

**Cumulative Impacts: Transportation and Traffic**

**Less Than Significant Impact.** Development of the Project in conjunction with the 98 cumulative development projects would result in an increase in average daily vehicle trips and peak hour vehicle trips in the Central City area. The Project Traffic Study included both an individual and cumulative analysis because the baseline discussion is a cumulative baseline. As shown in the responses to question 13(a), cumulative impacts would be less than significant.

## 17. TRIBAL CULTURAL RESOURCES

**Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**

**a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?**

**Less than Significant Impact.** Public Resources Code Section 21084.2 establishes that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment." A project would cause a substantial

adverse change in the significance of a tribal cultural resource with cultural value to a California Native American tribe if such resource is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or if such resource is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. PRC 5024.1(c) states that "[a] resource may be listed as an historical resource in the California Register if it meets any of the following National Register of Historic Places criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

As discussed in response to Checklist Question 5.b (Cultural Resources, Archeological Resources), the Project Site and immediately surrounding areas do not contain any known archaeological sites or archaeological survey areas.[87] The Project Site is located in a highly urbanized area of the Central City North Community Plan Area of the City of Los Angeles, and has been partially disturbed by past development activities along with associated control/maintenance of existing buildings. The Proposed Project includes subgrade preparation that would involve the excavation and export of approximately 22,000 cubic yards of soil. Thus, the potential exists for the accidental discovery of archaeological materials. Because the presence or absence of such materials cannot be determined until the site is excavated, periodic monitoring during construction is required to identify any previously unidentified archaeological resources uncovered by Project construction activity. With the implementation of Regulatory Compliance Measure RCM 5-1, potential impacts to archaeological resources would be less than significant.

**b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

**Potentially Significant Impact Unless Mitigation Incorporated.** To help determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any California

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87 *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles, September 1996.*

Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. Pursuant to the procedures imposed by AB 52, a request for consultation was sent on October 17, 2016 to the local Native American Tribal representatives who are on file with the Department of City Planning as having requested to be notified of future development projects. The City of Los Angeles did not receive any responses. The lead agency engaged in additional consultation efforts, including sending SB 18 consultation requests on June 15, 2017, to local Native American tribal representatives on file with the Department of City Planning. The City of Los Angeles did not receive any responses to the SB 18 consultation request letter. Additionally, the lead agency requested a Sacred Lands File (SLF) Search through the Native American Heritage Commission (NAHC) on June 15, 2017. In response to the SLF Search, the NAHC provided a written response on June 21, 2017, concluding that a search of the SFL was completed for the project with negative results but recommending that the lead agency contact all of the listed Tribes. As noted, all of the listed Tribes have been contacted with AB 52 and SB 18 consultation request letters, and no responses were received. Therefore, because the Project Site has been subject to ground disturbance activities in the past and is not known to be associated with any cultural or sacred sites, and no Native American Tribal Representatives have requested consultation for the Project, the probability for the discovery of a known site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe is considered low. Nevertheless, Mitigation Measure 17-1, in combination with the regulatory compliance measures referenced above (i.e., RCM 5-1 through RCM 5-3), has been included to address inadvertent discovery of tribal cultural resources to ensure that impacts to tribal cultural resources remain less than significant during Project construction.

**Mitigation Measure**

**17-1** In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities[88], all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

a. Upon a discovery of a potential tribal cultural resource, the project Permittee shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning at (213) 978-1454.

[88] *Ground disturbance activities shall include the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity*

b. If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Project Permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
c. The project Permittee shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible.
d. The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
e. If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.
f. The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.
g. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.
h. Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

**Cumulative Impacts: Tribal Cultural Resrouces**

**Less Than Significant Impact.** Development of the Proposed Project, in combination with the related projects in the Project Site vicinity, would result in the continued redevelopment and revitalization of the surrounding area. Impacts to tribal cultural resources tend to be site-specific and are assessed on a site-by-site basis. The analysis of the Proposed Project's impacts to tribal cultural resources concluded that the Proposed Project would have no significant impacts with respect to cultural resources following appropriate mitigation. Therefore, the Proposed Project's incremental contribution to a cumulative impact would not be considerable, and cumulative impacts to tribal cultural resources would be less than

significant.

## 18. UTILITIES AND SERVICE SYSTEMS

**a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

**Less Than Significant Impact.** A significant impact would occur if a project exceeds wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB). Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge (ROWD) containing information which may be required by the appropriate Regional Water Quality Control Board. The RWQCB then authorizes an NPDES permit that ensures compliance with wastewater treatment and discharge requirements. The Los Angeles RWQCB enforces wastewater treatment and discharge requirements for properties in the Project area.

Wastewater from the Project Site is conveyed via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the Hyperion Treatment Plant (HTP). The HTP is a public facility and, therefore, is subject to the State's wastewater treatment requirements. The capacity of the HTP is discussed in response to 14(b) below. Wastewater from the Project Site is and would continue to be treated according to the wastewater treatment requirements enforced by the Los Angeles RWQCB. Therefore, no impact would occur. The Project would not exceed the wastewater treatment requirements of the Los Angeles RWQCB. Therefore, impacts with regard to wastewater treatment requirements would be less than significant.

**b) Would the project 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?**

**Less Than Significant Impact.** A significant impact may occur if a 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.

***Water Treatment Facilities and Existing Infrastructure***

Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout; (c) the amount by which the project would cause the projected growth in population, housing or employment for the Community Plan Area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

The Los Angeles Department of Water and Power (LADWP) ensures the reliability and quality of it water supply through an extensive distribution system that includes more than 7,100 miles of pipes, more than 100 storage tanks and reservoirs within the City, and eight storage reservoirs along the Los Angeles Aqueducts. Much of the water flows north to south, entering Los Angeles at the Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by LADWP. Water entering the LAAFP undergoes treatment and disinfection before being distributed throughout the LADWP's Water Service Area. The LAAFP has the capacity to treat approximately 600 million gallons per day (mgd). The average plant flow is approximately 450 mgd during the non-summer months and 550 mgd during the summer months, and operates at between 75 and 90 percent capacity. Therefore, the LAAFP has a remaining capacity of treating approximately 50 to 150 mgd, depending on the season.[89]

As shown in Table IV-35 below, the Project would generate a net additional demand for approximately 22,188 gallons per day (gpd) of potable water, significantly below available capacity. In accordance with the *L.A. CEQA Thresholds Guide*, the base estimated water demand was based on 120 percent of the sewerage generation factors for residential and commercial categories (Bureau of Sanitation, 1996). Based on the estimates provided in Table IV-35, implementation of the Project is not expected to measurably reduce the LAAFP's capacity; therefore, no new or expanded water treatment facilities would be required. The Project's water consumption increase represents approximately 0.04 percent and 0.002 percent of the remaining capacity currently available at LAAFP during the summer and non-summer months, respectively. Therefore, impacts to water treatment facilities would be less than significant as a result of the Project.

LADWP can generally supply water to development projects within its service area, except under extraordinary circumstances. Additionally, given the incremental increase in water consumption for the Project, and compliance with applicable water conservation ordinance and regulations such as California Code of Regulations (CCR), Title 20, Section 1604; CCR Title 22; City Ordinances 165,004 and 166,080; the Project would not require or result in the construction of new water treatment facilities.

Notwithstanding the above, as part of the building permit process, the lead agency would confirm that there is sufficient capacity in the water supply and infrastructure to accommodate the Project's water needs. If a deficiency or service problem is discovered during the permitting process that prevents the Project from an adequate level of service, the Applicant shall fund the required upgrades to adequately serve the Project.

The City has indicated that water service is available; however, water pressure at the Project Site has not been measured and a fire flow test will be required as part of the normal building permit process. Other than typical water service laterals, meters, and related devices, no extraordinary water facilities are

[89] *Los Angeles Department of Water and Power, website: http://www.ladwp.com/, accessed June 2016.*

anticipated. Additional fire hydrants may be required, depending on the building design and Fire Department access requirements.

**Table IV-35**
**Project Estimated Water Demand**

| Type of Use | Size | Water Demand Rate (gpd/unit) [a] | Total Water Demand (gpd) |
|---|---|---|---|
| Live-Work Units[b] | 122 du | 144 gpd/du | 17,568 |
| Retail | 3,245 sf | 96 gpd/1,000 sf | 312 |
| Creative Office | 2,700 sf | 180 gpd/1,000 sf | 486 |
| Restaurant[b] | 4,605 sf | 600 gpd/1,000 sf | 2,763 |
| Arts/Production/Resident Amenity Space[c] | 5,885 sf | 180 gpd/1,000 sf | 1,059 |
| | | **Total Project Water Demand** | **22,188** |

*Notes:*
*sf =square feet; du = dwelling units*
[a] *L.A .CEQA Thresholds Guide (2006), Exhibit M.2-12. Water consumption is assumed to be 120% of wastewater generation. No existing water demand at the site was assumed.*
[b] *One-bedroom demand rate was used.*
[c] *Office water demand rate was used for a conservative analysis.*

In the event that any further water main and/or other infrastructure upgrades are required for the proposed development, such infrastructure improvements would be conducted within the right-of-way easements serving the Project area, and would not create a significant impact to the physical environment. This is largely due to the fact that (a) any disruption of service would be of a short-term nature, (b) the replacement of the water mains would be within public rights-of-way, and (c) any foreseeable infrastructure improvements would be limited to the immediate Project vicinity. Therefore, potential impacts resulting from water infrastructure improvements would be less than significant.

***Wastewater Treatment Facilities and Existing Infrastructure***

Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements.

The Los Angeles Bureau of Sanitation provides sewer service to the Project area. Sewage from the Project Site would be conveyed via sewer infrastructure to the HTP. The HTP treats an average daily

flow of 362 million gallons per day (mgd), and has a design capacity to treat 450 mgd. This equals a remaining capacity of 88 mgd of wastewater able to be treated at the HTP.[90] As shown in Table IV-36 below, the Project would generate approximately 18,491 gpd of wastewater, representing a fraction of one percent of the available capacity. In accordance with the *L.A. CEQA Thresholds Guide,* the Project's estimated sewer flows were based on the sewerage generation factors for residential and commercial categories (Bureau of Sanitation, 1996). As the HTP has a remaining capacity to treat 88 additional mgd, it would have adequate capacity to serve the Project. Therefore, impacts to sewer treatment capacity would be less than significant.

**Table IV-36**
**Project Estimated Wastewater Generation**

| Type of Use | Size | Wastewater Generation Rate (gpd/unit) [a] | Total Wastewater Generation (gpd) |
|---|---|---|---|
| Live-Work Units[b] | 122 du | 120 gpd/du | 14,640 |
| Retail | 3,245 sf | 80 gpd/1,000 sf | 260 |
| Creative Office | 2,700 sf | 150 gpd/1,000 sf | 405 |
| Restaurant[b] | 4,605 sf | 500 gpd/1,000 sf | 2,303 |
| Arts/Production/Resident Amenity Space[c] | 5,885 sf | 150 gpd/1,000 sf | 883 |
| **Total Project Wastewater Generation** | | | **18,491** |

*Notes:*
*sf =square feet; du = dwelling units*
[a] *L.A. CEQA Thresholds Guide (2006), Exhibit M.2-12. No existing wastewater generation at the site was assumed.*
[b] *One-bedroom generation rate was used.*
[c] *Office wastewater generation rate was used for a conservative analysis.*

The Project is located in a highly urbanized area of the City; therefore, local infrastructure exists to serve the Project Site. The Project area is presently served by a network of sewer lines that are located beneath most of the major streets that convey sewage flows from the Project area to the HTP. Through the rules and regulations established in the City of Los Angeles Sewer Allocation Ordinance (Ord. 166,060), the Bureau of Sanitation does not make a determination of sewer capacity until LADBS has established that the Project's plans and specifications are acceptable for plan check. This process ensures the system can accept the anticipated wastewater flows from the Project at the time of connection, as opposed to prematurely committing to projects that are in the environmental review or entitlement process. At the time of connection, the Bureau of Sanitation will check the gauging of the sewer lines and make the appropriate decisions on how best to connect to the local sewer lines at the time of construction. The

90 *City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Treatment Plant, website: http://san.lacity.org/lasewers/treatment_plants/hyperion/index.htm, accessed June 2016.*

Applicant will be required to submit a Sewer Capacity Availability Request (SCAR) to verify the anticipated sewer flows and points of connection and to assess the condition and capacity of the sewer lines receiving additional sewer flows from the Project. If it is determined that the sewer system has insufficient capacity to serve the Project, the developer may be required to replace or build new sewer lines to a point in the sewer system with sufficient capacity to accommodate the Project's increased flows.

Based on the configuration of sewer lines serving the Project Site, the Project's sewer flows may be routed to the lines under 7th Street and/or Decatur Streets, or split between both lines. Any infrastructure improvements to update or expand the sewer lines in the Project vicinity, if necessary, would be limited to trenching, excavating and backfilling the sewer lines beneath the public right of way. Such construction activities would be localized in nature and would generally involve partial lane closures for a relatively short duration of time typically lasting a few days to a few weeks. Therefore, impacts to sewer capacity and infrastructure would be less than significant. Additionally, water conservation measures required by City ordinance (e.g., installation of low flow toilets and plumbing fixtures, limitations on hose washing of driveways and parking areas, etc.) would be implemented as part of the Project and would help reduce the amount of Project-generated wastewater. Therefore, impacts to wastewater treatment facilities and existing infrastructure would be less than significant.

**c) Would the project 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?**

**Less Than Significant Impact.** A significant impact may occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a Project Site, resulting in the construction of new stormwater drainage facilities. As described in Section 8(c) the Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. Runoff from the Project Site currently is and would continue to be collected on the site and directed towards existing storm drains in the Project vicinity. The Project will be required to demonstrate compliance with Low Impact Development Ordinance standards and retain or treat the first ¾ inch of rainfall in a 24-hour period. Thus, the rate of post-development runoff and pollutants from the parking area would be reduced under the Project as compared to existing conditions. Therefore, Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems and impacts upon stormwater drainage facilities would be less than significant.

**d) Would the project have significant water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

**Potentially Significant Impact Unless Mitigation Incorporated.** A significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water

demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout; (c) the amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

The City's water supply comes from local groundwater sources, the Los Angeles-Owens River Aqueduct, State Water Project, and from the Metropolitan Water District (MWD) of Southern California, which is obtained from the Colorado River Aqueduct. These sources, along with recycled water, are expected to supply the City's water needs in the years to come. The 2010 Urban Water Management Plan projects a supply of 555,477 AFY in 2015. Any shortfall in LADWP controlled supplies (groundwater, recycled, conservation, LA Aqueduct) is offset with MWD purchases to rise to the level of demand.

As shown in Table IV-35, the Project's net increase for water demand would be 22,188 gallons per day. Pursuant to LAMC Section 99.05.303, the Project is required to utilize water saving devices. Implementation of the specific water conservation features listed in Mitigation Measure 18-1 would ensure that the Project has a less than significant impact with respect to water consumption. Through compliance with these code-required measures in Project design, construction, and operation, the Project's overall water usage would be reduced. The Project would not require new or expanded water service entitlements and would have a less than significant impact with implementation of mitigation measures.

**Mitigation Measures**

**18-1 Utilities (Local Water Supplies - Landscaping)**

- In addition to the requirements of the Landscape Ordinance, the Project landscape plan shall incorporate the following:
    - Weather-based irrigation controller with rain shutoff
    - Matched precipitation (flow) rates for sprinkler heads
    - Drip/microspray/subsurface irrigation where appropriate
    - Minimum irrigation system distribution uniformity of 75 percent
    - Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials
    - Use of landscape contouring to minimize precipitation runoff
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 square feet and greater.

**18-2 Utilities (Local Water Supplies)**

- Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- Install and utilize only restroom faucets of a self-closing design.
- Install and utilize only high-efficiency Energy Star-rated dishwashers in the Project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the Applicant shall be responsible for ensuring compliance.
- Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements (single-pass cooling refers to the use of potable water to extract heat from process equipment, such as vacuum pumps or ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system).

**18-3 Utilities (Local Water Supplies - New Commercial or Industrial)**

- All commercial restroom faucets shall be of a self-closing design.

**18-4 Utilities (Local Water Supplies - New Residential)**

- Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the Applicant shall be responsible for ensuring compliance.

**e) Would the project 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?**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional

wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements. As stated in the discussion of Checklist Question 18(b), above, the sewage flow will ultimately be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the Project.[91] Therefore, impacts would be less than significant.

**f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

**Less Than Significant Impact.** A significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on solid waste shall be made considering the following factors: (a) amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates; (b) need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and (c) whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element (SRRE) or its updates, the Solid Waste Management Policy Plan (SWMPP), Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and some small multi-family developments, private haulers provide waste collection services for most multi-family residential and commercial developments within the City. Solid waste transported by both public and private haulers is recycled, reused, transformed at a waste-to-energy facility, or disposed of at a landfill. Within the City of Los Angeles, the Sunshine Canyon Landfill and the Chiquita Canyon Landfill serve existing land uses within the City. Both landfills accept residential, commercial, and construction waste. The Sunshine Canyon Landfill is jointly operated by the City and the County, has a remaining capacity of 74.37 million tons.[92] Chiquita Canyon Landfill currently has a remaining capacity of 3.97 million tons.[93] Thus, the Sunshine Canyon Landfill and the Chiquita Canyon Landfill combined have a remaining permitted daily intake of approximately 78.34 million tons. The Sunshine Canyon Landfill has an estimated remaining life of 20 years, and the Chiquita Canyon Landfill has an estimated remaining life

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91 *City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Treatment Plant, website: http://san.lacity.org/lasewers/treatment_plants/hyperion/index.htm, accessed June 2016.*

92 *County of Los Angeles Department of Public Works, 2012 Annual Report, Los Angeles Countywide Integrated Waste Management Plan, August 2013.*

93 *Ibid.*

of 2 years. An expansion of the Chiquita Canyon Landfill is currently underway and would add a capacity of 53,312,400 tons (a 26-year life expectancy based on 2011 daily average).

As of June 2016, Sunshine Canyon Landfill accepted approximately 8,300 tons of solid waste per day during the week.[94]

The Azusa Land Reclamation Landfill is an unclassified facility that accepts construction and demolition (C&D) waste. It has an existing remaining disposal capacity of 64.13 million tons. In 2012, approximately 0.089 million tons of inert waste (e.g., soil, concrete, asphalt, and other construction and demolition debris) were disposed of at this unclassified landfill. Given the remaining permitted capacity and based on the average disposal rate of 286 tons per day in 2012, this capacity will be exhausted in 718 years. Thus, the unclassified landfill serving the County has adequate long-term capacity.

***Construction***

The Project would follow all applicable solid waste policies and objectives that are required by law, statute, or regulation. As summarized in Table IV-37, below, it is estimated that approximately 2,792 tons of solid waste would be generated by the Project's construction and demolition (C&D) activities. As of January 1, 2011 all contractors operating within the City of Los Angeles are required to source separate materials on site for recycling and/or use a permitted private waste hauler to deliver mixed materials to a certified processor for recycling. Thus, only a small percentage of the C&D debris would end up in regional landfills. Exported soil as well as construction and demolition waste at Chiquita Canyon Landfill is used as ground cover for the landfill. Thus, being beneficial, there is no limit of the amount that can be accepted.[95] The Project's solid waste impacts during construction would be less than significant.

***Operation***

As shown in Table IV-38, the Project's solid waste generation during operation would be 1,745 pounds per day. This estimate is relatively conservative, as it does not factor in any recycling or waste diversion programs. The Project's solid waste would be handled by private waste collection services. As discussed above, the amount of solid waste generated by the Project is within the available capacities at area landfills. Therefore, impacts related to solid waste generation would be less than significant.

**Table IV-37**
**Estimated Demolition and Construction Debris**

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[94] *Sunshine Canyon Landfill website: http://sunshinecanyonlandfill.com/about/; accessed June 2016.*

[95] *Draft EIR for the Convention and Event Center Project, SCH No. 2011031049, April 5, 2012, Page IV.K.3-19, fn 10, certified October 4. 2012.*

| Construction Activity | Size (du/sf) | Rate [a] (lbs./sf) | Generated Waste (tons) |
|---|---|---|---|
| ***Demolition*** | | | |
| Asphalt Removal | 29,006 sf | 173 | 2,509 |
| | | | |
| ***Construction*** | | | |
| Live/Work Units | 122 du/114,055 sf | 4.38 | 250 |
| Retail/Restaurant/Office<br><br>Arts/Production/Resident Amenity Uses | 16,435 sf (combined total) | 4.02 | 33 |
| **TOTAL** | | | **2,792** |

*Notes:*
[a] *U.S. EPA, Characterization of Building-Related Construction and Demolition Debris in the United States, Table A-4, June 1998.*

**Table IV-38**
**Project Operational Solid Waste Generation**

| Type of Use | Size | Solid Waste Generation Rate [a] (lbs/unit/day) | Total Solid Waste Generated (lbs/day) |
|---|---|---|---|
| Live/Work Units | 122 du | 12.23 lbs/du/day | 1,492 |
| Retail | 3,245 sf | 10.53 lbs/employee/day | 74 |
| Restaurant | 4,605 sf | 10.53 lbs/employee/day | 84 |
| Office | 2,700 sf | 10.53 lbs/employee/day | 95 |
| | | **Total Project Solid Waste Generation[b]** | **1,745** |

*Notes:*
*sf =square feet; du = dwelling units*
[a] *Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.*
[b] *No employment generated by arts/production/resident amenity space within Project.*

**g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?**

**Less Than Significant Impact.** A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The Project would generate solid waste that is typical of a mixed-use development and would comply with all federal, State, and local statutes and regulations.

Project would be disposed of in compliance with all applicable federal, State, and local regulations, related to solid waste, such as AB 939. The amount of Project-related waste disposed of at area landfills would be reduced through recycling and waste diversion programs implemented by the City, in

compliance with the City's Solid Waste Management Policy Plan, which is the long-range solid waste management policy plan for the City, and the Source Reduction and Recycling Element, which is the strategic action policy plan for diverting solid waste from landfills.

The Project would also comply with applicable regulatory measures, including the provisions of City Ordinance No. 171,687, regarding recycling for all new construction and other recycling measures; the provision of permanent, clearly marked, durable, source-sorted bins to facilitate the separation and deposit of recyclable materials; and implementation of a demolition and construction debris recycling plan, with the explicit intent of requiring recycling during all phases of site preparation and building construction.

Overall, waste generated by the Project would not alter the projected timeline for landfills within the region to reach capacity. The Project would comply with federal, State, and local regulations, and impacts would be less than significant.

**Cumulative Impacts: Utilities and Service Systems**

***Wastewater***

Development of the Project, in conjunction with the cumulative projects, would result in an intensification of existing land uses in an already heavily urbanized area of Los Angeles and could further increase demands for sewer service. As discussed above, the HTP treats an average daily flow of 362 mgd, and has capacity to treat 450 mgd. This equals a remaining capacity of 88 mgd of wastewater able to be treated at the HTP. In accordance with the State WDRs, the City audits its SSMPs a minimum of once every two years, including a review of their compliance with the WDRs and effectiveness in controlling and responding to sanitary sewer overflows. The last audit was completed in February 2013, which confirmed that the City's SSMPs are in full compliance and perform exceptionally well.[96]

With respect to local infrastructure, under the rules and regulations established in the City of Los Angeles Sewer Allocation Ordinance (Ord. 166,060), the Bureau of Sanitation assesses the anticipated wastewater flows from development projects at the time of connection, and makes the appropriate decisions on how best to connect to the local sewer lines at the time of construction. The Applicants for each project will be required to submit a SCAR to verify the anticipated sewer flows and points of connection and to assess the condition and capacity of the sewer lines receiving additional sewer flows from each Project. If it is determined that the sewer system in the local area has insufficient capacity to serve a particular development, the developer of that project may be required to replace or build new sewer lines to a point in the sewer system with sufficient capacity to accommodate that project's increased flows. Each project would be evaluated on a case-by-case basis and would be required to consult with the Bureau of

[96] *Ibid.*

Sanitation and comply with all applicable city and state water conservation programs and sewer allocation ordinances. Therefore, cumulative impacts on wastewater services would be less than significant.

***Water***

Development of the Project, in conjunction with the cumulative projects, would result in an intensification of existing prevailing land uses in an already heavily urbanized area of Los Angeles and could further increase the demand for potable water within the City. Through the 2010 Urban Water Management Plan, the LADWP has demonstrated that it can provide adequate water supplies for the City through the year 2035. This estimate is based in part on demographic projections obtained for the LADWP service area from the MWD. The MWD utilizes a land-use based planning tool that allocates projected demographic data from the SCAG into water service areas for each of MWD's member agencies. MWD's demographic projections use data reported in SCAG's 2012 RTP. As discussed previously in this section under the Population and Housing subheading, the Project, in conjunction with the cumulative projects, would be consistent with the regional and local population and housing growth projections. As such, the additional water demands generated by these projects are accounted for in the 2010 Water Management Plan and impacts associated with increased water demand would not be cumulatively considerable. Each of the cumulative projects would be subject to the City's LAMC and environmental review process to ensure each project is consistent with the underlying zoning and General Plan land use designations that were relied upon in factoring in the region's growth assumptions in the 2010 UUWMP. To the extent such projects are consistent with the zoning and General Plan land use designations, such projects are already factored into the 2035 water demand forecast. To the extent any project is not consistent with the growth forecasts of the 2010 UWMP, those projects would be subject to a project specific water supply assessment by the LADWP to ensure adequate water supplies are available to serve those specific projects. Through this process, cumulative impacts upon regional water supplies would be reduced to less than significant levels.

***Solid Waste***

**Less Than Significant Impact.** Development of the Project, in conjunction with the cumulative projects, would result in an intensification of existing prevailing land uses in an already heavily urbanized area of Los Angeles and could further increase regional demands on landfill capacity. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the existing landfills serving the City of Los Angeles. Although there are several proposals for new landfills in the region, there are currently few viable options for City of Los Angeles waste past 2029.

The cumulative projects would participate in regional source reduction and recycling programs, significantly reducing the number of tons deposited in area landfills. While in the short-term adequate landfill capacity exists to accommodate solid waste generated by the Project, in the future there will be a need to develop additional landfills and other waste disposal options to accommodate future growth. These options include diversion or transformation as the preferred methods for addressing solid waste and

specific and practical applications (i.e., market development, public education and public policy initiatives) within the City.

The City of Los Angeles Solid Waste Management Plan (AB 939) sets forth strategies that would provide adequate landfill capacity through 2037 to accommodate anticipated growth. The Bureau of Sanitation has projected the need for waste disposal capacity based on SCAG's regional population growth projections. The growth associated with both projects is within those projections. Furthermore, projects within the City of Los Angeles must comply with the City's SRRE.

As reported by the Bureau of Sanitation in 2009, the City had achieved a waste diversion rate of 65 percent. The City is exceeding the state-mandated diversion goal of 50 percent by 2000 set by the CIWMA of 1989.[97] Waste diversion rates are required to increase to 75 percent by 2025 and through on-going development of waste management infrastructure over the last decade and innovative source reduction, reuse, recycling, and composting programs have been implemented. These programs include Green Mulching and Composting workshops, black yard trimming recycling cans, the city-owned Central Los Angeles Refuse Transfer Station (CLARTS), and Residential Special Material and Electronics Recycling or S.A.F.E. Centers. New programs are being implemented to increase the amount of waste diverted by the City, including: multi-family recycling, food waste recycling, commercial recycling and technical assistance and support for City departments to help meet their waste reduction and recycling goals. The City is also developing programs to ultimately meet a goal of zero waste by 2030. Thus, the Project's contribution to cumulative impacts will continue to decrease as it increases waste diversion rates in accordance with City goals. Therefore, cumulative impacts with respect to solid waste would be less than significant.

## 19. 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?**

**No Impact.** A significant impact may occur only if the Project would have an identified potentially significant impact for any of the above issues. The Project is located in a densely populated urban area and would have no unmitigated significant impacts with respect to biological resources and less than significant cultural resource impacts provided the mitigation measures listed above are implemented. The

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[97] *The City of Los Angeles Department of Public Works Bureau of Sanitation, Overview of Services for FY 2005/06, updated June 14, 2005. http://www.lacity.org/san/general info/about us/our services/overview of services.pdf.*

Project would not degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or pre-history. Therefore, no impact would occur.

**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)?**

**Less than Significant Impact.** A significant impact may occur if the Project, in conjunction with other cumulative development projects in the area of the Project Site, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together. The Project would not combine with cumulative projects to create a cumulatively significant impact in any of the environmental issues analyzed in the MND.

In particular, the Project and cumulative projects are anticipated to comply with applicable federal, State, and city regulations that would preclude significant cumulative impacts regarding geology and soils, cultural resources, hazards and hazardous materials, hydrology and water quality, and transportation and traffic. These resource areas (geology and soils, cultural resources, hazards and hazardous materials, and hydrology) are site-specific, such that each cumulative project would need to be evaluated within its own site-specific context. Further, the cumulative traffic analysis for 2018 found that the Project would not significantly impact any intersection when Project traffic is added to existing traffic plus cumulative development project traffic.

Regarding land use, compliance with City design and land use standards would ensure that any cumulative impacts related to land use would be less than significant. Further, cumulative projects would be individually evaluated for consistency with applicable land use standards. Any increase in area population from the Project and the cumulative projects is anticipated to be within regional and local forecasts.

With respect to cumulative demand on public services, each cumulative project would be individually subject to review by LAFD and LAPD, and would be required to comply with all applicable safety requirements. Further, funding for any new facilities would be funded via existing mechanisms (i.e., sales taxes and government funding) to which all cumulative developments would contribute. All cumulative projects would also be required to pay any applicable developer fees to the LAUSD, and Quimby and/or Park and Recreation fees to the LADRP. As such, cumulative demands on public services would be less than significant.

Impacts with respect to geology and soils, noise, traffic, and water consumption resulting from the Project would be less than significant with implementation of provided mitigation measures, where applicable.

These mitigation measures identified for the Project are standard mitigation measures from the City that would also apply to the cumulative projects having a similar impact.

Therefore, the Project's incremental contribution to cumulative impacts would be less than significant.

**c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?**

**Less Than Significant Impact.** A significant impact may occur if the Project has the potential to result in significant impacts, as discussed in the preceding sections. As described throughout this environmental impact analysis, with implementation of the recommended mitigation measures, where applicable, the Project would not result in any unmitigated significant impacts. Thus, the Project would not have the potential to result in substantial adverse effects on human beings and impacts would be less than significant.

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# V. PREPARERS OF THE MND

| | |
|---|---|
| **Lead Agency** | **City of Los Angeles**<br>Department of City Planning<br>200 N. Spring Street, Room 621, Los Angeles, CA 90012<br>Michael Sin, City Planning Associate |
| **Environmental Consultant** | **CAJA Environmental Services, LLC**<br>11990 San Vicente Boulevard, Suite 250, Los Angeles, CA 90049<br>Chris Joseph, President<br>Rob Carnachan, Principal<br>Sherrie Cruz, Senior Graphics Specialist |
| **Project Applicant** | **Elm Street Investments, LP**<br>c/o Parkview Management Group, Inc.<br>15260 Ventura Boulevard, Suite 620, Sherman Oaks, CA 91403 |
| **Air Quality, GHG, Noise** | **DKA Planning**<br>1513 W. Sepulveda Boulevard, Suite D, Torrance, CA 90501<br>Douglas Kim |
| **Geotechnical** | **BYER GEOTECHNICAL, INC.**<br>1461 East Chevy Chase Drive, Suite 200, Glendale, CA 91206 |
| **Phase I/Phase II** | **Strata Environmental**<br>110 Perimeter Park, Knoxville, TN 37922<br><br>**Nationwide Environmental Consultants, Inc.**<br>212 N. Spurgeon Street<br>Santa Ana, CA 92670 |
| **Traffic** | **Kunzman Associates, Inc.**<br>1111 Town & Country Road, Suite 34, Orange, CA 92868 |

FORM GEN. 160A (Rev. 1/82)

# CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

1800 E. 7th St.
DOT Case No. CEN 16-44454

Date: July 14, 2016

To: Karen Hoo, City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **SUPPLEMENTAL TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED REVISED MIXED-USE DEVELOPMENT AT 1800 East 7TH STREET (CPC-2014-4042-GPA-ZC-SPR/ENV-2014-4043-EAF)**

A traffic impact study for an apartment mixed use project was submitted to the Department of Transportation (DOT) on August 27, 2014 and a corresponding DOT assessment report was issued to the Department of City Planning (DCP) on September 19, 2014. Since then, the developer has modified the project by changing the original project's 4,904 square feet of high turnover restaurant and 3,758 square feet of retail land use into 9,500 square feet of commercial space featuring 3,245 square feet of retail, 3,555 square feet of restaurant with 1,050 square feet of exterior patio, and 2,700 square feet of creative offices. Additionally, there will be 5,885 square feet of arts & production space and other related amenity spaces for the residents living in the building. They are keeping the 122 apartment units as previously planned.

| Land Use | Original Project | Revised Project |
|---|---|---|
| Apartment | 122 rooms | 122 rooms |
| High Turnover Restaurant | 4,904 Square Feet (SF) | 3,555 + 1,050 (patio) SF |
| Specialty Retail | 3,758 SF | 3,245 SF |
| General Office | 0 SF | 2,700 SF |

The project description has been modified and a supplemental traffic analysis was submitted July 6th, 2016, prepared by Kunzman Associates, Inc. and submitted to DOT. The original project was estimated to generate 1,147 net new daily trips, 84 net new trips in the a.m. peak hour, and 99 net new trips in the p.m. peak hour. The revised project is expected to generate significantly fewer trips with 992 net new daily trips, 77 net new trips in the a.m. peak hour, and 87 net new trips in the p.m. peak hour. The previous traffic analysis determined that none of the three analyzed intersections would be significantly impacted by project related traffic. The revised project is also not expected to result in any significant traffic impacts since the revised project proposal would reduce the overall trip generation of the project.

DOT concurs with the updated analysis that the project's expected impacts would not change. On August 11, 2015, the City Council adopted the Mobility Plan 2035 which represents the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. The applicant should

CPC-2016-2683-GPA-VZC-HD-CU-DB-SPR

check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project. Other than any previous highway dedication and street widening recommendations, all of prior conditions of DOT's September 19, 2014 (attached for reference) shall remain in effect.

If you have any questions, please contact Johnathan Yu of my staff at (213) 972-4993.

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c: Shawn Kuk, Council District No. 14
Carl Mills, BOE Development Services
Mehrdad Moshksar, Central District Office, DOT
Taimour Tanavoli, Case Management Office, DOT
Perrie Ilercil, Kunzman Associates, Inc.

## Attachment
Department of Transportation Assessment Report (September 19, 2014)

FORM GEN. 160A (Rev. 1/82)

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

1800 E. 7th St
DOT Case No. CEN 14-42399

Date: September 19, 2014

To: Karen Hoo, City Planner
Department of City Planning

From: Mohammad H. Biorfroshan, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC ASSESSMENT FOR THE PROPOSED DEVELOPMENT LOCATED AT 1800 EAST 7TH STREET**

*On June 19, 2014, the Department of Transportation issued traffic assessment reports to the Department of City Planning on the proposed mixed-use development project located on the southeast corner of 7th Street and Decatur Street. However, since this report was released, the applicant has modified the project and a supplemental traffic impact analysis was submitted. Therefore, DOT resubmits the traffic impact assessment report in its entirety. Please replace the previous DOT assessments with this report.*

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The Department of Transportation (DOT) has reviewed the supplemental traffic analysis, dated August 27, 2014, and prepared by Kunzman Associates, for the proposed mixed-use development project located on the southeast corner of 7th Street and Decatur Street. The original study, dated May 15, 2014, and the revised analysis evaluated three intersections and determined that, based on DOT's current traffic impact criteria[1], there would be no significant impacts at the studied intersections. The results of the revised traffic impact analysis are summarized in **Attachment 1**. Except as noted, the supplemental traffic analysis adequately evaluated the revised project's impacts on the surrounding community.

### DISCUSSION AND FINDINGS

1. Project Description
The project proposes to construct 122 apartment units, 4,904 square-feet of high turnover restaurant use, and 3,758 square-feet of retail uses on a site that is currently a surface parking lot. The number of parking spaces to be provided by the project was not disclosed in the traffic study. Vehicular access would be provided via a two-way driveway on Decatur Street. The project is expected to be completed by 2016.

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[1] Per the DOT Traffic Study Polices and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.010 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D, or an increase of 0.040 or more when the final LOS is LOS C.

2. Trip Generation
The project is estimated to generate approximately 1,147 net new daily trips, 84 net trips in the a.m. peak hour and 99 net trips in the p.m. peak hour. A copy of the trip generation table from the traffic study can be found in **Attachment 2**.

**PROJECT REQUIREMENTS**

1. 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.

2. Highway Dedication And Street Widening Requirements
Highway dedication and widening may be required along the streets that front the proposed project. Along the project's frontage, **7th Street** is a Secondary Highway which requires a 35-foot half-width roadway within a 45-foot half-width right-of-way and **Decatur Street** is classified as a Collector Street which requires a 22-foot half-width roadway within a 32-foot half-width right-of-way. The applicant should check with the Bureau of Engineering's (BOE) Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

3. Parking Analysis
As noted previously, the revised analysis did not indicate the total number of parking spaces to 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.

4. Driveway Access
The proposed site plan as illustrated in **Attachment 3** is acceptable to DOT. However, the review of this study does not constitute approval of the driveway access and circulation scheme. 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 and prevent last minute 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 driveways should be Case 2 driveways and 30 feet and 18 feet wide for two-way and one-way operations, respectively.

5. Development Review Fees
An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to

If you have any questions, please contact Wes Pringle of my staff at (213) 972-8482.

Attachments

s:\letters\CEN14-42990_1630 7th St la lr rev proj.wpd

c: Tanner Blackman, Council District No. 14
Mehrdad Moshksar, Central District, DOT
Taimour Tanavoli, Case Management Office, DOT
Gregg Vandergriff, Central District, BOE
Perrie Ilercil, Kunzman Associates, Inc.

FORM GEN. 160A (Rev. 1/82)

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

1800 E. 7th St
DOT Case No. CEN 14-42399

Date: September 19, 2014

To: Karen Hoo, City Planner
Department of City Planning

From: Mohammad H. Blorfroshan, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC ASSESSMENT FOR THE PROPOSED DEVELOPMENT LOCATED AT 1800 EAST 7TH STREET**

*On June 19, 2014, the Department of Transportation issued traffic assessment reports to the Department of City Planning on the proposed mixed-use development project located on the southeast corner of 7th Street and Decatur Street. However, since this report was released, the applicant has modified the project and a supplemental traffic impact analysis was submitted. Therefore, DOT resubmits the traffic impact assessment report in its entirety. Please replace the previous DOT assessments with this report.*

---

The Department of Transportation (DOT) has reviewed the supplemental traffic analysis, dated August 27, 2014, and prepared by Kunzman Associates, for the proposed mixed-use development project located on the southeast corner of 7th Street and Decatur Street. The original study, dated May 15, 2014, and the revised analysis evaluated three intersections and determined that, based on DOT's current traffic impact criteria[1], there would be no significant impacts at the studied intersections. The results of the revised traffic impact analysis are summarized in **Attachment 1**. Except as noted, the supplemental traffic analysis adequately evaluated the revised project's impacts on the surrounding community.

## DISCUSSION AND FINDINGS

1. Project Description
   The project proposes to construct 122 apartment units, 4,904 square-feet of high turnover restaurant use, and 3,758 square-feet of retail uses on a site that is currently a surface parking lot. The number of parking spaces to be provided by the project was not disclosed in the traffic study. Vehicular access would be provided via a two-way driveway on Decatur Street. The project is expected to be completed by 2016.

---

[1] Per the DOT Traffic Study Polices and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.010 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

2. Trip Generation
The project is estimated to generate approximately 1,147 net new daily trips, 84 net trips in the a.m. peak hour and 99 net trips in the p.m. peak hour. A copy of the trip generation table from the traffic study can be found in **Attachment 2**.

**PROJECT REQUIREMENTS**

1. 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.

2. Highway Dedication And Street Widening Requirements
Highway dedication and widening may be required along the streets that front the proposed project. Along the project's frontage, **7th Street** is a Secondary Highway which requires a 35-foot half-width roadway within a 45-foot half-width right-of-way and **Decatur Street** is classified as a Collector Street which requires a 22-foot half-width roadway within a 32-foot half-width right-of-way. The applicant should check with the Bureau of Engineering's (BOE) Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

3. Parking Analysis
As noted previously, the revised analysis did not indicate the total number of parking spaces to 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.

4. Driveway Access
The proposed site plan as illustrated in **Attachment 3** is acceptable to DOT. However, the review of this study does not constitute approval of the driveway access and circulation scheme. 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 and prevent last minute 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 driveways should be Case 2 driveways and 30 feet and 18 feet wide for two-way and one-way operations, respectively.

5. 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 new ordinance.

If you have any questions, please contact Wes Pringle of my staff at (213) 972-8482.

Attachments

s:\letters\CEN14-42399_1800 7th St ts ltr rev proj.wpd

c: Tanner Blackman, Council District No. 14
Mehrdad Moshksar, Central District, DOT
Taimour Tanavoli, Case Management Office, DOT
Gregg Vandergriff, Central District, BOE
Perrie Ilercil, Kunzman Associates, Inc.

## Table 8

## Year 2016 With Project Traffic Contribution

| Intersection | Peak Hour | Opening Year | | Opening Year Plus Project | | | |
|---|---|---|---|---|---|---|---|
| | | V/C[1] | LOS[2] | V/C | LOS | Project Impact | Significant Impact[3] |
| Alameda Street (NS) at: | | | | | | | |
| 7th Street (EW) - #1 | Morning | 0.793 | C | 0.799 | C | +0.006 | No |
| | Evening | 0.815 | D | 0.830 | D | +0.015 | No |
| Decatur Street (NS) at: | | | | | | | |
| 7th Street (EW) - #2 | Morning | 0.342 | A | 0.364 | A | +0.022 | No |
| | Evening | 0.345 | A | 0.394 | A | +0.049 | No |
| Mateo Street (NS) at: | | | | | | | |
| 7th Street (EW) - #4 | Morning | 0.519 | A | 0.529 | A | +0.010 | No |
| | Evening | 0.504 | A | 0.518 | A | +0.014 | No |

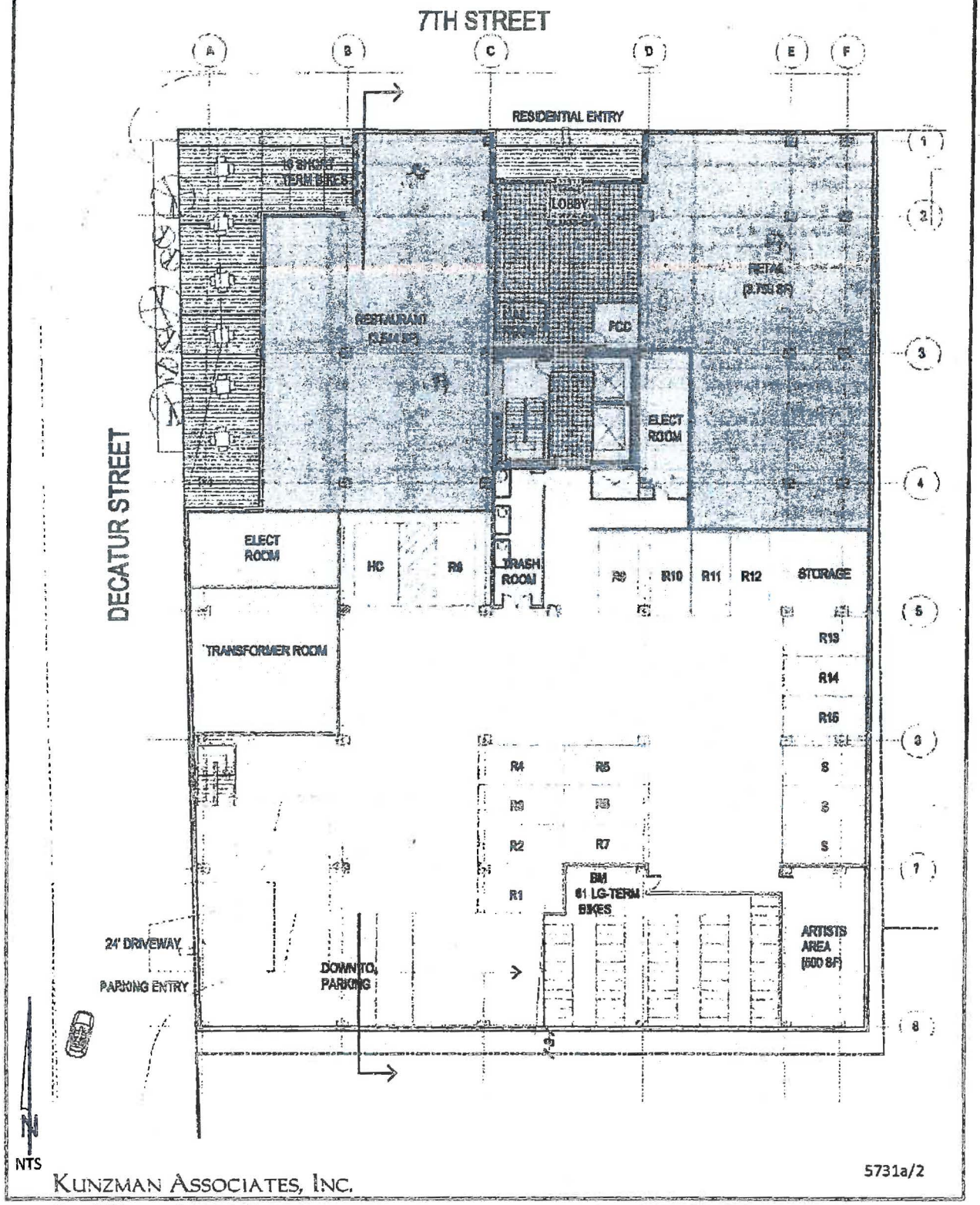
[1] Volume over Capacity Ratio (V/C).

[2] LOS = Level of Service

[3] In the City of Los Angeles, a significant impact occurs at a study intersection when the addition of project generated trips adds more than: 0.04 V/C at intersection operating at Level of Service C, 0.02 V/C at intersection operating at Level of Service D, and 0.01 V/C at intersection operating at Level of Service E or F.

| Significant Impact Threshold for Intersections | | |
|---|---|---|
| Level of Service | Volume/Capacity | Incremental Increase |
| C | 0.701 - 0.800 | equal to or greater than 0.04 or more |
| D | 0.801 - 0.900 | equal to or greater than 0.02 or more |
| E/F | 0.901 - more | equal to or greater than 0.01 or more |

## Figure 2
Site Plan

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ATTACHMENT 2

1800 E. 7TH ST

## Table 2

## Project Trip Generation[1]

| Land Use | Quantity | Units[2] | Peak Hour | | | | | | Daily |
|---|---|---|---|---|---|---|---|---|---|
| | | | Morning | | | Evening | | | |
| | | | Inbound | Outbound | Total | Inbound | Outbound | Total | |
| Trip Generation Rates | | | | | | | | | |
| Apartments | | DU | 0.10 | 0.41 | 0.51 | 0.40 | 0.22 | 0.62 | 6.65 |
| High Turnover (Sit-Down) Restaurant | | TSF | 5.95 | 4.86 | 10.81 | 5.91 | 3.94 | 9.85 | 127.15 |
| Specialty Retail | | TSF | 0.00 | 0.00 | 0.00 | 1.19 | 1.52 | 2.71 | 44.32 |
| Trips Generated | | | | | | | | | |
| Apartments | 122 | DU | 12 | 50 | 62 | 49 | 27 | 76 | 811 |
| Transit Credit (Nearby 5%)[3] | | | -1 | -3 | -3 | -2 | -1 | -4 | -41 |
| Subtotal | | | 11 | 48 | 59 | 47 | 26 | 72 | 770 |
| High Turnover (Sit-Down) Restaurant[3] | 4.904 | TSF | 29 | 24 | 53 | 29 | 19 | 48 | 624 |
| Transit Credit (Nearby 5%)[4] | | | -1 | -1 | -3 | -1 | -1 | -2 | -31 |
| Pass-by Credit (Area< 50,000 = 50%)[5] | | | -14 | -11 | -25 | -14 | -9 | -23 | -296 |
| Subtotal | | | 14 | 12 | 25 | 14 | 9 | 23 | 297 |
| Specialty Retail | 3.758 | TSF | 0 | 0 | 0 | 4 | 6 | 10 | 167 |
| Transit Credit (Nearby 5%)[4] | | | 0 | 0 | 0 | 0 | 0 | -1 | -8 |
| Pass-by Credit (Area< 50,000 = 50%)[5] | | | 0 | 0 | 0 | -2 | -3 | -5 | -79 |
| Subtotal | | | 0 | 0 | 0 | 2 | 3 | 5 | 80 |
| Total | | | 25 | 59 | 84 | 62 | 37 | 99 | 1,147 |

[1] Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Categories 220, 826, and 932.

[2] DU = Dwelling Units; TSF = Thousand Square Feet

[3] TSF = Thousand Square Feet; Interior square footage of 3,544 with an additional exterior outdoor seating of 1,360, results in a total of 4,904 square feet.

[4] Source: City of Los Angeles Traffic Study Policies & Procedures, June 2013, Transit Credits page 9.

[5] Source: City of Los Angeles Traffic Study Policies & Procedures, June 2013, Attachment I: LADOT POLICY ON PASS-BY TRIPS. Note: Pass-by percentage is applied after all other trip reductions reduce the initial trip generation.

FORM GEN. 160A (Rev. 1/82)

# CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

1800 E. 7th St
DOT Case No. CEN 14-42108

Date: June 19, 2014

To: Karen Hoo, City Planner
Department of City Planning

From: Tomas Carranza, Senior Transportation Engineer
Department of Transportation

Subject: **TRAFFIC ANALYSIS FOR THE PROPOSED DEVELOPMENT LOCATED AT 1800 EAST 7TH STREET**

The Department of Transportation (DOT) has reviewed the traffic analysis prepared by Kunzman Associates, dated May 15, 2014, for the proposed mixed-use development project located on the southeast corner of 7th Street and Decatur Street. Based on DOT's traffic impact criteria[1], the traffic study included the detailed analysis of three intersections and determined that none of the study intersections would be significantly impacted by project-related traffic. The results of the traffic analysis, which adequately evaluated the project's traffic impacts on the surrounding community, are summarized in **Attachment 1.**

## DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct 110 apartment units and 8,000 square-feet of retail uses on a site that is currently a surface parking lot. The number of parking spaces to be provided by the project was not disclosed in the traffic study. Vehicular access would be provided via a two-way driveway on Decatur Street. The project is expected to be completed by 2016.

B. Trip Generation

The project is estimated to generate a net increase of approximately 863 daily trips, 53 trips during the a.m. peak hour and 74 trips during the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 9th Edition." A copy of the trip generation table from the traffic study can be found in **Attachment 2.**

## 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

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

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
Highway dedication and widening may be required along the streets that front the proposed project. Along the project's frontage, **7th Street** is a Secondary Highway which requires a 35-foot half-width roadway within a 45-foot half-width right-of-way and **Decatur Street** is classified as a Collector Street which requires a 22-foot half-width roadway within a 32-foot half-width right-of-way. The applicant should check with the Bureau of Engineering's (BOE) Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

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

D. Driveway Access and Circulation
The conceptual site plan for the project (illustrated in **Attachment 3**) is acceptable to DOT. However, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. 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 and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, 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. The new driveway should be a Case 2-designed driveway with a recommended width of 30 feet for two-way operations. Delivery truck loading and unloading should take place on site with no vehicles having to back into the project via the proposed project driveway.

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 Wes Pringle of my staff at (213) 972-8482.

Attachments

*Letters\CEN14-42108_1800 7th St mixed-use ts ltr.wpd*

c: Tanner Blackman, Council District No. 14
Mehrdad Moshksar, Central District, DOT
Taimour Tanavoli, Case Management Office, DOT
Gregg Vandergriff, Central District, BOE
Carl Ballard, Kunzman Associates, Inc.

## Table 8

## Year 2016 With Project Traffic Contribution

| Intersection | Peak Hour | Opening Year | | Opening Year Plus Project | | | |
|---|---|---|---|---|---|---|---|
| | | V/C[1] | LOS[2] | V/C | LOS | Project Impact | Significant Impact[3] |
| Alameda Street (NS) at: | | | | | | | |
| 7th Street (EW) - #1 | Morning | 0.693 | B | 0.729 | C | +0.036 | No |
| | Evening | 0.585 | A | 0.633 | B | +0.048 | No |
| Decatur Street (NS) at: | | | | | | | |
| 7th Street (EW) - #2 | Morning | 0.271 | A | 0.295 | A | +0.024 | No |
| | Evening | 0.247 | A | 0.288 | A | +0.041 | No |
| Mateo Street (NS) at: | | | | | | | |
| 7th Street (EW) - #4 | Morning | 0.445 | A | 0.459 | A | +0.014 | No |
| | Evening | 0.393 | A | 0.411 | A | +0.018 | No |

[1] Volume over Capacity Ratio (V/C).

[2] LOS = Level of Service

[3] In the City of Los Angeles, a significant impact occurs at a study intersection when the addition of project generated trips adds more than: 0.04 V/C at intersection operating at Level of Service C, 0.02 V/C at intersection operating at Level of Service D, and 0.01 V/C at intersection operating at Level of Service E or F.

| Significant Impact Threshold for Intersections | | |
|---|---|---|
| Level of Service | Volume/Capacity | Incremental Increase |
| C | 0.701 - 0.800 | equal to or greater than 0.04 or more |
| D | 0.801 - 0.900 | equal to or greater than 0.02 or more |
| E/F | 0.901 - more | equal to or greater than 0.01 or more |

## Table 2

## Project Trip Generation[1]

| Land Use | Quantity | Units[2] | Peak Hour | | | | | | Daily |
|---|---|---|---|---|---|---|---|---|---|
| | | | Morning | | | Evening | | | |
| | | | Inbound | Outbound | Total | Inbound | Outbound | Total | |
| Trip Generation Rates | | | | | | | | | |
| Apartments | | DU | 0.10 | 0.41 | 0.51 | 0.40 | 0.22 | 0.62 | 6.65 |
| Specialty Retail | | TSF | 0.00 | 0.00 | 0.00 | 1.19 | 1.52 | 2.71 | 44.32 |
| Trips Generated | | | | | | | | | |
| Apartments | 110 | DU | 11 | 45 | 56 | 44 | 24 | 68 | 732 |
| Transit Credit (5%)[3] | | | -1 | -2 | -3 | -2 | -1 | -3 | -37 |
| Subtotal | | | 10 | 43 | 53 | 42 | 23 | 65 | 695 |
| Specialty Retail | 8.000 | TSF | 0 | 0 | 0 | 10 | 12 | 22 | 355 |
| Transit Credit (5%)[3] | | | 0 | 0 | 0 | -1 | -1 | -2 | -18 |
| Subtotal | | | 0 | 0 | 0 | 9 | 11 | 20 | 337 |
| Pass-by (50%)[4] | | | 0 | 0 | 0 | -5 | -6 | -11 | -169 |
| Subtotal | | | 0 | 0 | 0 | 4 | 5 | 9 | 168 |
| Total | | | 10 | 43 | 53 | 46 | 28 | 74 | 863 |

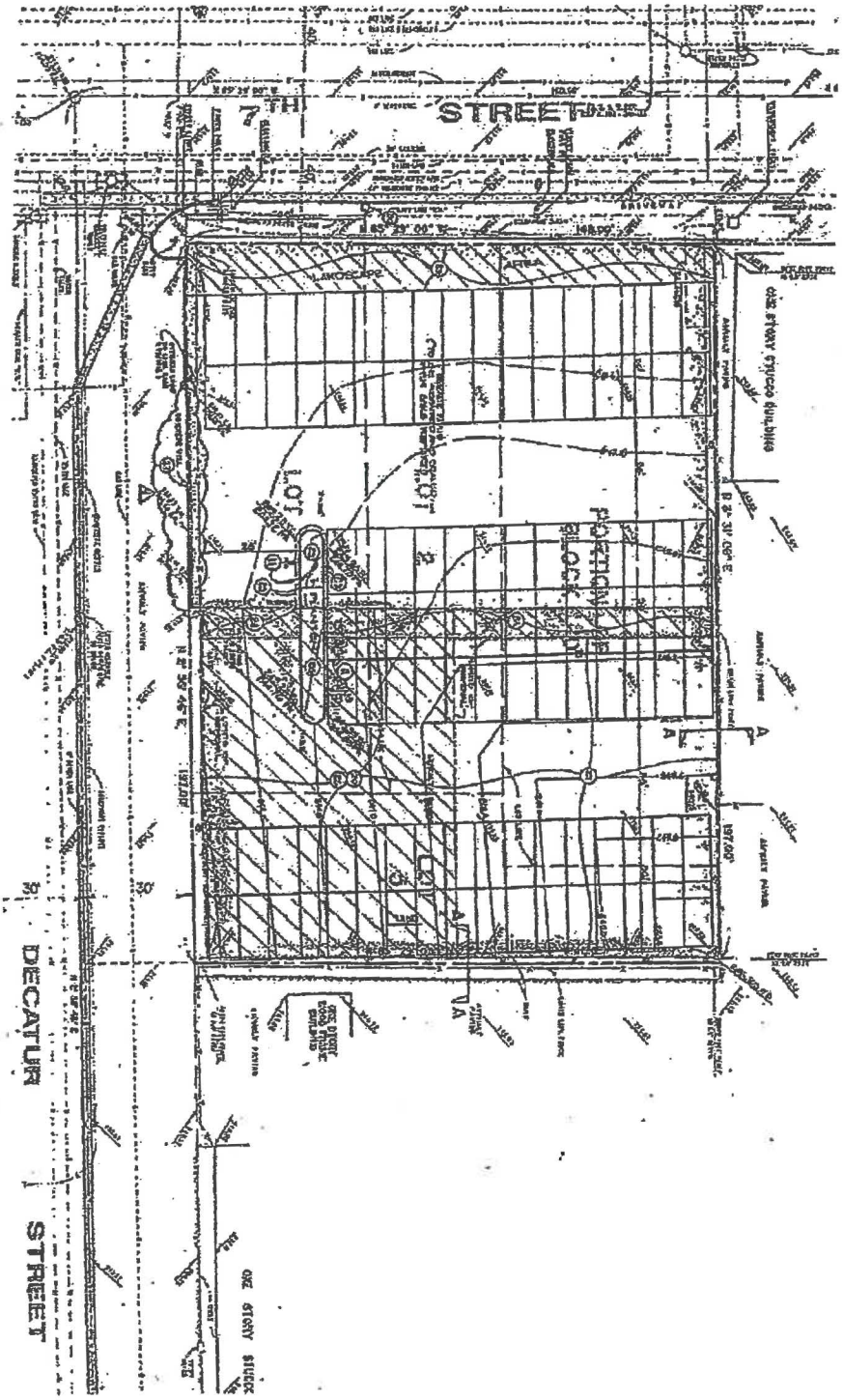
[1] Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Categories 220 and 826.

[2] DU = Dwelling Units; TSF = Thousand Square Feet

[3] Source: City of Los Angeles Traffic Study Policies & Procedures, June 2013, Transit Credits page 9.

[4] Source: City of Los Angeles Traffic Study Policies & Procedures, June 2013, Attachment I: LADOT POLICY ON PASS-BY TRIPS. Note: Pass-by percentage is applied after all other trip reductions reduce the initial trip generation.

# Figure 2
## Project Boundary Map

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5731/2

# Air Quality/Greenhouse Gas Emissions

# 1800 East 7th Street

**Los Angeles-South Coast County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Apartments Mid Rise | 122.00 | Dwelling Unit | 0.40 | 122,000.00 | 349 |
| General Office Building | 2.70 | 1000sqft | 0.08 | 2,700.00 | 0 |
| High Turnover (Sit Down Restaurant) | 4.61 | 1000sqft | 0.10 | 4,605.00 | 0 |
| Strip Mall | 3.25 | 1000sqft | 0.09 | 3,245.00 | 0 |
| Enclosed Parking with Elevator | 132.00 | Space | 1.19 | 52,800.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 33 |
| **Climate Zone** | 11 | | | **Operational Year** | 2018 |
| **Utility Company** | Los Angeles Department of Water & Power | | | | |
| **CO2 Intensity (lb/MWhr)** | 1227.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Construction Phase - Developer information

Grading - Developer information

Trips and VMT - Assumes worst-case scenario hauling to Chiquita Canyon landfill; assumes 15 cubic yards capacity per haul truck

Vehicle Trips - Kunzman Associates Traffic Study, August 2016

Woodstoves - Developer information

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Off-road Equipment - Developer information

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Developer information

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstDustMitigation | CleanPavedRoadPercentReduction | 0 | 450 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 3.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 3.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 4.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 3.00 |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstructionPhase | NumDays | 200.00 | 307.00 |
| tblConstructionPhase | NumDays | 4.00 | 10.00 |
| tblConstructionPhase | NumDays | 2.00 | 22.00 |

| | | | |
|---|---|---|---|
| tblConstructionPhase | NumDays | 2.00 | 6.00 |
| tblConstructionPhase | PhaseEndDate | 4/27/2018 | 4/29/2018 |
| tblFireplaces | NumberGas | 103.70 | 0.00 |
| tblFireplaces | NumberNoFireplace | 12.20 | 122.00 |
| tblFireplaces | NumberWood | 6.10 | 0.00 |
| tblGrading | AcresOfGrading | 3.00 | 0.67 |
| tblGrading | AcresOfGrading | 3.75 | 0.67 |
| tblGrading | AcresOfGrading | 11.00 | 0.67 |
| tblGrading | MaterialExported | 0.00 | 22,000.00 |
| tblLandUse | LotAcreage | 3.21 | 0.40 |
| tblLandUse | LotAcreage | 0.06 | 0.08 |
| tblLandUse | LotAcreage | 0.11 | 0.10 |
| tblLandUse | LotAcreage | 0.07 | 0.09 |
| tblOffRoadEquipment | LoadFactor | 0.42 | 0.42 |
| tblOffRoadEquipment | LoadFactor | 0.38 | 0.38 |
| tblOffRoadEquipment | OffRoadEquipmentType | | Cement and Mortar Mixers |
| tblOffRoadEquipment | OffRoadEquipmentType | | Air Compressors |
| tblOffRoadEquipment | OffRoadEquipmentType | | Pavers |
| tblOffRoadEquipment | OffRoadEquipmentType | | Rollers |
| tblOffRoadEquipment | UsageHours | 7.00 | 8.00 |
| tblProjectCharacteristics | OperationalYear | 2014 | 2018 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 43.00 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 43.00 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 43.00 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 43.00 |
| tblTripsAndVMT | HaulingTripNumber | 2,750.00 | 1,467.00 |
| tblVehicleTrips | WD_TR | 6.59 | 5.65 |
| tblVehicleTrips | WD_TR | 11.01 | 9.38 |
| tblVehicleTrips | WD_TR | 127.15 | 46.92 |
| tblVehicleTrips | WD_TR | 44.32 | 18.84 |
| tblWoodstoves | NumberCatalytic | 6.10 | 0.00 |

| | | | |
|---|---|---|---|
| tblWoodstoves | NumberNoncatalytic | 6.10 | 0.00 |

## 2.0 Emissions Summary

### 2.1 Overall Construction

**Unmitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2017 | 0.5511 | 4.1238 | 3.7801 | 7.2000e-003 | 0.2902 | 0.2207 | 0.5109 | 0.1070 | 0.2095 | 0.3165 | 0.0000 | 605.0019 | 605.0019 | 0.0838 | 0.0000 | 606.7611 |
| 2018 | 0.1608 | 1.1024 | 1.1698 | 2.1500e-003 | 0.0591 | 0.0613 | 0.1204 | 0.0158 | 0.0585 | 0.0743 | 0.0000 | 174.1493 | 174.1493 | 0.0270 | 0.0000 | 174.7173 |
| **Total** | **0.7119** | **5.2262** | **4.9499** | **9.3500e-003** | **0.3493** | **0.2820** | **0.6313** | **0.1228** | **0.2680** | **0.3909** | **0.0000** | **779.1512** | **779.1512** | **0.1108** | **0.0000** | **781.4783** |

**Mitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2017 | 0.1399 | 1.1713 | 3.5665 | 7.2000e-003 | -0.4684 | 0.0156 | -0.4528 | -0.0990 | 0.0148 | -0.0843 | 0.0000 | 605.0015 | 605.0015 | 0.0838 | 0.0000 | 606.7607 |
| 2018 | 0.0406 | 0.2738 | 1.1524 | 2.1500e-003 | -0.1676 | 3.3700e-003 | -0.1642 | -0.0398 | 3.2500e-003 | -0.0366 | 0.0000 | 174.1492 | 174.1492 | 0.0270 | 0.0000 | 174.7171 |
| **Total** | **0.1805** | **1.4451** | **4.7189** | **9.3500e-003** | **-0.6360** | **0.0190** | **-0.6170** | **-0.1389** | **0.0180** | **-0.1208** | **0.0000** | **779.1507** | **779.1507** | **0.1108** | **0.0000** | **781.4778** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **74.65** | **72.35** | **4.67** | **0.00** | **282.09** | **93.27** | **197.74** | **213.05** | **93.27** | **130.91** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.8301 | 0.0147 | 1.2689 | 7.0000e-005 | | 6.9200e-003 | 6.9200e-003 | | 6.9200e-003 | 6.9200e-003 | 0.0000 | 2.0587 | 2.0587 | 2.0500e-003 | 0.0000 | 2.1017 |
| Energy | 0.0105 | 0.0927 | 0.0619 | 5.7000e-004 | | 7.2300e-003 | 7.2300e-003 | | 7.2300e-003 | 7.2300e-003 | 0.0000 | 707.8682 | 707.8682 | 0.0163 | 4.8500e-003 | 709.7135 |
| Mobile | 0.6530 | 1.8537 | 7.1729 | 0.0180 | 1.1909 | 0.0263 | 1.2171 | 0.3190 | 0.0242 | 0.3432 | 0.0000 | 1,356.7323 | 1,356.7323 | 0.0539 | 0.0000 | 1,357.8632 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 23.7296 | 0.0000 | 23.7296 | 1.4024 | 0.0000 | 53.1797 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 3.1943 | 107.3143 | 110.5086 | 0.3306 | 8.2700e-003 | 120.0158 |
| **Total** | **1.4936** | **1.9611** | **8.5038** | **0.0187** | **1.1909** | **0.0404** | **1.2313** | **0.3190** | **0.0384** | **0.3573** | **26.9240** | **2,173.9735** | **2,200.8975** | **1.8052** | **0.0131** | **2,242.8738** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.8301 | 0.0147 | 1.2689 | 7.0000e-005 | | 6.9200e-003 | 6.9200e-003 | | 6.9200e-003 | 6.9200e-003 | 0.0000 | 2.0587 | 2.0587 | 2.0500e-003 | 0.0000 | 2.1017 |
| Energy | 0.0105 | 0.0927 | 0.0619 | 5.7000e-004 | | 7.2300e-003 | 7.2300e-003 | | 7.2300e-003 | 7.2300e-003 | 0.0000 | 707.8682 | 707.8682 | 0.0163 | 4.8500e-003 | 709.7135 |
| Mobile | 0.6530 | 1.8537 | 7.1729 | 0.0180 | 1.1909 | 0.0263 | 1.2171 | 0.3190 | 0.0242 | 0.3432 | 0.0000 | 1,356.7323 | 1,356.7323 | 0.0539 | 0.0000 | 1,357.8632 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 23.7296 | 0.0000 | 23.7296 | 1.4024 | 0.0000 | 53.1797 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 3.1943 | 107.3143 | 110.5086 | 0.3306 | 8.2600e-003 | 120.0107 |
| **Total** | **1.4936** | **1.9611** | **8.5038** | **0.0187** | **1.1909** | **0.0404** | **1.2313** | **0.3190** | **0.0384** | **0.3573** | **26.9240** | **2,173.9735** | **2,200.8975** | **1.8051** | **0.0131** | **2,242.8687** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 |

## 3.0 Construction Detail

### Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Site Clearing | Site Preparation | 1/1/2017 | 1/31/2017 | 5 | 22 | |
| 2 | Site Preparation | Site Preparation | 2/1/2017 | 2/8/2017 | 5 | 6 | |
| 3 | Grading | Grading | 2/9/2017 | 2/22/2017 | 5 | 10 | |
| 4 | Building Construction | Building Construction | 2/23/2017 | 4/29/2018 | 5 | 307 | |

**Acres of Grading (Site Preparation Phase): 0.67**

**Acres of Grading (Grading Phase): 0.67**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)**

### OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Site Clearing | Graders | 1 | 8.00 | 174 | 0.41 |
| Building Construction | Cement and Mortar Mixers | 1 | 8.00 | 9 | 0.56 |
| Site Clearing | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Building Construction | Cranes | 1 | 6.00 | 226 | 0.29 |
| Building Construction | Forklifts | 1 | 6.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Grading | Graders | 1 | 6.00 | 174 | 0.41 |
| Site Preparation | Graders | 1 | 8.00 | 174 | 0.41 |
| Building Construction | Air Compressors | | 8.00 | 78 | 0.48 |
| Building Construction | Pavers | 1 | 8.00 | 125 | 0.42 |

| | | | | | |
|---|---|---|---|---|---|
| Building Construction | Rollers | 1 | 8.00 | 80 | 0.38 |
| Site Clearing | Rubber Tired Dozers | 1 | 8.00 | 255 | 0.40 |
| Grading | Rubber Tired Dozers | 1 | 6.00 | 255 | 0.40 |
| Site Preparation | Rubber Tired Dozers | 1 | 7.00 | 255 | 0.40 |
| Building Construction | Tractors/Loaders/Backhoes | 1 | 6.00 | 97 | 0.37 |
| Site Clearing | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Grading | Tractors/Loaders/Backhoes | 1 | 7.00 | 97 | 0.37 |
| Site Preparation | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Building Construction | Welders | 3 | 8.00 | 46 | 0.45 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Building Construction | 10 | 114.00 | 23.00 | 0.00 | 14.70 | 6.90 | 43.00 | LD_Mix | HDT_Mix | HHDT |
| Site Clearing | 4 | 10.00 | 0.00 | 0.00 | 14.70 | 6.90 | 43.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 3 | 8.00 | 0.00 | 1,467.00 | 14.70 | 6.90 | 43.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 3 | 8.00 | 0.00 | 0.00 | 14.70 | 6.90 | 43.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

## 3.2 Site Clearing - 2017

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Fugitive Dust | | | | | 0.0666 | 0.0000 | 0.0666 | 0.0365 | 0.0000 | 0.0365 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0335 | 0.3315 | 0.2301 | 2.7000e-004 | | 0.0186 | 0.0186 | | 0.0174 | 0.0174 | 0.0000 | 24.5339 | 24.5339 | 6.2300e-003 | 0.0000 | 24.6646 |
| **Total** | **0.0335** | **0.3315** | **0.2301** | **2.7000e-004** | **0.0666** | **0.0186** | **0.0852** | **0.0365** | **0.0174** | **0.0538** | **0.0000** | **24.5339** | **24.5339** | **6.2300e-003** | **0.0000** | **24.6646** |

## Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 4.3000e-004 | 6.3000e-004 | 6.6100e-003 | 2.0000e-005 | 1.2100e-003 | 1.0000e-005 | 1.2200e-003 | 3.2000e-004 | 1.0000e-005 | 3.3000e-004 | 0.0000 | 1.1321 | 1.1321 | 6.0000e-005 | 0.0000 | 1.1334 |
| **Total** | **4.3000e-004** | **6.3000e-004** | **6.6100e-003** | **2.0000e-005** | **1.2100e-003** | **1.0000e-005** | **1.2200e-003** | **3.2000e-004** | **1.0000e-005** | **3.3000e-004** | **0.0000** | **1.1321** | **1.1321** | **6.0000e-005** | **0.0000** | **1.1334** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0247 | 0.0000 | 0.0247 | 0.0135 | 0.0000 | 0.0135 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 3.1200e-003 | 0.0135 | 0.1630 | 2.7000e-004 | | 4.2000e-004 | 4.2000e-004 | | 4.2000e-004 | 4.2000e-004 | 0.0000 | 24.5338 | 24.5338 | 6.2300e-003 | 0.0000 | 24.6646 |
| **Total** | **3.1200e-003** | **0.0135** | **0.1630** | **2.7000e-004** | **0.0247** | **4.2000e-004** | **0.0251** | **0.0135** | **4.2000e-004** | **0.0139** | **0.0000** | **24.5338** | **24.5338** | **6.2300e-003** | **0.0000** | **24.6646** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 4.3000e-004 | 6.3000e-004 | 6.6100e-003 | 2.0000e-005 | -0.0035 | 1.0000e-005 | -0.0035 | -0.0008 | 1.0000e-005 | -0.0008 | 0.0000 | 1.1321 | 1.1321 | 6.0000e-005 | 0.0000 | 1.1334 |
| **Total** | **4.3000e-004** | **6.3000e-004** | **6.6100e-003** | **2.0000e-005** | **-0.0035** | **1.0000e-005** | **-0.0035** | **-0.0008** | **1.0000e-005** | **-0.0008** | **0.0000** | **1.1321** | **1.1321** | **6.0000e-005** | **0.0000** | **1.1334** |

## 3.3 Site Preparation - 2017

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0162 | 0.0000 | 0.0162 | 8.7300e-003 | 0.0000 | 8.7300e-003 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 6.9300e-003 | 0.0727 | 0.0478 | 5.0000e-005 | | 3.9200e-003 | 3.9200e-003 | | 3.6100e-003 | 3.6100e-003 | 0.0000 | 4.7685 | 4.7685 | 1.4600e-003 | 0.0000 | 4.7992 |
| **Total** | **6.9300e-003** | **0.0727** | **0.0478** | **5.0000e-005** | **0.0162** | **3.9200e-003** | **0.0201** | **8.7300e-003** | **3.6100e-003** | **0.0123** | **0.0000** | **4.7685** | **4.7685** | **1.4600e-003** | **0.0000** | **4.7992** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 9.0000e-005 | 1.4000e-004 | 1.4400e-003 | 0.0000 | 2.6000e-004 | 0.0000 | 2.7000e-004 | 7.0000e-005 | 0.0000 | 7.0000e-005 | 0.0000 | 0.2470 | 0.2470 | 1.0000e-005 | 0.0000 | 0.2473 |
| **Total** | **9.0000e-005** | **1.4000e-004** | **1.4400e-003** | **0.0000** | **2.6000e-004** | **0.0000** | **2.7000e-004** | **7.0000e-005** | **0.0000** | **7.0000e-005** | **0.0000** | **0.2470** | **0.2470** | **1.0000e-005** | **0.0000** | **0.2473** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 5.9900e-003 | 0.0000 | 5.9900e-003 | 3.2300e-003 | 0.0000 | 3.2300e-003 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 6.2000e-004 | 2.7000e-003 | 0.0314 | 5.0000e-005 | | 8.0000e-005 | 8.0000e-005 | | 8.0000e-005 | 8.0000e-005 | 0.0000 | 4.7685 | 4.7685 | 1.4600e-003 | 0.0000 | 4.7992 |
| **Total** | **6.2000e-004** | **2.7000e-003** | **0.0314** | **5.0000e-005** | **5.9900e-003** | **8.0000e-005** | **6.0700e-003** | **3.2300e-003** | **8.0000e-005** | **3.3100e-003** | **0.0000** | **4.7685** | **4.7685** | **1.4600e-003** | **0.0000** | **4.7992** |

## Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 9.0000e-005 | 1.4000e-004 | 1.4400e-003 | 0.0000 | -0.0008 | 0.0000 | -0.0008 | -0.0002 | 0.0000 | -0.0002 | 0.0000 | 0.2470 | 0.2470 | 1.0000e-005 | 0.0000 | 0.2473 |
| **Total** | **9.0000e-005** | **1.4000e-004** | **1.4400e-003** | **0.0000** | **-0.0008** | **0.0000** | **-0.0008** | **-0.0002** | **0.0000** | **-0.0002** | **0.0000** | **0.2470** | **0.2470** | **1.0000e-005** | **0.0000** | **0.2473** |

### 3.4 Grading - 2017

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0242 | 0.0000 | 0.0242 | 0.0126 | 0.0000 | 0.0126 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 9.4200e-003 | 0.0989 | 0.0659 | 7.0000e-005 | | 5.3300e-003 | 5.3300e-003 | | 4.9000e-003 | 4.9000e-003 | 0.0000 | 6.5281 | 6.5281 | 2.0000e-003 | 0.0000 | 6.5701 |
| **Total** | **9.4200e-003** | **0.0989** | **0.0659** | **7.0000e-005** | **0.0242** | **5.3300e-003** | **0.0295** | **0.0126** | **4.9000e-003** | **0.0175** | **0.0000** | **6.5281** | **6.5281** | **2.0000e-003** | **0.0000** | **6.5701** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0221 | 0.4113 | 0.2262 | 1.1600e-003 | 0.0270 | 5.9500e-003 | 0.0329 | 7.4000e-003 | 5.4700e-003 | 0.0129 | 0.0000 | 104.5196 | 104.5196 | 7.4000e-004 | 0.0000 | 104.5353 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.6000e-004 | 2.3000e-004 | 2.4000e-003 | 1.0000e-005 | 4.4000e-004 | 0.0000 | 4.4000e-004 | 1.2000e-004 | 0.0000 | 1.2000e-004 | 0.0000 | 0.4117 | 0.4117 | 2.0000e-005 | 0.0000 | 0.4122 |
| **Total** | **0.0223** | **0.4116** | **0.2286** | **1.1700e-003** | **0.0274** | **5.9500e-003** | **0.0334** | **7.5200e-003** | **5.4700e-003** | **0.0130** | **0.0000** | **104.9313** | **104.9313** | **7.6000e-004** | **0.0000** | **104.9474** |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Fugitive Dust | | | | | 8.9600e-003 | 0.0000 | 8.9600e-003 | 4.6800e-003 | 0.0000 | 4.6800e-003 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 8.5000e-004 | 3.7000e-003 | 0.0426 | 7.0000e-005 | | 1.1000e-004 | 1.1000e-004 | | 1.1000e-004 | 1.1000e-004 | 0.0000 | 6.5281 | 6.5281 | 2.0000e-003 | 0.0000 | 6.5701 |
| **Total** | **8.5000e-004** | **3.7000e-003** | **0.0426** | **7.0000e-005** | **8.9600e-003** | **1.1000e-004** | **9.0700e-003** | **4.6800e-003** | **1.1000e-004** | **4.7900e-003** | **0.0000** | **6.5281** | **6.5281** | **2.0000e-003** | **0.0000** | **6.5701** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0221 | 0.4113 | 0.2262 | 1.1600e-003 | -0.0647 | 5.9500e-003 | -0.0588 | -0.0151 | 5.4700e-003 | -0.0096 | 0.0000 | 104.5196 | 104.5196 | 7.4000e-004 | 0.0000 | 104.5353 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 1.6000e-004 | 2.3000e-004 | 2.4000e-003 | 1.0000e-005 | -0.0013 | 0.0000 | -0.0013 | -0.0003 | 0.0000 | -0.0003 | 0.0000 | 0.4117 | 0.4117 | 2.0000e-005 | 0.0000 | 0.4122 |
| **Total** | **0.0223** | **0.4116** | **0.2286** | **1.1700e-003** | **-0.0660** | **5.9500e-003** | **-0.0601** | **-0.0154** | **5.4700e-003** | **-0.0099** | **0.0000** | **104.9313** | **104.9313** | **7.6000e-004** | **0.0000** | **104.9474** |

## 3.5 Building Construction - 2017

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.4081 | 2.9225 | 2.1523 | 3.3000e-003 | | 0.1825 | 0.1825 | | 0.1741 | 0.1741 | 0.0000 | 282.6109 | 282.6109 | 0.0658 | 0.0000 | 283.9922 |
| **Total** | **0.4081** | **2.9225** | **2.1523** | **3.3000e-003** | | **0.1825** | **0.1825** | | **0.1741** | **0.1741** | **0.0000** | **282.6109** | **282.6109** | **0.0658** | **0.0000** | **283.9922** |

## Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0209 | 0.2128 | 0.2871 | 5.6000e-004 | 0.0157 | 3.1200e-003 | 0.0188 | 4.4700e-003 | 2.8700e-003 | 7.3400e-003 | 0.0000 | 50.0141 | 50.0141 | 3.7000e-004 | 0.0000 | 50.0219 |
| Worker | 0.0495 | 0.0730 | 0.7602 | 1.7600e-003 | 0.1387 | 1.2800e-003 | 0.1399 | 0.0368 | 1.1800e-003 | 0.0380 | 0.0000 | 130.2360 | 130.2360 | 7.1000e-003 | 0.0000 | 130.3851 |
| **Total** | **0.0704** | **0.2858** | **1.0473** | **2.3200e-003** | **0.1543** | **4.4000e-003** | **0.1587** | **0.0413** | **4.0500e-003** | **0.0454** | **0.0000** | **180.2502** | **180.2502** | **7.4700e-003** | **0.0000** | **180.4069** |

## Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0420 | 0.4532 | 2.0456 | 3.3000e-003 | | 4.6300e-003 | 4.6300e-003 | | 4.6300e-003 | 4.6300e-003 | 0.0000 | 282.6105 | 282.6105 | 0.0658 | 0.0000 | 283.9919 |
| **Total** | **0.0420** | **0.4532** | **2.0456** | **3.3000e-003** | | **4.6300e-003** | **4.6300e-003** | | **4.6300e-003** | **4.6300e-003** | **0.0000** | **282.6105** | **282.6105** | **0.0658** | **0.0000** | **283.9919** |

## Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0209 | 0.2128 | 0.2871 | 5.6000e-004 | -0.0356 | 3.1200e-003 | -0.0324 | -0.0081 | 2.8700e-003 | -0.0052 | 0.0000 | 50.0141 | 50.0141 | 3.7000e-004 | 0.0000 | 50.0219 |
| Worker | 0.0495 | 0.0730 | 0.7602 | 1.7600e-003 | -0.4022 | 1.2800e-003 | -0.4009 | -0.0959 | 1.1800e-003 | -0.0947 | 0.0000 | 130.2360 | 130.2360 | 7.1000e-003 | 0.0000 | 130.3851 |
| **Total** | **0.0704** | **0.2858** | **1.0473** | **2.3200e-003** | **-0.4377** | **4.4000e-003** | **-0.4333** | **-0.1040** | **4.0500e-003** | **-0.1000** | **0.0000** | **180.2502** | **180.2502** | **7.4700e-003** | **0.0000** | **180.4069** |

## 3.5 Building Construction - 2018

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.1363 | 1.0021 | 0.8006 | 1.2600e-003 | | 0.0597 | 0.0597 | | 0.0570 | 0.0570 | 0.0000 | 107.2786 | 107.2786 | 0.0244 | 0.0000 | 107.7905 |
| **Total** | **0.1363** | **1.0021** | **0.8006** | **1.2600e-003** | | **0.0597** | **0.0597** | | **0.0570** | **0.0570** | **0.0000** | **107.2786** | **107.2786** | **0.0244** | **0.0000** | **107.7905** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 7.5300e-003 | 0.0749 | 0.1055 | 2.1000e-004 | 6.0000e-003 | 1.1300e-003 | 7.1300e-003 | 1.7100e-003 | 1.0400e-003 | 2.7500e-003 | 0.0000 | 18.8332 | 18.8332 | 1.4000e-004 | 0.0000 | 18.8361 |
| Worker | 0.0170 | 0.0254 | 0.2636 | 6.7000e-004 | 0.0531 | 4.8000e-004 | 0.0536 | 0.0141 | 4.4000e-004 | 0.0145 | 0.0000 | 48.0376 | 48.0376 | 2.5200e-003 | 0.0000 | 48.0907 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Total** | **0.0245** | **0.1003** | **0.3691** | **8.8000e-004** | **0.0591** | **1.6100e-003** | **0.0607** | **0.0158** | **1.4800e-003** | **0.0173** | **0.0000** | **66.8708** | **66.8708** | **2.6600e-003** | **0.0000** | **66.9267** |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0161 | 0.1735 | 0.7832 | 1.2600e-003 | | 1.7700e-003 | 1.7700e-003 | | 1.7700e-003 | 1.7700e-003 | 0.0000 | 107.2784 | 107.2784 | 0.0244 | 0.0000 | 107.7904 |
| **Total** | **0.0161** | **0.1735** | **0.7832** | **1.2600e-003** | | **1.7700e-003** | **1.7700e-003** | | **1.7700e-003** | **1.7700e-003** | **0.0000** | **107.2784** | **107.2784** | **0.0244** | **0.0000** | **107.7904** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 7.5300e-003 | 0.0749 | 0.1055 | 2.1000e-004 | -0.0136 | 1.1300e-003 | -0.0125 | -0.0031 | 1.0400e-003 | -0.0021 | 0.0000 | 18.8332 | 18.8332 | 1.4000e-004 | 0.0000 | 18.8361 |
| Worker | 0.0170 | 0.0254 | 0.2636 | 6.7000e-004 | -0.1540 | 4.8000e-004 | -0.1535 | -0.0367 | 4.4000e-004 | -0.0363 | 0.0000 | 48.0376 | 48.0376 | 2.5200e-003 | 0.0000 | 48.0907 |
| **Total** | **0.0245** | **0.1003** | **0.3691** | **8.8000e-004** | **-0.1676** | **1.6100e-003** | **-0.1660** | **-0.0398** | **1.4800e-003** | **-0.0384** | **0.0000** | **66.8708** | **66.8708** | **2.6600e-003** | **0.0000** | **66.9267** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.6530 | 1.8537 | 7.1729 | 0.0180 | 1.1909 | 0.0263 | 1.2171 | 0.3190 | 0.0242 | 0.3432 | 0.0000 | 1,356.7323 | 1,356.7323 | 0.0539 | 0.0000 | 1,357.8632 |
| Unmitigated | 0.6530 | 1.8537 | 7.1729 | 0.0180 | 1.1909 | 0.0263 | 1.2171 | 0.3190 | 0.0242 | 0.3432 | 0.0000 | 1,356.7323 | 1,356.7323 | 0.0539 | 0.0000 | 1,357.8632 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Mid Rise | 689.30 | 873.52 | 740.54 | 2,470,386 | 2,470,386 |
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | | |
| General Office Building | 25.33 | 6.40 | 2.65 | 62,439 | 62,439 |
| High Turnover (Sit Down Restaurant) | 216.07 | 729.29 | 607.12 | 470,517 | 470,517 |
| Strip Mall | 61.14 | 136.42 | 66.30 | 138,181 | 138,181 |
| Total | 991.83 | 1,745.63 | 1,416.60 | 3,141,523 | 3,141,523 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Apartments Mid Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| Enclosed Parking with Elevator | 16.60 | 8.40 | 6.90 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| General Office Building | 16.60 | 8.40 | 6.90 | 33.00 | 48.00 | 19.00 | 77 | 19 | 4 |
| High Turnover (Sit Down Restaurant) | 16.60 | 8.40 | 6.90 | 8.50 | 72.50 | 19.00 | 37 | 20 | 43 |
| Strip Mall | 16.60 | 8.40 | 6.90 | 16.60 | 64.40 | 19.00 | 45 | 40 | 15 |

| LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0.531767 | 0.058060 | 0.178534 | 0.124864 | 0.038964 | 0.006284 | 0.016861 | 0.033134 | 0.002486 | 0.003151 | 0.003685 | 0.000540 | 0.001671 |

## 5.0 Energy Detail

### 4.4 Fleet Mix

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 604.3396 | 604.3396 | 0.0143 | 2.9500e-003 | 605.5547 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 604.3396 | 604.3396 | 0.0143 | 2.9500e-003 | 605.5547 |
| NaturalGas Mitigated | 0.0105 | 0.0927 | 0.0619 | 5.7000e-004 | | 7.2300e-003 | 7.2300e-003 | | 7.2300e-003 | 7.2300e-003 | 0.0000 | 103.5287 | 103.5287 | 1.9800e-003 | 1.9000e-003 | 104.1587 |
| NaturalGas Unmitigated | 0.0105 | 0.0927 | 0.0619 | 5.7000e-004 | | 7.2300e-003 | 7.2300e-003 | | 7.2300e-003 | 7.2300e-003 | 0.0000 | 103.5287 | 103.5287 | 1.9800e-003 | 1.9000e-003 | 104.1587 |

### 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Apartments Mid Rise | 832016 | 4.4900e-003 | 0.0383 | 0.0163 | 2.4000e-004 | | 3.1000e-003 | 3.1000e-003 | | 3.1000e-003 | 3.1000e-003 | 0.0000 | 44.3995 | 44.3995 | 8.5000e-004 | 8.1000e-004 | 44.6697 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 29511 | 1.6000e-004 | 1.4500e-003 | 1.2200e-003 | 1.0000e-005 | | 1.1000e-004 | 1.1000e-004 | | 1.1000e-004 | 1.1000e-004 | 0.0000 | 1.5748 | 1.5748 | 3.0000e-005 | 3.0000e-005 | 1.5844 |
| High Turnover (Sit Down Restaurant) | 1.07301e+006 | 5.7900e-003 | 0.0526 | 0.0442 | 3.2000e-004 | | 4.0000e-003 | 4.0000e-003 | | 4.0000e-003 | 4.0000e-003 | 0.0000 | 57.2600 | 57.2600 | 1.1000e-003 | 1.0500e-003 | 57.6084 |
| Strip Mall | 5516.5 | 3.0000e-005 | 2.7000e-004 | 2.3000e-004 | 0.0000 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | 0.0000 | 0.2944 | 0.2944 | 1.0000e-005 | 1.0000e-005 | 0.2962 |
| **Total** | | **0.0105** | **0.0927** | **0.0619** | **5.7000e-004** | | **7.2300e-003** | **7.2300e-003** | | **7.2300e-003** | **7.2300e-003** | **0.0000** | **103.5287** | **103.5287** | **1.9900e-003** | **1.9000e-003** | **104.1587** |

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Apartments Mid Rise | 832078 | 4.4900e-003 | 0.0383 | 0.0163 | 2.4000e-004 | | 3.1000e-003 | 3.1000e-003 | | 3.1000e-003 | 3.1000e-003 | 0.0000 | 44.3995 | 44.3995 | 8.5000e-004 | 8.1000e-004 | 44.6697 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 29511 | 1.6000e-004 | 1.4500e-003 | 1.2200e-003 | 1.0000e-005 | | 1.1000e-004 | 1.1000e-004 | | 1.1000e-004 | 1.1000e-004 | 0.0000 | 1.5748 | 1.5748 | 3.0000e-005 | 3.0000e-005 | 1.5844 |
| High Turnover (Sit Down Restaurant) | 1.07301e+006 | 5.7900e-003 | 0.0526 | 0.0442 | 3.2000e-004 | | 4.0000e-003 | 4.0000e-003 | | 4.0000e-003 | 4.0000e-003 | 0.0000 | 57.2600 | 57.2600 | 1.1000e-003 | 1.0500e-003 | 57.6084 |
| Strip Mall | 5516.5 | 3.0000e-005 | 2.7000e-004 | 2.3000e-004 | 0.0000 | | 2.0000e-005 | 2.0000e-005 | | 2.0000e-005 | 2.0000e-005 | 0.0000 | 0.2944 | 0.2944 | 1.0000e-005 | 1.0000e-005 | 0.2962 |
| **Total** | | **0.0105** | **0.0927** | **0.0619** | **5.7000e-004** | | **7.2300e-003** | **7.2300e-003** | | **7.2300e-003** | **7.2300e-003** | **0.0000** | **103.5287** | **103.5287** | **1.9900e-003** | **1.9000e-003** | **104.1587** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Mid Rise | 424715 | 236.5499 | 5.5900e-003 | 1.1600e-003 | 237.0255 |
| Enclosed Parking with Elevator | 355872 | 198.2070 | 4.6800e-003 | 9.7000e-004 | 198.6056 |
| General Office Building | 39231 | 21.8502 | 5.2000e-004 | 1.1000e-004 | 21.8941 |
| High Turnover (Sit Down Restaurant) | 216021 | 120.3151 | 2.8400e-003 | 5.9000e-004 | 120.5571 |
| Strip Mall | 49226.7 | 27.4174 | 6.5000e-004 | 1.3000e-004 | 27.4725 |
| **Total** | | **604.3396** | **0.0143** | **2.9600e-003** | **605.5547** |

**Mitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments Mid Rise | 424715 | 236.5499 | 5.5900e-003 | 1.1600e-003 | 237.0255 |
| Enclosed Parking with Elevator | 355872 | 198.2070 | 4.6800e-003 | 9.7000e-004 | 198.6056 |
| General Office Building | 39231 | 21.8502 | 5.2000e-004 | 1.1000e-004 | 21.8941 |
| High Turnover (Sit Down Restaurant) | 216021 | 120.3151 | 2.8400e-003 | 5.9000e-004 | 120.5571 |
| Strip Mall | 49226.7 | 27.4174 | 6.5000e-004 | 1.3000e-004 | 27.4725 |
| **Total** | | **604.3396** | **0.0143** | **2.9600e-003** | **605.5547** |

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.8301 | 0.0147 | 1.2689 | 7.0000e-005 | | 6.9200e-003 | 6.9200e-003 | | 6.9200e-003 | 6.9200e-003 | 0.0000 | 2.0587 | 2.0587 | 2.0500e-003 | 0.0000 | 2.1017 |
| Unmitigated | 0.8301 | 0.0147 | 1.2689 | 7.0000e-005 | | 6.9200e-003 | 6.9200e-003 | | 6.9200e-003 | 6.9200e-003 | 0.0000 | 2.0587 | 2.0587 | 2.0500e-003 | 0.0000 | 2.1017 |

### 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.1211 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.6698 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 0.0392 | 0.0147 | 1.2689 | 7.0000e-005 | | 6.9200e-003 | 6.9200e-003 | | 6.9200e-003 | 6.9200e-003 | 0.0000 | 2.0587 | 2.0587 | 2.0500e-003 | 0.0000 | 2.1017 |
| **Total** | **0.8301** | **0.0147** | **1.2689** | **7.0000e-005** | | **6.9200e-003** | **6.9200e-003** | | **6.9200e-003** | **6.9200e-003** | **0.0000** | **2.0587** | **2.0587** | **2.0500e-003** | **0.0000** | **2.1017** |

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.1211 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.6698 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 0.0392 | 0.0147 | 1.2689 | 7.0000e-005 | | 6.9200e-003 | 6.9200e-003 | | 6.9200e-003 | 6.9200e-003 | 0.0000 | 2.0587 | 2.0587 | 2.0500e-003 | 0.0000 | 2.1017 |
| **Total** | **0.8301** | **0.0147** | **1.2689** | **7.0000e-005** | | **6.9200e-003** | **6.9200e-003** | | **6.9200e-003** | **6.9200e-003** | **0.0000** | **2.0587** | **2.0587** | **2.0500e-003** | **0.0000** | **2.1017** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT/yr | | | |
| Mitigated | 110.5086 | 0.3306 | 8.2600e-003 | 120.0107 |
| Unmitigated | 110.5086 | 0.3306 | 8.2700e-003 | 120.0158 |

## 7.2 Water by Land Use

### Unmitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Apartments Mid Rise | 7.94879 / 5.01119 | 91.1765 | 0.2611 | 6.5500e-003 | 98.6899 |
| Enclosed Parking with Elevator | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 0.479881 / 0.294121 | 5.4524 | 0.0158 | 4.0000e-004 | 5.9059 |
| High Turnover (Sit Down Restaurant) | 1.39929 / 0.0893164 | 11.1445 | 0.0459 | 1.1300e-003 | 12.4573 |
| Strip Mall | 0.240736 / 0.147548 | 2.7352 | 7.9100e-003 | 2.0000e-004 | 2.9627 |
| **Total** | | **110.5086** | **0.3306** | **8.2800e-003** | **120.0158** |

### Mitigated

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|

| Land Use | Mgal | MT/yr | | | |
|---|---|---|---|---|---|
| Apartments Mid Rise | 7.94879 / 5.01119 | 91.1765 | 0.2611 | 6.5400e-003 | 98.6859 |
| Enclosed Parking with Elevator | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 0.479881 / 0.294121 | 5.4524 | 0.0158 | 3.9000e-004 | 5.9057 |
| High Turnover (Sit Down Restaurant) | 1.39929 / 0.0893164 | 11.1445 | 0.0458 | 1.1300e-003 | 12.4566 |
| Strip Mall | 0.240736 / 0.147548 | 2.7352 | 7.9100e-003 | 2.0000e-004 | 2.9626 |
| **Total** | | **110.5086** | **0.3306** | **8.2600e-003** | **120.0107** |

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| | MT/yr | | | |
| Mitigated | 23.7296 | 1.4024 | 0.0000 | 53.1797 |
| Unmitigated | 23.7296 | 1.4024 | 0.0000 | 53.1797 |

### 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|

| Land Use | tons | MT/yr | | | |
|---|---|---|---|---|---|
| Apartments Mid Rise | 56.12 | 11.3919 | 0.6732 | 0.0000 | 25.5299 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 2.51 | 0.5095 | 0.0301 | 0.0000 | 1.1418 |
| High Turnover (Sit Down Restaurant) | 54.86 | 11.1361 | 0.6581 | 0.0000 | 24.9567 |
| Strip Mall | 3.41 | 0.6922 | 0.0409 | 0.0000 | 1.5513 |
| **Total** | | **23.7296** | **1.4024** | **0.0000** | **53.1797** |

**Mitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Apartments Mid Rise | 56.12 | 11.3919 | 0.6732 | 0.0000 | 25.5299 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 2.51 | 0.5095 | 0.0301 | 0.0000 | 1.1418 |
| High Turnover (Sit Down Restaurant) | 54.86 | 11.1361 | 0.6581 | 0.0000 | 24.9567 |
| Strip Mall | 3.41 | 0.6922 | 0.0409 | 0.0000 | 1.5513 |
| **Total** | | **23.7296** | **1.4024** | **0.0000** | **53.1797** |

## 9.0 Operational Offroad

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

## 10.0 Vegetation

# 1800 East 7th Street

**Los Angeles-South Coast County, Summer**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Apartments Mid Rise | 122.00 | Dwelling Unit | 0.40 | 122,000.00 | 349 |
| General Office Building | 2.70 | 1000sqft | 0.08 | 2,700.00 | 0 |
| High Turnover (Sit Down Restaurant) | 4.61 | 1000sqft | 0.10 | 4,605.00 | 0 |
| Strip Mall | 3.25 | 1000sqft | 0.09 | 3,245.00 | 0 |
| Enclosed Parking with Elevator | 132.00 | Space | 1.19 | 52,800.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 33 |
| **Climate Zone** | 11 | | | **Operational Year** | 2018 |
| **Utility Company** | Los Angeles Department of Water & Power | | | | |
| **CO2 Intensity (lb/MWhr)** | 1227.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Construction Phase - Developer information

Grading - Developer information

Trips and VMT - Assumes worst-case scenario hauling to Chiquita Canyon landfill; assumes 15 cubic yards capacity per haul truck

Vehicle Trips - Kunzman Associates Traffic Study, August 2016

Woodstoves - Developer information

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Off-road Equipment - Developer information

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Developer information

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstDustMitigation | CleanPavedRoadPercentReduction | 0 | 450 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 3.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 1.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 3.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 4.00 |
| tblConstEquipMitigation | NumberOfEquipmentMitigated | 0.00 | 3.00 |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstEquipMitigation | Tier | No Change | Tier 4 Final |
| tblConstructionPhase | NumDays | 200.00 | 307.00 |
| tblConstructionPhase | NumDays | 4.00 | 10.00 |
| tblConstructionPhase | NumDays | 2.00 | 22.00 |
| tblConstructionPhase | NumDays | 2.00 | 6.00 |

| tblConstructionPhase | PhaseEndDate | 4/27/2018 | 4/29/2018 |
|---|---|---|---|
| tblFireplaces | NumberGas | 103.70 | 0.00 |
| tblFireplaces | NumberNoFireplace | 12.20 | 122.00 |
| tblFireplaces | NumberWood | 6.10 | 0.00 |
| tblGrading | AcresOfGrading | 3.00 | 0.67 |
| tblGrading | AcresOfGrading | 3.75 | 0.67 |
| tblGrading | AcresOfGrading | 11.00 | 0.67 |
| tblGrading | MaterialExported | 0.00 | 22,000.00 |
| tblLandUse | LotAcreage | 3.21 | 0.40 |
| tblLandUse | LotAcreage | 0.06 | 0.08 |
| tblLandUse | LotAcreage | 0.11 | 0.10 |
| tblLandUse | LotAcreage | 0.07 | 0.09 |
| tblOffRoadEquipment | LoadFactor | 0.42 | 0.42 |
| tblOffRoadEquipment | LoadFactor | 0.38 | 0.38 |
| tblOffRoadEquipment | OffRoadEquipmentType | | Cement and Mortar Mixers |
| tblOffRoadEquipment | OffRoadEquipmentType | | Air Compressors |
| tblOffRoadEquipment | OffRoadEquipmentType | | Pavers |
| tblOffRoadEquipment | OffRoadEquipmentType | | Rollers |
| tblOffRoadEquipment | UsageHours | 7.00 | 8.00 |
| tblProjectCharacteristics | OperationalYear | 2014 | 2018 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 43.00 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 43.00 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 43.00 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 43.00 |
| tblTripsAndVMT | HaulingTripNumber | 2,750.00 | 1,467.00 |
| tblVehicleTrips | WD_TR | 6.59 | 5.65 |
| tblVehicleTrips | WD_TR | 11.01 | 9.38 |
| tblVehicleTrips | WD_TR | 127.15 | 46.92 |
| tblVehicleTrips | WD_TR | 44.32 | 18.84 |
| tblWoodstoves | NumberCatalytic | 6.10 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 6.10 | 0.00 |

## 2.0 Emissions Summary

### 2.1 Overall Construction (Maximum Daily Emission)

**Unmitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2017 | 6.2534 | 97.7642 | 55.3498 | 0.2472 | 10.4160 | 2.2558 | 12.6717 | 4.0547 | 2.0752 | 6.1299 | 0.0000 | 24,587.1865 | 24,587.1865 | 0.7273 | 0.0000 | 24,602.4601 |
| 2018 | 3.7839 | 25.7906 | 27.4460 | 0.0513 | 1.4178 | 1.4424 | 2.8602 | 0.3788 | 1.3764 | 1.7552 | 0.0000 | 4,571.9411 | 4,571.9411 | 0.7014 | 0.0000 | 4,586.6702 |
| **Total** | **10.0374** | **123.5548** | **82.7958** | **0.2986** | **11.8337** | **3.6982** | **15.5319** | **4.4335** | **3.4517** | **7.8851** | **0.0000** | **29,159.1276** | **29,159.1276** | **1.4287** | **0.0000** | **29,189.1303** |

**Mitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2017 | 4.5399 | 78.7155 | 50.6804 | 0.2472 | 1.9176 | 1.2124 | 1.9565 | 1.1500 | 1.1172 | 1.1888 | 0.0000 | 24,587.1865 | 24,587.1865 | 0.7273 | 0.0000 | 24,602.4601 |
| 2018 | 0.9563 | 6.2943 | 27.0369 | 0.0513 | -4.0394 | 0.0793 | -3.9601 | -0.9607 | 0.0763 | -0.8844 | 0.0000 | 4,571.9411 | 4,571.9411 | 0.7014 | 0.0000 | 4,586.6702 |
| **Total** | **5.4961** | **85.0098** | **77.7173** | **0.2986** | **-2.1218** | **1.2917** | **-2.0036** | **0.1893** | **1.1935** | **0.3045** | **0.0000** | **29,159.1276** | **29,159.1276** | **1.4287** | **0.0000** | **29,189.1303** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Percent Reduction | 45.24 | 31.20 | 6.13 | 0.00 | 117.93 | 65.07 | 112.90 | 95.73 | 65.42 | 96.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

### 2.2 Overall Operational

**Unmitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 4.6475 | 0.1178 | 10.1511 | 5.3000e-004 | | 0.0554 | 0.0554 | | 0.0554 | 0.0554 | 0.0000 | 18.1546 | 18.1546 | 0.0181 | 0.0000 | 18.5336 |
| Energy | 0.0573 | 0.5077 | 0.3394 | 3.1300e-003 | | 0.0396 | 0.0396 | | 0.0396 | 0.0396 | | 625.3196 | 625.3196 | 0.0120 | 0.0115 | 629.1252 |
| Mobile | 5.3212 | 13.3066 | 54.8147 | 0.1415 | 9.1751 | 0.1998 | 9.3748 | 2.4535 | 0.1841 | 2.6376 | | 11,714.5027 | 11,714.5027 | 0.4532 | | 11,724.0200 |
| **Total** | **10.0260** | **13.9321** | **65.3051** | **0.1451** | **9.1751** | **0.2948** | **9.4698** | **2.4535** | **0.2791** | **2.7326** | **0.0000** | **12,357.9770** | **12,357.9770** | **0.4832** | **0.0115** | **12,371.6788** |

**Mitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 4.6475 | 0.1178 | 10.1511 | 5.3000e-004 | | 0.0554 | 0.0554 | | 0.0554 | 0.0554 | 0.0000 | 18.1546 | 18.1546 | 0.0181 | 0.0000 | 18.5336 |
| Energy | 0.0573 | 0.5077 | 0.3394 | 3.1300e-003 | | 0.0396 | 0.0396 | | 0.0396 | 0.0396 | | 625.3196 | 625.3196 | 0.0120 | 0.0115 | 629.1252 |
| Mobile | 5.3212 | 13.3066 | 54.8147 | 0.1415 | 9.1751 | 0.1998 | 9.3748 | 2.4535 | 0.1841 | 2.6376 | | 11,714.5027 | 11,714.5027 | 0.4532 | | 11,724.0200 |
| **Total** | **10.0260** | **13.9321** | **65.3051** | **0.1451** | **9.1751** | **0.2948** | **9.4698** | **2.4535** | **0.2791** | **2.7326** | **0.0000** | **12,357.9770** | **12,357.9770** | **0.4832** | **0.0115** | **12,371.6788** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Site Clearing | Site Preparation | 1/1/2017 | 1/31/2017 | 5 | 22 | |
| 2 | Site Preparation | Site Preparation | 2/1/2017 | 2/8/2017 | 5 | 6 | |
| 3 | Grading | Grading | 2/9/2017 | 2/22/2017 | 5 | 10 | |
| 4 | Building Construction | Building Construction | 2/23/2017 | 4/29/2018 | 5 | 307 | |

**Acres of Grading (Site Preparation Phase): 0.67**

**Acres of Grading (Grading Phase): 0.67**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Site Clearing | Graders | 1 | 8.00 | 174 | 0.41 |
| Building Construction | Cement and Mortar Mixers | 1 | 8.00 | 9 | 0.56 |
| Site Clearing | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Building Construction | Cranes | 1 | 6.00 | 226 | 0.29 |
| Building Construction | Forklifts | 1 | 6.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Grading | Graders | 1 | 6.00 | 174 | 0.41 |
| Site Preparation | Graders | 1 | 8.00 | 174 | 0.41 |
| Building Construction | Air Compressors | | 8.00 | 78 | 0.48 |
| Building Construction | Pavers | 1 | 8.00 | 125 | 0.42 |
| Building Construction | Rollers | 1 | 8.00 | 80 | 0.38 |
| Site Clearing | Rubber Tired Dozers | 1 | 8.00 | 255 | 0.40 |
| Grading | Rubber Tired Dozers | 1 | 6.00 | 255 | 0.40 |
| Site Preparation | Rubber Tired Dozers | 1 | 7.00 | 255 | 0.40 |
| Building Construction | Tractors/Loaders/Backhoes | 1 | 6.00 | 97 | 0.37 |
| Site Clearing | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |
| Grading | Tractors/Loaders/Backhoes | 1 | 7.00 | 97 | 0.37 |
| Site Preparation | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |

| | | | | | |
|---|---|---|---|---|---|
| Building Construction | Welders | 3 | 8.00 | 46 | 0.45 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Building Construction | 10 | 114.00 | 23.00 | 0.00 | 14.70 | 6.90 | 43.00 | LD_Mix | HDT_Mix | HHDT |
| Site Clearing | 4 | 10.00 | 0.00 | 0.00 | 14.70 | 6.90 | 43.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 3 | 8.00 | 0.00 | 1,467.00 | 14.70 | 6.90 | 43.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 3 | 8.00 | 0.00 | 0.00 | 14.70 | 6.90 | 43.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

## 3.2 Site Clearing - 2017

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 6.0544 | 0.0000 | 6.0544 | 3.3137 | 0.0000 | 3.3137 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.0406 | 30.1390 | 20.9216 | 0.0245 | | 1.6900 | 1.6900 | | 1.5793 | 1.5793 | | 2,458.5397 | 2,458.5397 | 0.6238 | | 2,471.6404 |
| **Total** | **3.0406** | **30.1390** | **20.9216** | **0.0245** | **6.0544** | **1.6900** | **7.7443** | **3.3137** | **1.5793** | **4.8930** | | **2,458.5397** | **2,458.5397** | **0.6238** | | **2,471.6404** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0400 | 0.0507 | 0.6285 | 1.4500e-003 | 0.1118 | 1.0100e-003 | 0.1128 | 0.0296 | 9.3000e-004 | 0.0306 | | 118.3028 | 118.3028 | 6.1800e-003 | | 118.4326 |
| **Total** | **0.0400** | **0.0507** | **0.6285** | **1.4500e-003** | **0.1118** | **1.0100e-003** | **0.1128** | **0.0296** | **9.3000e-004** | **0.0306** | | **118.3028** | **118.3028** | **6.1800e-003** | | **118.4326** |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 2.2432 | 0.0000 | 2.2432 | 1.2277 | 0.0000 | 1.2277 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2840 | 1.2306 | 14.8139 | 0.0245 | | 0.0379 | 0.0379 | | 0.0379 | 0.0379 | 0.0000 | 2,458.5397 | 2,458.5397 | 0.6238 | | 2,471.6404 |
| **Total** | **0.2840** | **1.2306** | **14.8139** | **0.0245** | **2.2432** | **0.0379** | **2.2810** | **1.2277** | **0.0379** | **1.2656** | **0.0000** | **2,458.5397** | **2,458.5397** | **0.6238** | | **2,471.6404** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0400 | 0.0507 | 0.6285 | 1.4500e-003 | -0.3255 | 1.0100e-003 | -0.3245 | -0.0777 | 9.3000e-004 | -0.0768 | | 118.3028 | 118.3028 | 6.1800e-003 | | 118.4326 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | 0.0400 | 0.0507 | 0.6285 | 1.4500e-003 | -0.3255 | 1.0100e-003 | -0.3245 | -0.0777 | 9.3000e-004 | -0.0768 | | 118.3028 | 118.3028 | 6.1800e-003 | | 118.4326 |

### 3.3 Site Preparation - 2017

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 5.3878 | 0.0000 | 5.3878 | 2.9092 | 0.0000 | 2.9092 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.3109 | 24.2288 | 15.9299 | 0.0171 | | 1.3067 | 1.3067 | | 1.2022 | 1.2022 | | 1,752.1239 | 1,752.1239 | 0.5369 | | 1,763.3977 |
| Total | 2.3109 | 24.2288 | 15.9299 | 0.0171 | 5.3878 | 1.3067 | 6.6945 | 2.9092 | 1.2022 | 4.1114 | | 1,752.1239 | 1,752.1239 | 0.5369 | | 1,763.3977 |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0320 | 0.0406 | 0.5028 | 1.1600e-003 | 0.0894 | 8.1000e-004 | 0.0902 | 0.0237 | 7.5000e-004 | 0.0245 | | 94.6422 | 94.6422 | 4.9500e-003 | | 94.7461 |
| Total | 0.0320 | 0.0406 | 0.5028 | 1.1600e-003 | 0.0894 | 8.1000e-004 | 0.0902 | 0.0237 | 7.5000e-004 | 0.0245 | | 94.6422 | 94.6422 | 4.9500e-003 | | 94.7461 |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 1.9962 | 0.0000 | 1.9962 | 1.0779 | 0.0000 | 1.0779 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2079 | 0.9010 | 10.4605 | 0.0171 | | 0.0277 | 0.0277 | | 0.0277 | 0.0277 | 0.0000 | 1,752.1239 | 1,752.1239 | 0.5369 | | 1,763.3977 |
| **Total** | **0.2079** | **0.9010** | **10.4605** | **0.0171** | **1.9962** | **0.0277** | **2.0239** | **1.0779** | **0.0277** | **1.1056** | **0.0000** | **1,752.1239** | **1,752.1239** | **0.5369** | | **1,763.3977** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0320 | 0.0406 | 0.5028 | 1.1600e-003 | -0.2604 | 8.1000e-004 | -0.2596 | -0.0622 | 7.5000e-004 | -0.0614 | | 94.6422 | 94.6422 | 4.9500e-003 | | 94.7461 |
| **Total** | **0.0320** | **0.0406** | **0.5028** | **1.1600e-003** | **-0.2604** | **8.1000e-004** | **-0.2596** | **-0.0622** | **7.5000e-004** | **-0.0614** | | **94.6422** | **94.6422** | **4.9500e-003** | | **94.7461** |

### 3.4 Grading - 2017

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 4.8364 | 0.0000 | 4.8364 | 2.5280 | 0.0000 | 2.5280 | | | 0.0000 | | | 0.0000 |
| Off-Road | 1.8844 | 19.7889 | 13.1786 | 0.0141 | | 1.0661 | 1.0661 | | 0.9808 | 0.9808 | | 1,439.1894 | 1,439.1894 | 0.4410 | | 1,448.4496 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | 1.8844 | 19.7889 | 13.1786 | 0.0141 | 4.8364 | 1.0661 | 5.9025 | 2.5280 | 0.9808 | 3.5089 | | 1,439.1894 | 1,439.1894 | 0.4410 | | 1,448.4496 |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.3370 | 77.9348 | 41.6684 | 0.2320 | 5.4901 | 1.1886 | 6.6790 | 1.5036 | 1.0937 | 2.5966 | | 23,053.3550 | 23,053.3550 | 0.1634 | | 23,056.7854 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0320 | 0.0406 | 0.5028 | 1.1600e-003 | 0.0894 | 8.1000e-004 | 0.0902 | 0.0237 | 7.5000e-004 | 0.0245 | | 94.6422 | 94.6422 | 4.9500e-003 | | 94.7461 |
| Total | 4.3691 | 77.9753 | 42.1712 | 0.2332 | 5.5796 | 1.1896 | 6.7692 | 1.5267 | 1.0944 | 2.6211 | | 23,147.9972 | 23,147.9972 | 0.1683 | | 23,151.5314 |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 1.7919 | 0.0000 | 1.7919 | 0.9366 | 0.0000 | 0.9366 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1708 | 0.7402 | 8.5092 | 0.0141 | | 0.0228 | 0.0228 | | 0.0228 | 0.0228 | 0.0000 | 1,439.1894 | 1,439.1894 | 0.4410 | | 1,448.4496 |
| Total | 0.1708 | 0.7402 | 8.5092 | 0.0141 | 1.7919 | 0.0228 | 1.8147 | 0.9366 | 0.0228 | 0.9594 | 0.0000 | 1,439.1894 | 1,439.1894 | 0.4410 | | 1,448.4496 |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 4.3370 | 77.9348 | 41.6684 | 0.2320 | -13.2749 | 1.1888 | -12.0861 | -3.1030 | 1.0937 | -2.0093 | | 23,053.3550 | 23,053.3550 | 0.1634 | | 23,056.7854 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0320 | 0.0406 | 0.5028 | 1.1600e-003 | -0.2604 | 8.1000e-004 | -0.2596 | -0.0622 | 7.5000e-004 | -0.0614 | | 94.6422 | 94.6422 | 4.9500e-003 | | 94.7461 |
| **Total** | **4.3691** | **77.9753** | **42.1712** | **0.2332** | **-13.5353** | **1.1896** | **-12.3457** | **-3.1652** | **1.0944** | **-2.0708** | | **23,147.9972** | **23,147.9972** | **0.1683** | | **23,151.5314** |

## 3.5 Building Construction - 2017

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.6765 | 26.3286 | 19.3900 | 0.0297 | | 1.6441 | 1.6441 | | 1.5684 | 1.5684 | | 2,806.5330 | 2,806.5330 | 0.6532 | | 2,820.2506 |
| **Total** | **3.6765** | **26.3286** | **19.3900** | **0.0297** | | **1.6441** | **1.6441** | | **1.5684** | **1.5684** | | **2,806.5330** | **2,806.5330** | **0.6532** | | **2,820.2506** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.1772 | 1.8348 | 2.1954 | 5.0500e-003 | 0.1435 | 0.0280 | 0.1715 | 0.0408 | 0.0258 | 0.0666 | | 498.4190 | 498.4190 | 3.6000e-003 | | 498.4946 |
| Worker | 0.4563 | 0.5780 | 7.1651 | 0.0166 | 1.2743 | 0.0115 | 1.2858 | 0.3379 | 0.0106 | 0.3486 | | 1,348.6514 | 1,348.6514 | 0.0705 | | 1,350.1317 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Total** | **0.6335** | **2.4128** | **9.3605** | **0.0216** | **1.4178** | **0.0396** | **1.4573** | **0.3788** | **0.0364** | **0.4152** | | **1,847.0704** | **1,847.0704** | **0.0741** | | **1,848.6263** |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.3786 | 4.0828 | 18.4291 | 0.0297 | | 0.0417 | 0.0417 | | 0.0417 | 0.0417 | 0.0000 | 2,806.5330 | 2,806.5330 | 0.6532 | | 2,820.2506 |
| **Total** | **0.3786** | **4.0828** | **18.4291** | **0.0297** | | **0.0417** | **0.0417** | | **0.0417** | **0.0417** | **0.0000** | **2,806.5330** | **2,806.5330** | **0.6532** | | **2,820.2506** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.1772 | 1.8348 | 2.1954 | 5.0500e-003 | -0.3286 | 0.0280 | -0.3006 | -0.0750 | 0.0258 | -0.0493 | | 498.4190 | 498.4190 | 3.6000e-003 | | 498.4946 |
| Worker | 0.4563 | 0.5780 | 7.1651 | 0.0166 | -3.7108 | 0.0115 | -3.6993 | -0.8857 | 0.0106 | -0.8750 | | 1,348.6514 | 1,348.6514 | 0.0705 | | 1,350.1317 |
| **Total** | **0.6335** | **2.4128** | **9.3605** | **0.0216** | **-4.0394** | **0.0396** | **-3.9999** | **-0.9607** | **0.0364** | **-0.9243** | | **1,847.0704** | **1,847.0704** | **0.0741** | | **1,848.6263** |

## 3.5 Building Construction - 2018

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.2062 | 23.5791 | 18.8383 | 0.0297 | | 1.4048 | 1.4048 | | 1.3418 | 1.3418 | | 2,782.4555 | 2,782.4555 | 0.6323 | | 2,795.7346 |
| **Total** | **3.2062** | **23.5791** | **18.8383** | **0.0297** | | **1.4048** | **1.4048** | | **1.3418** | **1.3418** | | **2,782.4555** | **2,782.4555** | **0.6323** | | **2,795.7346** |

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.1669 | 1.6870 | 2.0971 | 5.0400e-003 | 0.1435 | 0.0264 | 0.1699 | 0.0408 | 0.0243 | 0.0651 | | 490.1868 | 490.1868 | 3.5800e-003 | | 490.2619 |
| Worker | 0.4108 | 0.5246 | 6.5106 | 0.0166 | 1.2743 | 0.0112 | 1.2854 | 0.3379 | 0.0103 | 0.3483 | | 1,299.2988 | 1,299.2988 | 0.0655 | | 1,300.6738 |
| **Total** | **0.5777** | **2.2115** | **8.6077** | **0.0216** | **1.4178** | **0.0376** | **1.4554** | **0.3788** | **0.0346** | **0.4134** | | **1,789.4856** | **1,789.4856** | **0.0691** | | **1,790.9357** |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 0.3786 | 4.0828 | 18.4291 | 0.0297 | | 0.0417 | 0.0417 | | 0.0417 | 0.0417 | 0.0000 | 2,782.4555 | 2,782.4555 | 0.6323 | | 2,795.7346 |
| **Total** | **0.3786** | **4.0828** | **18.4291** | **0.0297** | | **0.0417** | **0.0417** | | **0.0417** | **0.0417** | **0.0000** | **2,782.4555** | **2,782.4555** | **0.6323** | | **2,795.7346** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.1669 | 1.6870 | 2.0971 | 5.0400e-003 | -0.3286 | 0.0264 | -0.3022 | -0.0750 | 0.0243 | -0.0508 | | 490.1868 | 490.1868 | 3.5800e-003 | | 490.2619 |
| Worker | 0.4108 | 0.5246 | 6.5106 | 0.0166 | -3.7108 | 0.0112 | -3.6997 | -0.8857 | 0.0103 | -0.8753 | | 1,299.2988 | 1,299.2988 | 0.0655 | | 1,300.6738 |
| Total | 0.5777 | 2.2115 | 8.6077 | 0.0216 | -4.0394 | 0.0376 | -4.0018 | -0.9607 | 0.0346 | -0.9261 | | 1,789.4856 | 1,789.4856 | 0.0691 | | 1,790.9357 |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 5.3212 | 13.3066 | 54.8147 | 0.1415 | 9.1751 | 0.1998 | 9.3748 | 2.4535 | 0.1841 | 2.6376 | | 11,714.5027 | 11,714.5027 | 0.4532 | | 11,724.0200 |
| Unmitigated | 5.3212 | 13.3066 | 54.8147 | 0.1415 | 9.1751 | 0.1998 | 9.3748 | 2.4535 | 0.1841 | 2.6376 | | 11,714.5027 | 11,714.5027 | 0.4532 | | 11,724.0200 |

### 4.2 Trip Summary Information

| | Average Daily Trip Rate | Unmitigated | Mitigated |
|---|---|---|---|

| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
|---|---|---|---|---|---|
| Apartments Mid Rise | 689.30 | 873.52 | 740.54 | 2,470,386 | 2,470,386 |
| Enclosed Parking with Elevator | 0.00 | 0.00 | 0.00 | | |
| General Office Building | 25.33 | 6.40 | 2.65 | 62,439 | 62,439 |
| High Turnover (Sit Down Restaurant) | 216.07 | 729.29 | 607.12 | 470,517 | 470,517 |
| Strip Mall | 61.14 | 136.42 | 66.30 | 138,181 | 138,181 |
| Total | 991.83 | 1,745.63 | 1,416.60 | 3,141,523 | 3,141,523 |

### 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Apartments Mid Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| Enclosed Parking with Elevator | 16.60 | 8.40 | 6.90 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| General Office Building | 16.60 | 8.40 | 6.90 | 33.00 | 48.00 | 19.00 | 77 | 19 | 4 |
| High Turnover (Sit Down Restaurant) | 16.60 | 8.40 | 6.90 | 8.50 | 72.50 | 19.00 | 37 | 20 | 43 |
| Strip Mall | 16.60 | 8.40 | 6.90 | 16.60 | 64.40 | 19.00 | 45 | 40 | 15 |

| LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0.531767 | 0.058060 | 0.178534 | 0.124864 | 0.038964 | 0.006284 | 0.016861 | 0.033134 | 0.002486 | 0.003151 | 0.003685 | 0.000540 | 0.001671 |

## 5.0 Energy Detail

### 4.4 Fleet Mix

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.0573 | 0.5077 | 0.3394 | 3.1300e-003 | | 0.0396 | 0.0396 | | 0.0396 | 0.0396 | | 625.3196 | 625.3196 | 0.0120 | 0.0115 | 629.1252 |
| NaturalGas Unmitigated | 0.0573 | 0.5077 | 0.3394 | 3.1300e-003 | | 0.0396 | 0.0396 | | 0.0396 | 0.0396 | | 625.3196 | 625.3196 | 0.0120 | 0.0115 | 629.1252 |

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Apartments Mid Rise | 2279.49 | 0.0246 | 0.2101 | 0.0894 | 1.3400e-003 | | 0.0170 | 0.0170 | | 0.0170 | 0.0170 | | 268.1759 | 268.1759 | 5.1400e-003 | 4.9200e-003 | 269.8079 |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 80.8521 | 8.7000e-004 | 7.9300e-003 | 6.6600e-003 | 5.0000e-005 | | 6.0000e-004 | 6.0000e-004 | | 6.0000e-004 | 6.0000e-004 | | 9.5120 | 9.5120 | 1.8000e-004 | 1.7000e-004 | 9.5699 |
| High Turnover (Sit Down Restaurant) | 2939.76 | 0.0317 | 0.2882 | 0.2421 | 1.7300e-003 | | 0.0219 | 0.0219 | | 0.0219 | 0.0219 | | 345.8537 | 345.8537 | 6.6300e-003 | 6.3400e-003 | 347.9585 |
| Strip Mall | 15.1137 | 1.6000e-004 | 1.4800e-003 | 1.2400e-003 | 1.0000e-005 | | 1.1000e-004 | 1.1000e-004 | | 1.1000e-004 | 1.1000e-004 | | 1.7781 | 1.7781 | 3.0000e-005 | 3.0000e-005 | 1.7889 |
| Total | | 0.0573 | 0.5077 | 0.3394 | 3.1300e-003 | | 0.0396 | 0.0396 | | 0.0396 | 0.0396 | | 625.3196 | 625.3196 | 0.0120 | 0.0115 | 629.1252 |

### Mitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Enclosed Parking with Elevator | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| General Office Building | 0.0808521 | 8.7000e-004 | 7.9300e-003 | 6.6600e-003 | 5.0000e-005 | | 6.0000e-004 | 6.0000e-004 | | 6.0000e-004 | 6.0000e-004 | | 9.5120 | 9.5120 | 1.8000e-004 | 1.7000e-004 | 9.5699 |
| High Turnover (Sit Down Restaurant) | 2.93976 | 0.0317 | 0.2882 | 0.2421 | 1.7300e-003 | | 0.0219 | 0.0219 | | 0.0219 | 0.0219 | | 345.8537 | 345.8537 | 6.6300e-003 | 6.3400e-003 | 347.9585 |
| Strip Mall | 0.0151137 | 1.6000e-004 | 1.4800e-003 | 1.2400e-003 | 1.0000e-005 | | 1.1000e-004 | 1.1000e-004 | | 1.1000e-004 | 1.1000e-004 | | 1.7781 | 1.7781 | 3.0000e-005 | 3.0000e-005 | 1.7889 |
| Apartments Mid Rise | 2.27949 | 0.0246 | 0.2101 | 0.0894 | 1.3400e-003 | | 0.0170 | 0.0170 | | 0.0170 | 0.0170 | | 268.1759 | 268.1759 | 5.1400e-003 | 4.9200e-003 | 269.8079 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | | 0.0573 | 0.5077 | 0.3394 | 3.1300e-003 | | 0.0396 | 0.0396 | | 0.0396 | 0.0396 | | 625.3196 | 625.3196 | 0.0120 | 0.0115 | 629.1252 |

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 4.6475 | 0.1178 | 10.1511 | 5.3000e-004 | | 0.0554 | 0.0554 | | 0.0554 | 0.0554 | 0.0000 | 18.1546 | 18.1546 | 0.0181 | 0.0000 | 18.5336 |
| Unmitigated | 4.6475 | 0.1178 | 10.1511 | 5.3000e-004 | | 0.0554 | 0.0554 | | 0.0554 | 0.0554 | 0.0000 | 18.1546 | 18.1546 | 0.0181 | 0.0000 | 18.5336 |

### 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.6637 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 3.6699 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 0.3139 | 0.1178 | 10.1511 | 5.3000e-004 | | 0.0554 | 0.0554 | | 0.0554 | 0.0554 | | 18.1546 | 18.1546 | 0.0181 | | 18.5336 |
| **Total** | **4.6475** | **0.1178** | **10.1511** | **5.3000e-004** | | **0.0554** | **0.0554** | | **0.0554** | **0.0554** | **0.0000** | **18.1546** | **18.1546** | **0.0181** | **0.0000** | **18.5336** |

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.6637 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 3.6699 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 0.3139 | 0.1178 | 10.1511 | 5.3000e-004 | | 0.0554 | 0.0554 | | 0.0554 | 0.0554 | | 18.1546 | 18.1546 | 0.0181 | | 18.5336 |
| **Total** | **4.6475** | **0.1178** | **10.1511** | **5.3000e-004** | | **0.0554** | **0.0554** | | **0.0554** | **0.0554** | **0.0000** | **18.1546** | **18.1546** | **0.0181** | **0.0000** | **18.5336** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

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

## 10.0 Vegetation

1800 East 7th Street

GHG Emissions Impact Compared to "No Action Taken" Scenario

| Source | NAT (2018) | As Proposed (2018) | Reduction from NAT | Change from NAT |
|---|---|---|---|---|
| Area | 2 | 2 | - | 0% |
| Energy | 1,224 | 710 | (514) | -42% |
| Mobile | 1,934 | 1,358 | (576) | -30% |
| Waste | 53 | 53 | - | 0% |
| Water | 120 | 120 | - | 0% |
| Construction | 26 | 26 | - | 0% |
| Total Emissions | 3,359 | 2,269 | (1,090) | -32.5% |

| Land Use | NAT | As Proposed | Difference |
|---|---|---|---|
| Land Use | 122 DU, 10.5ksf comm | 122 DU, 10.5ksf comme | None |
| Traffic | Same as proposed | 992 ADT | None |
| Area | Same as proposed | Project assumptions | None |
| Energy | No State measures | See below | State measures |
| Mobile | No State measures | See below | State measures |
| Waste | Reduce construction w | Reduce construction wa | None |
| Water | Project assumptions | Project assumptions | None |

| | |
|---|---|
| Mobile source emissions | Pavley emission standards (19.8% reduction) |
| | Low carbon fuel standard (7.2% reduction) |
| | Vehicle efficiency measures (2.8% reduction) |
| Energy Production Assur | Natural gas transmission and distribution efficiency measures (7.4% reduction) |
| | Natural gas extraction efficiency measures (1.6% reduction) |
| | Renewables (electricity) portfolio standard (33% reduction) |

# MITIGATION MONITORING PROGRAM

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

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

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

The Project Applicant shall be responsible for implementing all mitigation measures, unless otherwise noted, and shall be obligated to provide documentation concerning implementation of the listed mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency as provided for herein. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted.
As shown on the following pages, each required mitigation measure for the proposed Project is listed and categorized by impact area, with accompanying discussion of:

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

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

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

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

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

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

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

It is the intent of this MMP to:

Verify compliance of the required mitigation measures of the MND;

Provide a methodology to document implementation of required mitigation;

Provide a record and status of mitigation requirements;

Identify monitoring and enforcement agencies;

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

Establish the frequency and duration of monitoring and reporting; and

Utilize the existing agency review processes' wherever feasible.

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

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

# MITIGATION MONITORING PROGRAM

## Air Quality

**3-1** All off-road construction equipment greater than 50 hp shall meet U.S. EPA Tier 4 emission standards, where commercially available, to reduce $NO_x$, $PM_{10}$, and $PM_{2.5}$ emissions at the Project site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.

**3-2** The use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) shall be required during Project construction and, if the City determines that 2010 model year or newer diesel trucks cannot be obtained, trucks that meet U.S. EPA 2007 model year $NO_x$ emissions requirements shall be required.

**3-3** Haul trucks during the grading and excavation phase shall have a minimum capacity of 15 cubic yards per truck.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** South Coast Air Quality Management District and Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing

**Action Indicating Compliance:** Certification of compliance with SCAQMD air pollution regulations shall be submitted to the decision maker and Building and Safety.

## Noise

**12-2 Noise (Construction Staging)**

- The construction staging area shall be as far from sensitive receptors as possible.

**12-3 Noise (Construction Power Equipment)**

- The Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices capable of attenuating sound by 3 dBA or more.
- The power contractor shall use either plug-in electric or solar powered on-site generators to the extent feasible.

**12-4 Noise (Construction Sound Barriers)**

- Temporary sound barriers, capable of achieving a sound attenuation of at least 12 dBA (e.g., construction sound wall with sound blankets) and blocking the line-of-sight shall be installed between the Project Site and the Metropolitan Continuation High School classroom buildings and outdoor eating area to the south of the Project Site as well as between the Project Site and the Metropolitan Continuation High School trailer buildings to the east of the Project Site.

**12-5 Noise (Construction Notification)**

- Two weeks prior to commencement of construction, notification shall be provided to the off-site residential and school uses within 500 feet of the Project Site that discloses the construction schedule, including the types of activities and equipment that would be used throughout the duration of the construction period.

**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

## Public Services

**14-1** The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features:

- Fire lanes, where required, shall be a minimum of 20 feet in width;
- All structures must be within 300 feet of an approved fire hydrant; and
- Entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

**14-2** Prior to plan check review, the Project Applicant shall consult with the Los Angeles Fire Department regarding the installation of public and/or private fire hydrants, sprinklers, access, and/or other fire protection features within the Project. All required fire protection features shall be installed to the satisfaction of the Los Angeles Fire Department.

**14-3 Public Services (Police – Demolition/Construction Sites)**

- Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

**14-4 Public Services (Police)**

- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Pre-Construction

**Monitoring Frequency:** Once, at plan check

**Action Indicating Compliance:** Issuance of building permits

## Transportation and Traffic

**16-1 Transportation/Traffic (Construction)**

- A construction work site traffic control plan shall be submitted to LADOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall 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. All construction related traffic shall be restricted to off-peak hours.

- All delivery truck loading and unloading shall take place on-site.

- 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.

- 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

## Tribal Cultural Resources

**17-1** In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities[1], all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

a. Upon a discovery of a potential tribal cultural resource, the project Permittee shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning at (213) 978-1454.
b. If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Project Permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
c. The project Permittee shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible.
d. The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
e. If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.

[1] Ground disturbance activities shall include the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity

f. The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.
g. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.
h. Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Grading

**Monitoring Frequency:** Ongoing

**Action Indicating Compliance:** Issuance of building permits

## Public Utilities and Service Systems

### 18-1 Utilities (Local Water Supplies - Landscaping)

- In addition to the requirements of the Landscape Ordinance, the Project landscape plan shall incorporate the following:
    - Weather-based irrigation controller with rain shutoff
    - Matched precipitation (flow) rates for sprinkler heads
    - Drip/microspray/subsurface irrigation where appropriate
    - Minimum irrigation system distribution uniformity of 75 percent
    - Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials
    - Use of landscape contouring to minimize precipitation runoff

- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 square feet and greater.

**18-2 Utilities (Local Water Supplies)**

- Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- Install and utilize only restroom faucets of a self-closing design.
- Install and utilize only high-efficiency Energy Star-rated dishwashers in the Project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the Applicant shall be responsible for ensuring compliance.
- Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements (single-pass cooling refers to the use of potable water to extract heat from process equipment, such as vacuum pumps or ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system).

**18-3 Utilities (Local Water Supplies - New Commercial or Industrial)**

- All commercial restroom faucets shall be of a self-closing design.

**18-4 Utilities (Local Water Supplies - New Residential)**

- Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the Applicant shall be responsible for ensuring compliance.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Once, at plan check

**Action Indicating Compliance:** Plan approval

# Regulatory Compliance Measures

In addition to the Mitigation Measures required of the project, and any proposed Project Design Features, the applicant shall also adhere to any applicable Regulatory Compliance Measures required by law. Listed below is a list of often required Regulatory Compliance Measures. Please note that requirements are determined on a case by case basis, and these are an example of the most often required Regulatory Compliance Measures.

**AESTHETICS**

- **Regulatory Compliance Measure RC-AE-1 (Hillside)**: **Compliance with Baseline Hillside Ordinance**. To ensure consistency with the Baseline Hillside Ordinance, the project shall comply with the City's Hillside Development Guidelines, including but not limited to setback requirements, residential floor area maximums, height limits, lot coverage and grading restrictions.

- **Regulatory Compliance Measure RC-AE-2 (LA River): Compliance with provisions of the Los Angeles River Improvement Overlay District.** The project shall comply with development regulations set forth in Section 13.17.F of the Los Angeles Municipal Code as applicable, including but not necessarily limited to, landscaping, screening/fencing, and exterior site lighting.

- **Regulatory Compliance Measure RC-AE-3 (Vandalism)**: **Compliance with provisions of the Los Angeles Building Code.** The project shall comply with all applicable building code requirements, including the following:
    - Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
    - The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.

- **Regulatory Compliance Measure RC-AE-4 (Signage): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including on-site signage maximums and multiple temporary sign restrictions, as applicable.

- **Regulatory Compliance Measure RC-AE-5 (Signage on Construction Barriers): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including but not limited to the following provisions:
    - The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: “POST NO BILLS”.

- Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
- The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

**AGRICULTURE and FORESTRY**

**AIR QUALITY**

- **Regulatory Compliance Measure RC-AQ-1(Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
  - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
  - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
  - All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
  - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
  - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
  - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
  - Trucks having no current hauling activity shall not idle but be turned off.

- **Regulatory Compliance Measure RC-AQ-2:** In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.

- **Regulatory Compliance Measure RC-AQ-3:** In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

- **Regulatory Compliance Measure RC-AQ-4:** The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.

- **Regulatory Compliance Measure RC-AQ-5:** The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.

- **Regulatory Compliance Measure RC-AQ-6:** New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.

- **Regulatory Compliance Measure RC-AQ-7 (Spray Painting): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable rules of the Southern California Air Quality Management District, including the following:
    - All spray painting shall be conducted within an SCAQMD-approved spray paint booth featuring approved ventilation and air filtration system.
    - Prior to the issuance of a building permit, use of land, or change of use to permit spray painting, certification of compliance with SCAQMD air pollution regulations shall be submitted to the Department of Building and Safety.

- **Regulatory Compliance Measure RC-AQ-8 (Wireless Facilities):**If rated higher than 50 brake horsepower (bhp), permit required in accordance with SCAQMD Rule 1470 - Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Initial Engines and SCAQMD Rule 1110.2 - Emissions from Gaseous- and Liquid- Field Engines.

## BIOLOGY

- **(Duplicate of WQ Measure) Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
    - *United States Army Corps of Engineers*. The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.
    - *State Water Resources Control Board*. The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
    - *California Department of Fish and Wildlife*. The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed

Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.

## CULTURAL RESOURCES

- **Regulatory Compliance Measure RC-CR-1 (Designated Historic-Cultural Resource): Compliance with United States Department of the Interior – National Park Service – Secretary of the Interior's Standards for the Treatment of Historic Properties.** The project shall comply with the Secretary of the Interior's Standards for Historical Resources, including but not limited to the following measures:
    - Prior to the issuance of any permit, the project shall obtain clearance from the Department of Cultural Affairs for the proposed work.
    - A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
    - The historic character of a property shall be retained and preserved. The removal of historic material or alteration of features and spaces shall be avoided.
    - Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other buildings, shall not be undertaken.
    - Most properties change over time; those changes that have acquired significance in their own right shall be retained and preserved.

- **Regulatory Compliance Measure RC-CR-2 (Archaeological):** If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
    - Distinctive features, finishes and construction techniques or examples of skilled craftsmanship which characterize an historic property shall be preserved.
    - Deteriorated historic features shall be repaired rather than replaced. Where the severity if 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. Division1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:
    - ground stabilization
    - selection of appropriate foundation type and depths
    - selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.

  The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-5 (Subsidence Area):** Prior to the issuance of building or grading permits, the applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety. The geotechnical report shall assess potential consequences of any subsidence and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-6 (Expansive Soils Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil expansion and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GHG-1 (Green Building Code):** In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the 2013 Los Angeles Green Code and as it may be subsequently amended or modified.

## HAZARDS AND HAZARDOUS MATERIALS

- **Regulatory Compliance Measure RC-HAZ-1: Explosion/Release (Existing Toxic/Hazardous Construction Materials)**
    - (**Asbestos**) Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.
    - (**Lead Paint**) Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint

materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.

- (**Polychlorinated Biphenyl – Commercial and Industrial Buildings**) Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.

- **Regulatory Compliance Measure RC-HAZ-2: Explosion/Release (Methane Zone):** As the Project Site is within a methane zone, prior to the issuance of a building permit, the Site shall be independently analyzed by a qualified engineer, as defined in Ordinance No. 175,790 and Section 91.7102 of the LAMC, hired by the Project Applicant. The engineer shall investigate and design a methane mitigation system in compliance with the LADBS Methane Mitigation Standards for the appropriate Site Design Level which will prevent or retard potential methane gas seepage into the building. The Applicant shall implement the engineer's design recommendations subject to DOGGR, LADBS and LAFD plan review and approval.

- **Regulatory Compliance Measure RC-HAZ-3: Explosion/Release (Soil Gases):** During subsurface excavation activities, including borings, trenching and grading, OSHA worker safety measures shall be implemented as required to preclude any exposure of workers to unsafe levels of soil-gases, including, but not limited to, methane.

- **Regulatory Compliance Measure RC-HAZ-4 Listed Sites (Removal of Underground Storage Tanks):** Underground Storage Tanks shall be decommissioned or removed as determined by the Los Angeles City Fire Department Underground Storage Tank Division. If any contamination is found, further remediation measures shall be developed with the assistance of the Los Angeles City Fire Department and other appropriate State agencies. Prior to issuance of a use of land or building permit, a letter certifying that remediation is complete from the appropriate agency (Department of Toxic Substance Control or the Regional Water Quality Control Board) shall be submitted to the decision maker.

- **Regulatory Compliance Measure RC-HAZ-5 (Hazardous Materials Site):** Prior to the issuance of any use of land, grading, or building permit, the applicant shall obtain a sign-off from the Fire Department indicating that all on-site hazardous materials, including contamination of the soil and groundwater, have been suitably remediated, or that the proposed project will not impede proposed or on-going remediation measures.

**HYDROLOGY AND WATER QUALITY**

- **Regulatory Compliance Measure RC-WQ-1: National Pollutant Discharge Elimination System General Permit.** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for

Phase 1 of the proposed Modified Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the proposed Modified Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

- **Regulatory Compliance Measure RC-WQ-2: Dewatering.** If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.

- **Regulatory Compliance Measure RC-WQ-3: Low Impact Development Plan.** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

- **Regulatory Compliance Measure RC-WQ-4: Development Best Management Practices.** The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.

- **Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
    - *United States Army Corps of Engineers*. The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.

- *State Water Resources Control Board*. The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
- *California Department of Fish and Wildlife*. The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.

- **Regulatory Compliance Measure RC-WQ-6 (Flooding/Tidal Waves):** The project shall comply with the requirements of the Flood Hazard Management Specific Plan, Ordinance No. 172081 effective 7/3/98.

**LAND USE AND PLANNING**

- **Regulatory Compliance Measure RC-LU-1 (Slope Density):** The project shall not exceed the maximum density permitted in Hillside Areas, as calculated by the formula set forth in Los Angeles Municipal Code Section 17.05-C (for tracts) or 17.50-E (for parcel maps).

**MINERAL RESOURCES**

**NOISE**

- **Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities):** The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

**POPULATION AND HOUSING**

- **New Regulatory Compliance Measure RC-PH-1 (Tenant Displacement):**
  - **Apartment Converted to Condominium** - Prior to final map recordation, and pursuant to the provisions of Section 12.95.2-G and 47.06 of the Los Angeles Municipal Code (LAMC), a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
  - **Apartment Demolition** - Prior to the issuance of a demolition permit, and pursuant to the provisions of Section 47.07 of the Los Angeles Municipal Code, a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
  - **Mobile Home Park Closure or Conversion to Different Use** Prior to the issuance of any permit or recordation, and pursuant to the provisions of Section 47.08 and 47.09 of the Los Angeles Municipal Code, a tenant relocation plan and mobile home park closure impact report shall be submitted to the Los Angeles Housing Department for review and approval.

## PUBLIC SERVICES

### Schools

- **Regulatory Compliance Measure RC-PS-1 (Payment of School Development Fee)** Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.

### Parks

- **Regulatory Compliance Measure RC-PS-2 (Increased Demand For Parks Or Recreational Facilities):**
  - (*Subdivision*) Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of dwelling units.
  - (*Apartments*) Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.

- **Regulatory Compliance Measure RC-PS-3 (Increase Demand For Parks Or Recreational Facilities – Zone Change)** Pursuant to Section 12.33 of the Los Angeles Municipal Code, the applicant shall pay the applicable fees for the construction of dwelling units.

## RECREATION

See RC measures above under Parks.

## TRANSPORTATION AND TRAFFIC

- **Regulatory Compliance Measure RC-TT-1 (Increased Vehicle Trips/Congestion - West Side Traffic Fee)** Prior to issuance of a Building Permit, the applicant shall pay a traffic impact fee to the City, based on the requirements of the West Los Angeles Traffic Improvement and Mitigation Specific Plan (WLA TIMP).

## PUBLIC UTILITIES AND SERVICE SYSTEMS

### Water Supply

- **Regulatory Compliance Measure RC-WS-1 (Fire Water Flow)** The Project Applicant shall consult with the LADBS and LAFD to determine fire flow requirements for the Proposed Project, and will contact a Water Service Representative at the LADWP to order a SAR. This system hydraulic analysis will determine if existing LADWP water supply facilities can provide the proposed fire flow requirements of the Project. If water main or

infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the Applicant or LADWP.

- **Regulatory Compliance Measure RC-WS-2 (Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's water use.

- **Regulatory Compliance Measure RC-WS-3 (New Carwash):** The applicant shall incorporate a water recycling system to the satisfaction of the Department of Building and Safety.

- **Regulatory Compliance Measure RC-WS-4 (Landscape)** The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

**Energy**

- **Regulatory Compliance Measure RC-EN-1(Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's energy use.

**Solid Waste**

- **Regulatory Compliance Measure RC-SW-1 (Designated Recycling Area)** In compliance with Los Angeles Municipal Code, the proposed Modified Project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.

- **Regulatory Compliance Measure RC-SW-2** (**Construction Waste Recycling)** In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70 percent by 2013, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished though 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

CAJA Environmental Services, LLC

**15350 Sherman Way, Suite 315**
**Van Nuys, CA 91406**
**(310) 469-6700**

April 5, 2018
[via email: Michael.sin@lacity.org]

Michael Sin, City Planner
**City of Los Angeles**
**Department of City Planning**
200 N. Spring Street, 7th Floor
Los Angeles, CA 90012

**Re: Responses to Comments on the MND for the 1800 E. 7th Street Project (ENV-2016-2684-MND)**

Dear Michael:

On behalf of Elm Tree Investments, LP (the "Project Applicant"), the following responses address comments that were submitted during the public review period for the IS/MND for the above-referenced project (the "Project"). The Project's Initial Study/MND was circulated for public review with a public comment period beginning on October 5, 2017 and ending on November 6, 2017. At the conclusion of the statutory review period, seven comment letters were submitted to the case file, one from the State of California Native American Heritage Commission (NAHC), one from the South Coast Air Quality Management District (AQMD), one from the California Department of Transportation (Caltrans), one from the Los Angeles Unified School District (LAUSD), one from Metropolitan High School, one from Greyhound Bus Lines, Inc., and one from the Los Angeles Department of Recreation & Parks (LADRP).

The MND was prepared in accordance with CEQA, the State CEQA Guidelines, the City of Los Angeles CEQA Thresholds Guide, and other applicable City requirements with respect to identifying the Project's potentially significant adverse environmental impacts and imposing mitigation measures to reduce the Project's potential impacts to less than significant levels. For the reasons detailed in the responses below, none of the letters constitutes significant new information or substantial evidence of a new significant impact or an increase in the severity of any impact disclosed in the MND or otherwise required additional CEQA review or analysis. Therefore, the MND prepared for the Project is adequate and the City (Lead Agency) is justified in adopting the MND pursuant to Section 15074 of the State CEQA Guidelines, and the preparation of an Environmental Impact Report (EIR) is not warranted.

The comment letters have been identified and organized as follows:

- Comment Letter 1 – State of California, Native American Heritage Commission;
- Comment Letter 2 – South Coast Air Quality Management District;
- Comment Letter 3 – California Department of Transportation;
- Comment Letter 4 – Los Angeles Department of Recreation and Parks;
- Comment Letter 5 – Los Angeles Unified School District;
- Comment Letter 6 – Metropolitan High School; and
- Comment Letter 7 – Greyhound Bus Lines, Inc.

Each comment has been summarized below and an individual response has been provided directly below each comment. Copies of the comment letters [with bracketed annotations to coincide with the comment and response numbers below] are provided herein as Attachment A.

**COMMENT LETTER NO. 1**

Gayle Totton, M.A., Ph.D., Associate Governmental Program Analyst
Native American Heritage Commission
Re: 1800 E. 7th Street/ENV-2016-2684-MND Project

Good afternoon Mr. Sin,

**Comment 1.1**

I have finished reviewing the MND for the above referenced project. Thank you for including a Tribal Cultural Resources section and TCR mitigation measures in the document. Since the document is substantially in compliance with AB-52, I don't plan on sending a formal comments letter. There were, however, two small items I wanted to draw to your attention:

1) In the Regulatory Compliance Measures for Cultural Resources (5-3 Human Remains), I noticed that there was a bullet point for a Paleo survey (pg. 91 of the MND). I don't know if there is a bullet point missing from that section or if this one just got in there by mistake…

**Response 1.1**

The bullet point referenced in the comment was included in the MND through error and will be removed from the document through the Errata and subsequent conditions of approval. The language in question is the bottom bullet point on page IV-38 of the MND and reads "Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum". This language is already included in its proper place as part of Regulatory Compliance Measure 5-2 and does not have any relevance to Regulatory Compliance Measure 5-3.

**Comment 1.2**

2) Also in the human remains section (pg. 92), I would like to see more clarification for the timeline for the MLD recommendations. The MLD has 48 hours from the time they are given access to the site to make recommendations about the disposition of the remains. That is not clear as written and many people assume it is 48 hours from the time of notification. It is not. Clarity here would avoid those erroneous assumptions.

Please let me know if you have any questions.

**Response 1.2**

Regulatory Compliance Measure 5-3 on pages IV-38 and IV-39 of the MND will be revised to address the concern raised in the comment. Specifically, the first two bullet points at the top of page IV-39 will be revised to read as follows:

- The most likely descendent has 48 hours <u>from the time they are given access to the site</u> 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 most likely descendent does not make recommendations within 48 hours <u>of first being given access to the site,</u> the Applicant shall reinter the remains in an area of the property secure from further disturbance, or;

These revisions will also be carried forward into the conditions of project approval.

**COMMENT LETTER NO. 2**

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4182

Re: Mitigated Negative Declaration (MND) for the Proposed 1800 E. 7th Street; Central City North (ENV-2016-2684)

**Comment 2.1**

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comment is meant as guidance for the Lead Agency and should be incorporated into the Final MND.

Project Description

The Lead Agency proposes to demolish the existing surface parking lot and construct a mixed-use building with subterranean parking. The mixed-use building will contain 122 live/work units; 9,500 square feet of commercial space, and 5,885 square feet of art space (Proposed Project). The Proposed Project is surrounded by a bus terminal to the west and industrial uses and warehouse facilities to the north, east, and south.

Air Quality Analysis

In the Air Quality section, the Lead Agency quantified the Proposed Project's construction and operational emissions and compared those emissions to SCAQMD's regional and localized air quality CEQA significance thresholds to determine the significance of air quality impacts. The Lead Agency found that the Proposed Project's construction and operational air quality impacts would be less than significant with mitigation.

**Response 2.1**

This introductory comment, which provides a summary of the Proposed Project and the air quality analysis included in the MND, is noted for the record and will be forwarded to the decision-makers for review and consideration.

**Comment 2.2**

Health Risk Assessment from Sources of Air Pollution

Notwithstanding the court rulings, SCAQMD staff recognizes that the Lead Agencies that approve CEQA documents retain the authority to include any additional information they deem relevant to assessing and mitigating the environmental impacts of a project. Because of SCAQMD's concern about the potential public health impacts of siting sensitive populations within a heavy manufacturing zone, SCAQMD staff recommends that, prior to approving the Proposed Project, the Lead Agency consider the impacts of air pollutants on people who will live at the Proposed project and provide mitigation where necessary.

Based on a review of the MND, SCAQMD staff found that the Proposed Project is located within a heavy manufacturing zone (M3-1-RIO)[1] where there are six SCAQMD permitted facilities within one quarter miles[2]. Additionally, based on a review of aerial photographs, SCAQMD staff found that the Proposed

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[1] *MND Page 13.*

[2] *Based on a search of the SCAQMD's Facility Information Detail (FIND) database, SCAQMD staff found that the following SCAQMD permitted facilities were located in the vicinity of the Proposed Project: Facility IDs 23793, 138323, 138522, 119924, 142542, and 120293. The FIND database is available at: http://www.aqmd.gov/home/tools/public/find. This information is to assist the Lead Agency's evaluation of the Proposed Project's long-term health risks from sources of air pollution.*

Project is located within 500 feet from warehouse facilities and a bus terminal with loading docks for diesel heavy duty trucks and busses. Diesel particulate matter emitted from diesel powered engines (such as from trucks and busses) has been classified by the state as a toxic air contaminant and a carcinogen. Since people at the Proposed Project would be exposed to toxic emissions from these nearby sources of air pollution, SCAQMD staff recommends that the Lead Agency conduct a health risk assessment (HRA)[3] to disclose the potential health risks in the Final MND[4].

Guidance Regarding Residences Sited Near Sources of Air Pollution

SCAQMD staff recognizes that there are many factors Lead Agencies must consider when making local planning and land use decisions. To facilitate stronger collaboration between Lead Agencies and the SCAQMD to reduce community exposure to source-specific and cumulative air pollution impacts, the SCAQMD adopted the Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning in 2005. This Guidance Document provides suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. SCAQMD staff recommends that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions. This Guidance Document is available on SCAQMD's website at: http://www.aqmd.gov/home/library/documents-support- material/planning-guidance/guidance-document. Additional guidance on siting incompatible land uses (such as placing homes near freeways or other polluting sources) can be found in the California Air Resources Board's (CARB) Air Quality and Land Use Handbook: A Community Health Perspective, which can be found at: http://www.arb.ca.gov/ch/handbook.pdf. Guidance[5] on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF.

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[3] *South Coast Air Quality Management District. "Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis". Accessed at: http://www.aqmd.gov/home/regulations/ceqa/air- quality-analysis-handbook/mobile-source-toxics-analysis.*

[4] *SCAQMD has developed the CEQA significance threshold of 10 in one million for cancer risk. When SCAQMD acts as the Lead Agency, SCAQMD staff conducts a HRA, compares the maximum cancer risk to the threshold of 10 in one million to determine the level of significance for health risk impacts, and identifies mitigation measures if the risk is found to be significant.*

[5] *In April 2017, CARB published a technical advisory, Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory, to supplement CARB's Air Quality and Land Use Handbook: A Community Health Perspective. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: https://www.arb.ca.gov/ch/landuse.htm.*

As stated in the CARB's Air Quality and Land Use Handbook, it is recommended that the Lead Agency use the planning process to ensure the appropriate separation of industrial facilities and sensitive land uses such as housing[6].

Pursuant to CEQA Guidelines Section 15074, prior to approving the Proposed Project, the Lead Agency shall consider the MND for adoption together with any comments received during the public review process. SCAQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Jack Cheng, Air Quality Specialist, CEQA IGR Section, at (909) 396-2448, if you have any questions.

**Response 2.2**

This comment acknowledges that the lead agency retains the authority to include additional information they deem necessary or relevant for assessing and mitigating environmental impacts of the Project. In the recent ruling under *California Building Industry Association v. Bay Area Air Quality Management District,* 62 Cal. 4th 369. 2015), the California Supreme Court made it clear that CEQA does not require an analysis of the impacts of the environment on a project. This comment is noted for the record and will be forwarded to the decision makers for their consideration.

The commenter's suggestion that health impacts be estimated from nearby sources of toxic air contaminants and that the lead agency follow the advisory guidance from CARB regarding siting of sensitive receptors near sources of air contaminants is also noted for the record. As noted in the MND (see page IV-28), the Project's location in proximity to industrial and commercial corridors with elevated diesel particulate matter emissions would potentially expose future Project residents and employees to poor air quality emissions from nearby industrial facilities, roadway emissions, and emissions from nearby railroad operations.

Based on CARB's Air Quality and Land Use Handbook, CARB recommends avoiding siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard or within one mile of a rail yard. CARB's recommendation is to consider possible siting limitations and mitigation approaches. With respect to a project's proximity to freeways, both CARB and the City of Los Angeles Planning Commission (ZI 2427) recommend avoiding siting sensitive land uses within 1,000 feet of a freeway. The Proposed Project is located approximately 1,400 feet away from the nearest railroad right-of-way corridor and approximately 2,200 feet away from the nearest freeway. Thus, the Project Site is consistent with the land use siting requirements of CARB and the City of Los Angeles relative to freeways and rail yard maintenance facilities.

CARB also recommends avoiding siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). The Project

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[6] *California Air Resources Board. April 2005. Air Quality and Land Use Handbook: A Community Health Perspective. Accessed at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/california-air-resources-board-air-quality-and-land-use-handbook- a-community-health-perspective.pdf.*

site is located within 1,000 feet of distribution facilities and other SCAQMD permitted facilities that contribute to poor ambient air quality, including the bus terminal mentioned in the comment. With respect to characterizing the health effects associated with the project's proximity to such facilities, the IS/MND incorporated information from the SCAQMD's draft final report of the fourth round of its Basin-wide Multiple Air Toxics Exposure Study (MATES IV), published in April 2015. The MATES IV study estimated the cancer risk from TAC emissions throughout the Basin by conducting a monitoring program, an updated emissions inventory of TACs, and a modeling effort to characterize health risks in the Basin. The MATES IV study also provides an interactive map that reports estimated cancer risks for discrete two-kilometer-by-two-kilometer grid cells throughout the Basin. According to the interactive map, the Project Site grid cell displays an estimated risk of approximately 1,854 risks per one million persons. Because this study provides ambient concentrations of TACs and an inventory of toxics emissions, a Project Health Risk Assessment is not necessary since the MATES IV Study evaluates in depth the sources of toxic emissions in the Project area for the SCAQMD. For purposes of addressing potential land use incompatibility impacts arising from the development of the Project in an area with industrial land uses, the following project design feature was identified as being included in the Proposed Project:

- An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 11, to the satisfaction of the Department of Building and Safety.

Although the MND concluded that land use compatibility impacts with respect to Project conflicts with zoning or General Plan policies would be less than significant, the MND also noted that the inclusion of this filtration system in the Proposed Project would improve indoor air quality levels within the Project's residential units.

**COMMENT LETTER NO. 3**

Miya Edmonson
IGR/CEQA Acting Branch Chief
Office of Regional Planning
California Department of Transportation, District 7
100 S. Main Street, Suite 100
Los Angeles, CA 90012

Re: Env-2016-2684-MND/1800 E. 7th Street; Vic. LA-10/PM 17.581; SCH#2017101023; GTS#07-LA-2017-01180ME-MND

**Comment 3.1**

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Project proposes to redevelop an existing surface parking lot at the corner of 7th Street and Decatur Street in the Arts District with a 85ft tall mixed use project

consisting of 122 live/work units, 9,500 sf of commercial space; 5,885 sf of arts and production and other related amenity spaces for the use of residents living in the building, and 132 parking spaces in a 2 level subterranean garage and ground floor level parking area.

After reviewing the Mitigated Negative Declaration, Caltrans has the following comments:

1. Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, future development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

**Response 3.1**

The comment makes a general statement regarding future development within the City; however, the proximity to transit service for both bus and rail was discussed in the Traffic Impact Analysis and in Section IV of the MND. As stated on page 12 of the Traffic Impact Analysis (in Section IV.F, Transit Service), "The immediate development area is currently served by Metro Local Lines 60 and 62, and Metro Rapid Service Line 760. The proposed project site is located at 1800 East 7th Street and is 0.2 miles from a regional bus stop for Metro Rapid Line 760. Bus Stop 4 is located at the northwest corner of 7th Street and Alameda Avenue, which is west of the proposed project site. This bus line goes to the downtown area where additional connections to other locations can be made. In addition to the metro rapid bus line, Washington Light Rail Station is 1.5 miles from the development. The Washington Station is located southwest of Washington Street & Long Beach Boulevard, which is southwest of the proposed project site."

Additionally, as is discussed on page II-19 of the MND, the Project would provide 145 bicycle parking spaces.

**Comment 3.2**

2. We encourage the Lead Agency to integrate transportation and land use in a way that reduces Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths, and achieve a high level of non-motorized travel and transit use. We also encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements.

**Response 3.2**

As is discussed in the MND (see page IV-71), the Project is an infill development within an existing urbanized are that would concentrate new residential and neighborhood serving commercial uses within a City-designated Transit Priority Area as well as within a High Quality Transit Area, which is defined in the RTP/SCS as generally walkable transit villages or corridors that are within 0.5-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. Based on a transit availability assessment of the Project area by WalkScore.com, the Project Site is rated with a transit accessibility score of 76 of 100 possible points, which is defined as "transit is convenient for most trips". Based on a walkability assessment of the Project area by WalkScore.com, the Project Site is rated with a walkability score of 81 of 100 possible points, which is defined as "very walkable so more errands can be accomplished on foot". The Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking, which would facilitate a reduction in VMT and related GHG emissions.

The City evaluates proposed developments with respect to potential transportation impacts and does consider the potential of TDM strategies and ITS applications on a project-by-project basis.

**Comment 3.3**

The MND states a TIA will be based on CMP criteria and LADOT standards. A CMP traffic impact analysis is required if a project would add 150 or more trips to the freeway, in either direction during AM or PM weekday peak hour. An analysis is also required at all CMP intersections if Project would add 50 or more trips during the peak hours. Please note that the Agreement between LADOT and Caltrans-District 7 has already expired.

**Response 3.3**

This comment reiterates a statement on methodology that is included in both the Traffic Impact Analysis and the MND (at page IV-154). As stated on page 5 of the Traffic Impact Analysis (in Section II.B, Prescribed Methodology for a Traffic Impact Analysis), "In the City of Los Angeles, the minimum project added trips that are needed before an intersection has to be studied is if the project adds 50 two-way trips in either the morning or evening weekday peak hour. Mainline freeway monitoring locations where the project will add 150 or more trips during either the morning or evening weekday peak hour must be analyzed (it should be noted that the project does not meet the freeway criteria)."

Page IV-155 of the MND states that the maximum number of one-way Project trips that would be added to any single freeway segment at the CMP monitoring locations would be 12 trips in the morning peak hour and 13 trips in the evening peak hour, which is below the 150 trips threshold requiring freeway segment analysis.

At the time the Traffic Impact Analysis for the Project was prepared, the Agreement between LADOT and Caltrans-District 7 was in effect. This agreement states that freeway mainline segments should be evaluated in a project traffic study whenever a project is forecast to add the traffic equivalent to one percent or more of freeway segment capacity when a segment operates at LOS E or F, or two percent or more of freeway segment capacity when a segment operates at LOS D. The agreement specifies that a capacity value of 2,000 vehicles per hour (vph) per lane should be used in this screening.

The closest freeway to the Project Site is the Santa Monica Freeway (I-10), located to the south. As shown on Figure IV-8 of the MND, 40 percent of the Project's trip distribution is to the south. Of the 40 percent of southbound trips, 30 percent of the trips would travel on I-10 with 15 percent eastbound and 15 percent westbound. The segment of I-10 between the 8th Street on/off ramps and the Alameda Street on/off ramps would be the only segment which is estimated to have 10 percent (5 percent eastbound from Alameda and 5 percent westbound from Santa Fe Avenue). The other freeway segments are estimated to have 15 percent of the trips east or west of the site.

The Project trip distribution would result in 12 trips in the morning peak hour and 13 trips in the evening peak hour at the closest freeway segment. The Project trip contribution to the freeway system is therefore below the threshold for further analysis. The Project would not contribute 1 percent (100 trips) or more of the mainline capacity trips to the study area freeway mainline.

The Project trip distribution would result in 1 to 5 trips on the I-10 freeway ramps in the morning peak hour and 2 to 5 trips in the evening peak hour at the closest freeway ramps. The Project would not contribute 1 percent (15 trips) or more of the ramp capacity trips to the freeway ramps at either Alameda Street or Santa Fe Avenue. The Project trip contribution to the freeway ramps is therefore below the threshold for further analysis per the LADOT/Caltrans agreement.

**Comment 3.4**

It was stated that there are 98 other projects in the vicinity with daily trips totaling 289,596. Currently the I-10 freeway is operating at LOS E or F seven days a week. Any incremental increase from these 98 projects will be tremendous to the I-10. We recommend a TIS be conducted to determine the cumulative impacts of the 98 projects.

**Response 3.4**

As is discussed on MND page IV-142 and in accordance with City of Los Angeles Department of Transportation Traffic Study Policies & Procedures, dated August 2014, traffic from the 98 other development projects proposed within the Project study area have already been included in the study intersections under the 2018 (Opening Year) Without Project and 2018 (Opening Year) With Project traffic conditions and analyses.

Page IV-155 of the MND states that the maximum number of one-way Project trips that would be added to any single freeway segment at the CMP monitoring locations would be 12 trips in the morning peak hour and 13 trips in the evening peak hour, which is below the 150 trips threshold requiring freeway segment analysis.

At the time of the Traffic Impact Analysis submittal (August 2014) and resubmittal (August 2016), the City of Los Angeles Department of Transportation Traffic Study Policies & Procedures reflected the Freeway agreement executed in October 2013 between LADOT and California Department of Transportation - District 7 regarding the threshold for analysis based on Level of Service and Freeway Capacity. See Response to Comment 3.3 regarding the applicability of the Freeway Agreement to the Project.

The Traffic Impact Study recommended by the California Department of Transportation is beyond the scope of this project-level MND.

**Comment 3.5**

The EIR needs to specify the duration of construction period and how the City of Los Angeles plans to minimize congestion on the streets and freeways. The construction time schedule of working hours should be considered off peak hours to the maximum extent possible in order to minimize congestion and provide maximum safety to pedestrians and vehicular traffic on the streets and freeways. A detailed TIS and multi-modal mitigations measures need to be addressed.

**Response 3.5**

The anticipated duration of construction is approximately 16 months, which is noted on page II-19 of the MND. As is described on page IV-156 of the MND, the Project will be required to comply with all standard conditions pertaining to construction including work hours, traffic control plan, haul route, access, site security, noise, vehicle emissions, and dust control.

Mitigation Measure 16-1 also requires that a construction work site traffic control plan shall be submitted to LADOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall show the location of any roadway sidewalk, bike route, bus stop or driveway closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. Mitigation Measure 16-1 also includes a requirement that all construction-related traffic be restricted to off-peak hours.

Any specific multi-modal requirements deemed necessary by the LADOT that are applicable to construction of the Project would be included in the construction work site traffic control plan to be reviewed and approved by LADOT prior to the start of any construction work.

**Comment 3.6**

Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans.

**Response 3.6**

The comment states a permitting requirement applicable to the potential utilization of State highways for the transport of construction equipment to be used for the Project. No further response is necessary.

**Comment 3.7**

Senate Bill 743 (2013) mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. The City should refer the project's traffic consultant to OPPR's website, guidelines on evaluating transportation impacts in CEQA:

> https://www.opr.ca.gov/docs/Revised VMT CEQA Guidelines Proposal September 2, 2016.pdf.
>
> If the City decides to use Level of Service (LOS) when preparing the traffic analysis on the State facilities, please refer to Caltrans' Traffic Study Guide: http://www.dot.ca.gov./hg/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

In the spirit of mutual cooperation, Caltrans staff is available to work with your planners and traffic engineers for this project, if needed. If you have any questions regarding these comments, please contact project coordinator Ms. Miya Edmonson, at (213) 897-6536 and refer to GTS# LA-2017-01180ME.

**Response 3.7**

Senate Bill 743 (SB 743), made effective in January 2014, requires the Governor's Office of Planning and Research to change the California Environmental Quality Act (CEQA) guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis will shift from driver delay to reduction of greenhouse gas emissions (GHG), creation of multimodal networks, and promotion of mixed-use developments. Although originally scheduled to be fully implemented in guidelines by January 1, 2016, an extension has allowed cities more time to establish an analysis methodology.

At the present time, the City of Los Angeles has not finalized its proposed method of complying with the proposed revisions to the CEQA guidelines in response to SB 743. The 1800 East 7th Street Project Traffic Impact Analysis prepared by Kunzman Associates, Inc. (August 26, 2016) was prepared in accordance with City of Los Angeles Department of Transportation Traffic Study Policies & Procedures regarding the study area and the freeway analysis requirements in effect at the time of submittal and LADOT approval.

Additionally, as noted in Response 3.3, the maximum number of one-way Project trips that would be added to any single freeway segment at the CMP monitoring locations would be 12 trips in the morning peak hour and 13 trips in the evening peak hour, which is below the 150 trips threshold requiring freeway segment analysis. Thus, no traffic analysis on State facilities is required for this Project.

**COMMENT LETTER NO. 4**

Melinda Gejer
City Planning Associate
City of Los Angeles
Department of Recreation and Parks
Planning, Construction and Maintenance Branch

**Comment 4.1**

Hi Michael,

This case is vested under the 'old' Quimby Ordinance. Please include in the staff report/LOD the following RAP condition in its standard location:

That the Quimby Fee be based on the C2 Zone.

Let me know if you have any questions.

Best,

Melinda

**Response 4.1**

The comment is a direction to the Department of City Planning with respect to the Quimby Ordinance requirements applicable to the Proposed Project. The condition will be included in the staff report/LOD.

**COMMENT LETTER NO. 5**

Will Meade
Environmental Planning Specialist
Los Angeles Unified School District
Office of Environmental Health and Safety

Subject: PROJECT LOCATION: 1800-1810 E. 7th Street and 712 S. Decatur Street

**Comment 5.1**

Presented below are comments submitted on behalf of the Los Angeles Unified School District (LAUSD) regarding the proposed project located at 1800 East 7th Street (proposed project). The project site is adjacent to Metropolitan High School, which is located directly east and west of the project site. Due to the proximity of the proposed project to Metropolitan High School, LAUSD is concerned about the potential negative impacts of the project to our students, staff and parents traveling to and from the Metropolitan High School.

Based on the extent/location of the proposed development, it is our opinion that significant environmental impacts on Metropolitan High School related to air quality, land use, noise, traffic, and pedestrian safety may occur. Since the project may have a significant impact on a LAUSD school, mitigation measures designed to help reduce or eliminate such impacts are included in this response.

**Response 5.1**

The comment notes the proximity of the Proposed Project to Metropolitan High School, which is both east and south of the Project Site. The comment is introductory in nature, with specific information to follow in subsequent comments. The MND discloses the potential for the Project to result in a significant impact with respect to air quality and to noise, and prescribes mitigation measures which, when implemented, would reduce the Project's impacts to less than significant levels.

**Comment 5.2**

<u>Air Quality</u>

District students and school staff should be considered sensitive receptors to air pollution impacts. Construction activities for the proposed project would result in short term impacts on ambient air quality in the area resulting from equipment emissions and fugitive dust. To ensure that effective mitigation is applied to reduce construction air pollutant impacts at Metropolitan High School, we ask that the following language be included as a mitigation measures for air quality impacts:

- To minimize air quality and noise impacts to Metropolitan High School, the project applicant will schedule major demolition/excavation activities when Metropolitan High School is not in session during summer break.
- Ensure that construction equipment is properly tuned and maintained in accordance with manufacturer's specifications
- Water/mist soil as it is being excavated and loaded onto the transportation trucks.
- Water/mist and/or apply surfactants to soil placed in transportation trucks prior to exiting the site.
- Minimize soil drop height into transportation trucks or stockpiles during dumping.
- Cover the bottom of the excavated area with polyethylene sheeting when work is not being performed.
- Place stockpiled soil on polyethylene sheeting and cover with similar material.
- Place stockpiled soil in areas shielded from prevailing winds.
- Sweep streets at the end of the day if visible soil material is carried onto adjacent public paved roads (recommend water sweepers).
- Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip.
- Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour (mph).
- Any excavation and transportation of soil known to contain hazardous substances will be limited to periods when Metropolitan High School is not in session.
- If the proposed mitigation measures do not reduce air quality impacts to a level of insignificance, the project applicant shall develop new and appropriate measures to effectively mitigate construction related air emissions at the affected Metropolitan High School. Provisions shall be made to allow the school and or designated representative(s) to notify the project applicant when such measures are warranted.

**Response 5.2**

The air quality analysis in the MND identifies Metropolitan High School as a sensitive receptor. The MND also identifies mitigation measures and regulatory compliance measures that would reduce the Project's significant construction air quality impacts to a less than significant level. These measures are listed as

Mitigation Measures 3-1 through 3-3 and Regulatory Compliance Measures 3-4 and 3-5 in the MND. Compliance with and implementation of these measures would mitigate localized air quality impacts on Metropolitan High School to below applicable SCAQMD significance thresholds. Restricting major demolition and excavation activities to times when the school is not in session, as suggested in the comment, is not required to reduce impacts below the SCAQMD's established thresholds. The good housekeeping measures recommended in the comment (second through 11th bullet points) would be implemented at the Project Site as part of the enforcement of the SCAQMD's Rule 403, which governs fugitive dust emissions during construction activities (see Regulatory Compliance Measure 3-4). As is discussed in the MND, based upon subsurface investigation, there is no evidence that soil containing hazardous substances in excess of applicable regulatory standards exists at the Project Site. Thus, there is no nexus to impose a condition to avoid excavation or soil transport work during hours of school operation.

The Project would also be required to comply with the City of Los Angeles Building Regulations Ordinance No. 178,048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. This notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public throughout the duration of construction work. Local workers or residents who are experiencing fugitive dust impacts would, via this notice, be able to contact the contractor and/or the Project owner/applicant to investigate possible remedies to specific problems and, if necessary, could contact the City Department of Building and Safety to register complaints.

**Comment 5.3**

Land Use and Planning

The project applicant is requesting a Conditional Use to permit the sale of a full line of alcoholic beverages in conjunction with a restaurant on the project site. Selling alcoholic beverages in the immediate vicinity of Metropolitan High School would result in a safety concern and would be contrary to the welfare of the students attending the high school. Consequently, the School District requests that the City limit the sale of alcoholic beverages on the project site to when school is not in session.

**Response 5.3**

Compliance with existing California law regarding the serving of alcoholic beverages to minors and limiting the consumption of alcohol to the premises by the operators of the establishments within the Project would ensure that any direct impact to Metropolitan High School students would be less than significant. As these establishments would presumably desire the flexibility to offer alcohol for sale to patrons during the lunchtime or afternoon periods, the restriction being requested in the comment is unreasonable and unsupported by a reasonable nexus to pedestrian or student safety and is not required in order to ensure that

Project impacts on Metropolitan High School students are less than significant. However, the comment will be forwarded to the City decision-makers for consideration.

**Comment 5.4**

Noise

Noise created by demolition and construction activities may affect the learning environment at Metropolitan High School. These construction activities include grading, earth moving, hauling, and use of heavy equipment.

LAUSD established maximum allowable noise levels to protect students and staff from noise impacts generated in terms of Leq. These standards were established based on regulations set forth by the California Department of Transportation and the City of Los Angeles. LAUSD's exterior noise standard is 67 dBA Leq and the interior noise standard is 45 dBA Leq. A noise level increase of 3 dBA or more over ambient noise levels is considered significant for existing schools and would require mitigation to achieve levels within 2 dBA of pre-project ambient level. To ensure that effective mitigations are employed to reduce construction related noise impacts on District sites, we ask that the following language be included in the mitigation measures for noise impacts:

- To minimize air quality and noise impacts to Metropolitan High School, the project applicant will schedule major demolition/excavation activities when Metropolitan High School is not in session during summer break.

- If the proposed mitigation measures do not reduce noise impacts to a level of insignificance, the project applicant shall develop new and appropriate measures to effectively mitigate construction related noise at the affected school. Provisions shall be made to allow the school and or designated representative(s) to notify the project applicant when such measures are warranted.

**Response 5.4**

The noise analysis in the MND identifies Metropolitan High School as a sensitive receptor. The MND also identifies mitigation measures and regulatory compliance measures that would reduce the Project's significant construction noise impacts to a less than significant level. These measures are listed as Regulatory Compliance Measure 12-1 and Mitigation Measures 12-2 through 12-5 in the MND. Compliance with and implementation of these measures, including the erection of sound barriers blocking the line-of-sight to the construction site to the south and east of the Project Site (from the Metropolitan High School classroom areas), is sufficient to ensure compliance with the established thresholds of significance established by the City. Prohibiting demolition and excavation activities when school from school sessions as suggested in the comment is not required to reduce actual construction noise impacts below established thresholds, nor is it required to ensure that Project construction noise impacts would be less than significant. Given that the adoption of this condition would impose an unreasonable restriction on the Project Applicant

and is not necessary to reduce Project impacts below applicable noise impact thresholds of significance, it has not been added as a Project mitigation measure.

The Project would also be required to comply with the City of Los Angeles Building Regulations Ordinance No. 178,048 (see Regulatory Compliance Measure 12-1), which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. This notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public throughout the duration of construction work. Local workers or residents who are experiencing unpleasant dust impacts would, via this notice, be able to contact the contractor and/or the Project owner/applicant to investigate possible remedies to specific problems and, if necessary, could contact the City Department of Building and Safety to register complaints.

**Comment 5.5**

Traffic/Transportation

To ensure that effective mitigations are employed to reduce construction and operation related transportation impacts on District sites, we ask that the following language be included in the mitigation measures for traffic impacts:

- Contractors must maintain ongoing communication with Metropolitan High School administrators, providing sufficient notice to forewarn children and parents when existing vehicle routes to school may be impacted.
- Parents dropping off their children must have access to the passenger loading areas.

**Response 5.5**

The MND includes Mitigation Measure 16-1, which requires the preparation and implementation of a Construction Traffic Control Plan and the maintenance of continual sidewalk access for pedestrians throughout all stages of Project construction. Access to Metropolitan High School loading areas will not be affected by Project construction and will be maintained throughout. The requested language will be added to Mitigation Measure 16-1, as follows:

**16-1 Transportation/Traffic (Construction)**

- A construction work site traffic control plan shall be submitted to LADOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall 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. All construction related traffic shall be restricted to off-peak hours.

- All delivery truck loading and unloading shall take place on-site.
- 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.
- 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.
- Safe vehicular and pedestrian access to Metropolitan High School student loading areas shall be maintained at all times.
- The Project construction general contractor must maintain ongoing communication with Metropolitan High School administrators, providing sufficient notice to forewarn children and parents when existing vehicle routes to school may be impacted.

**Comment 5.6**

Pedestrian Safety

Construction activities that include street closures, the presence of heavy equipment and increased truck trips to haul materials on and off the project site can lead to safety hazards for people walking in the vicinity of the construction site. To ensure that effective mitigations are employed to reduce construction and operation related pedestrian safety impacts on District sites, we ask that the following language be included in the mitigation measures for pedestrian safety impacts:

- Contractors must maintain ongoing communication with Metropolitan High School administrators, providing sufficient notice to forewarn students and parents when existing pedestrian routes to school may be impacted.

- Contractors must maintain safe and convenient pedestrian routes to all nearby schools.

- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.

- No staging or parking of construction-related vehicles, including worker-transport vehicles, will occur on or adjacent to a school property.

- Funding for crossing guards at the contractor's expense is required when safety of children may be compromised by construction-related activities at impacted school crossings.

- Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions.

The District's charge is to protect the health and safety of students and staff, and the integrity of the learning environment. The comments presented above identify potential environmental impacts related to the proposed project that must be addressed to ensure the welfare of the students attending Metropolitan High School, as well as their teachers and the staff. Therefore, the measures set forth in these comments should be adopted as conditions of project approval to mitigate impacts to the students and staff at Metropolitan High School.

Thank you for your attention to this matter. If you need additional information please contact me at (213) 241-3432.

**Response 5.6**

The MND includes Mitigation Measure 16-1, which requires the preparation and implementation of a Construction Traffic Control Plan and the maintenance of continual sidewalk access for pedestrians throughout all stages of Project construction. The first three bullet points suggested in the comment are addressed by Mitigation Measure 16-1, as revised (see Response 5.5). The fourth and fifth bullet points are addressed by the requirement that a Construction Traffic Control Plan be prepared. This plan must identify construction staging areas and must identify any needed measures to ensure pedestrian and student safety during construction phases for the Project. No construction staging will occur on school property; however, since the Project Site is adjacent to Metropolitan High School, the commenter's suggestion that no construction staging should occur adjacent to school property is neither reasonable nor necessary to ensure that potential Project impacts are less than significant. With respect to the final bullet point, Mitigation Measure 14-3 requires that fences be constructed around the Project Site during construction to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances. This would be sufficient to reduce the likelihood of such activities without requiring continual security during inactive periods at the Project Site.

**COMMENT LETTER NO. 6**

Richard Jenssen
Principal
Metropolitan High School

**Comment 6.1**

Good morning, my name is Richard Jenssen. I am principal of Metropolitan High School. Thank you for inviting me to present this morning.

With me are:

- Mr. Jose De La O, Metropolitan High School Parent and Metropolitan High School Site Council Member; and
- Ms. Vanessa Romero, Metropolitan High School Student Body Representative and Metropolitan High School Site Council Member.

Metropolitan High School is located on 7th Street between Alameda and Santa Fe Avenues. There has been a school on our site since 1884.

Metropolitan High School is a safe, nurturing environment, and there is a very strong sense of community for students who are behind on credits from LAUSD and charter high schools in Downtown Los Angeles, Boyle Heights, East Los Angeles, and South Los Angeles. Virtually all of our students graduate and pursue college degrees or further job training.

I would like to preface my comments this morning by saying that I am pro-business and pro-development. I was marketing manager of an international printing firm in Central America in the 1980s, and ran a successful coffee distribution company in Santa Monica in the 1990s, and my uncle is a shopping center developer.

Having said that, I would like to make it crystal clear that the faculty, staff and students at Metropolitan High School vehemently oppose this development on the grounds that it would have an overwhelmingly negative impact on the education of present and future LAUSD students.

To review, Elm Tree Investments, L.P., would like to develop an 85' tall, 129,440 square foot complex with 122 apartments, retail stores, a restaurant/bar, creative offices, arts and production studios, and a three-level parking garage adjacent to, and on the same block as, Metropolitan High School.

Here are our concerns:

1. The proposed setback on the south and east sides would only be 5' from the Metropolitan High School fence line.
2. The 2-year demolition and construction phases of the complex would severely disrupt the education of Metropolitan High School students due to their exposure to: noise, dust, smoke and chemicals.
3. The proposed interaction between the Metropolitan High School principal and the project manager, contractors, security, etc. would severely disrupt and have a negative impact on the education of Metropolitan High School students.
4. The scores of cars, trucks, delivery vehicles, etc. would severely interfere with, daily, and on an ongoing basis, future Metropolitan High School entrance and drop off/pickup zone on 7th Street, dramatically increase congestion, as well as traffic-related accidents, injuries, and fatalities of Metropolitan High School students, parents, faculty and staff.
5. The complex would deprive Metropolitan High School students, staff and faculty of views to and

breezes from the north and west, and sunlight every afternoon.

6. The complex would also deprive Metropolitan High School of space to expand, accommodate, and serve future generations of students in the burgeoning Los Angeles Arts District community.
7. The complex would deprive Metropolitan High School and the rapidly developing community of potential green space, and desperately needed athletic field and walking track.
8. The complex could expose Metropolitan High School students, staff and faculty, daily, and on an ongoing basis: noise pollution from apartments, restaurant/bar, offices, etc., and alcohol consumption in restaurant/bar.

Thus, we would urge the City of Los Angeles to disapprove Elm Tree application to developing the lot adjacent to, and on the same block as Metropolitan High School.

Thank you for your time and interest!

**Response 6.2**

With respect to the specific concerns presented in the comment, the Project Applicant is requesting an Off Menu Waiver of Development Standards Incentive for the 5-foot easterly and southerly setbacks for the residential portion of the Project located above ground level. As discussed in Responses 5.2 and 5.4, with the implementation of the Mitigation Measures presented in the MND and via compliance with applicable regulations, Project impacts with respect to air quality and noise, as well as with respect to pedestrian safety and student access/loading, would be reduced below all applicable thresholds of significance.

It should also be noted that impacts related to aesthetics, such as views and shading, per the specifications of Senate Bill (SB) 743, are not significant under CEQA for mixed-use projects that are located on infill sites within Transit Priority Areas. The Project Site meets these criteria, as is discussed in the MND (at page IV-1). The Project Site is currently developed with an asphalt surface parking lot and does not contain any green space, nor does it contain athletic fields or a walking track. As the Project Site is privately owned, it is not available as open space for the school. As set forth in the MND, the Project will not result in any short-term or long-term significant impacts.

This comment is noted for the record and will be forwarded to the decision-makers for review and consideration.

**COMMENT LETTER NO. 7**

Paul Egger
Regional Vice President
Greyhound Lines, Inc.

RE: Project Site: 1800 East 7th Street Case: CPC-2016-2683-GPA-VZC-HD-CUB-DB-SPR

**Comment 7.1**

To Whom It May Concern:

We appreciate this forum to provide comments regarding the proposed project located at 1800 E 7th St. We support the development of our community in Los Angeles, but would like assurance that proper steps are being taken to minimize the impact on the surrounding businesses such as Greyhound, and setting proper expectations with potential future tenants of the proposed facility.

The proposed development is located directly across Decatur Street, from our passenger terminal located at 1716 E 7th St, which is open 365 days a year, 24 hours per day. Decatur Street serves as our primary ingress point for both our customer parking lot, and for our coaches to access the passenger loading/unloading area at the rear of the terminal. Today, Decatur street is heavily congested with large commercial semi-tractor trailers accessing the produce suppliers and Greyhound coaches arriving with passengers, and positioning to pick up passengers for departures. With the addition of the proposed 132 subterranean parking spaces, there will be a significant increase in traffic at 7th and Decatur, as well as the potential to negatively impacting our ability to access our property in a safe and timely fashion. Further, introducing 122 residential units, as well as significant retail and restaurant space, in a heavy industrial area, in such close proximity to a ground transportation terminal, moving in excess of 4,000 passengers per day, 24 hours per day, will most certainly result in complaints from the new tenants. While we support development in the area, we believe it is critical that reasonable expectations are set with the new tenants and consideration be given to the impact to the existing businesses and traffic patterns in the area.

**Response 7.1**

As is discussed in the MND, the Proposed Project would be required to implement Regulatory Compliance Measures 16-2 through 16-5, which, taken together, will address the concerns presented in the comment relating to the utilization of Decatur Street by Project and other traffic and the provision of adequate sight distances and on-site traffic signing and striping. As is shown in the MND traffic analysis, implementation of the Project would not result in a significant traffic impact at the 7$^{th}$ Street/Decatur Street intersection, or any other study area intersections.

With respect to the speculative potential concerns of future Project residents, the comment is noted for the record and will be forwarded to the decision-makers for review and consideration. The Proposed Project

will implement, as part of its design and construction, noise reduction measures designed to achieve noise levels of 45 dBA or less in the interior of the proposed units.

**CONCLUSION**

Based on the responses provided above, the lead agency has complied with Sections 15070 to 15073 of the State CEQA Guidelines. In addition, and consistent with Section 15064 of the State CEQA Guidelines, the responses above demonstrate that the comment letters submitted on the MND have not introduced substantial evidence that the Project may have a significant effect on the environment. Accordingly, the preparation of an EIR is not warranted.

Sincerely,

**CAJA ENVIRONMENTAL SERVICES, LLC**



Rob Carnachan
Principal

*Attachment A:* *Comment Letter 1 – State of California, Native American Heritage Commission*
*Comment Letter 2 – South Coast Air Quality Management District*
*Comment Letter 3 – State of California, Department of Transportation (District 7)*
*Comment Letter 4 – Los Angeles Department of Recreation & Parks*
*Comment Letter 5 – Los Angeles Unified School District*
*Comment Letter 6 – Metropolitan High School*
*Comment Letter 7 – Greyhound Lines, Inc.*

*Attachment B:* *MND Errata (Draft)*

# Attachment A: Comment Letters

Michael Sin <michael.sin@lacity.org>

# 1800 E. 7th Street / ENV-2016-2684-MND Project

1 message

**Totton, Gayle@NAHC** <Gayle.Totton@nahc.ca.gov> Tue, Oct 17, 2017 at 1:24 PM
To: "michael.sin@lacity.org" <michael.sin@lacity.org>

Good afternoon Mr. Sin,

I have finished reviewing the MND for the above referenced project. Thank you for including a Tribal Cultural Resources section and TCR mitigation measures in the document.

Since the document is substantially in compliance with AB-52, I don't plan on sending a formal comments letter. There were, however, two small items I wanted to draw to your attention:

1) In the Regulatory Compliance Measures for Cultural Resources (5-3 Human Remains), I noticed that there was a bullet point for a Paleo survey (pg. 91 of the MND). I don't know if there is a bullet point missing from that section or if this one just got in there by mistake...

2) Also in the human remains section (pg. 92), I would like to see more clarification for the timeline for the MLD recommendations. The MLD has 48 hours from the time they are given access to the site to make recommendations about the disposition of the remains. That is not clear as written and many people assume it is 48 hours from the time of notification. It is not. Clarity here would avoid those erroneous assumptions.

Please let me know if you have any questions.

Sincerely,

Gayle Totton, M.A., Ph.D.
Associate Governmental Program Analyst
Native American Heritage Commission
(916) 373-3714

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL AND USPS: November 1, 2017

michael.sin@lacity.org
darlene.navarrete@lacity.org
Michael Sin, City Planning Associate
Los Angeles City Hall –Department of City Planning
200 N. Springs Street, Room 750
Los Angeles, CA 90012

**Mitigated Negative Declaration (MND) for the Proposed 1800 E 7th St; Central City North (ENV-2016-2684)**

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comment is meant as guidance for the Lead Agency and should be incorporated into the Final MND.

Project Description

The Lead Agency proposes to demolish the existing surface parking lot and construct a mixed-use building with subterranean parking. The mixed-use building will contain 122 live/work units; 9,500 square feet of commercial space, and 5,885 square feet of art space (Proposed Project). The Proposed Project is surrounded by a bus terminal to the west and industrial uses and warehouse facilities to the north, east, and south.

Air Quality Analysis

In the Air Quality section, the Lead Agency quantified the Proposed Project's construction and operational emissions and compared those emissions to SCAQMD's regional and localized air quality CEQA significance thresholds to determine the significance of air quality impacts. The Lead Agency found that the Proposed Project's construction and operational air quality impacts would be less than significant with mitigation.

Health Risk Assessment from Sources of Air Pollution

Notwithstanding the court rulings, SCAQMD staff recognizes that the Lead Agencies that approve CEQA documents retain the authority to include any additional information they deem relevant to assessing and mitigating the environmental impacts of a project. Because of SCAQMD's concern about the potential public health impacts of siting sensitive populations within a heavy manufacturing zone, SCAQMD staff recommends that, prior to approving the Proposed Project, the Lead Agency consider the impacts of air pollutants on people who will live at the Proposed project and provide mitigation where necessary.

Based on a review of the MND, SCAQMD staff found that the Proposed Project is located within a heavy manufacturing zone (M3-1-RIO)[1] where there are six SCAQMD permitted facilities within one quarter miles[2]. Additionally, based on a review of aerial photographs, SCAQMD staff found that the Proposed Project is located within 500 feet from warehouse facilities and a bus terminal with loading docks for diesel heavy duty trucks and busses. Diesel particulate matter emitted from diesel powered engines (such as from trucks and busses) has been classified by the state as a toxic air contaminant and a carcinogen. Since people at the Proposed Project would be exposed to toxic emissions from these nearby sources of

[1] MND Page 13.
[2] Based on a search of the SCAQMD's Facility Information Detail (FIND) database, SCAQMD staff found that the following SCAQMD permitted facilities were located in the vicinity of the Proposed Project: Facility IDs 23793, 138323, 138522, 119924, 142542, and 120293 The FIND database is available at: http://www.aqmd.gov/home/tools/public/find. This information is to assist the Lead Agency's evaluation of the Proposed Project's long-term health risks from sources of air pollution.

air pollution, SCAQMD staff recommends that the Lead Agency conduct a health risk assessment (HRA)[3] to disclose the potential health risks in the Final MND[4].

Guidance Regarding Residences Sited Near Sources of Air Pollution

SCAQMD staff recognizes that there are many factors Lead Agencies must consider when making local planning and land use decisions. To facilitate stronger collaboration between Lead Agencies and the SCAQMD to reduce community exposure to source-specific and cumulative air pollution impacts, the SCAQMD adopted the Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning in 2005. This Guidance Document provides suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. SCAQMD staff recommends that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions. This Guidance Document is available on SCAQMD's website at: http://www.aqmd.gov/home/library/documents-support-material/planning-guidance/guidance-document. Additional guidance on siting incompatible land uses (such as placing homes near freeways or other polluting sources) can be found in the California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: http://www.arb.ca.gov/ch/handbook.pdf. Guidance[5] on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF. As stated in the CARB's Air Quality and Land Use Handbook, it is recommended that the Lead Agency use the planning process to ensure the appropriate separation of industrial facilities and sensitive land uses such as housing[6].

Pursuant to CEQA Guidelines Section 15074, prior to approving the Proposed Project, the Lead Agency shall consider the MND for adoption together with any comments received during the public review process. SCAQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Jack Cheng, Air Quality Specialist, CEQA IGR Section, at (909) 396-2448, if you have any questions.

Sincerely,

*Lijin Sun*

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

LS:JC
LAC171005-02
Control Number

[3] South Coast Air Quality Management District. "*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*". Accessed at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis.

[4] SCAQMD has developed the CEQA significance threshold of 10 in one million for cancer risk. When SCAQMD acts as the Lead Agency, SCAQMD staff conducts a HRA, compares the maximum cancer risk to the threshold of 10 in one million to determine the level of significance for health risk impacts, and identifies mitigation measures if the risk is found to be significant.

[5] In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's Air Quality and Land Use Handbook: A Community Health Perspective. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: https://www.arb.ca.gov/ch/landuse.htm.

[6] California Air Resources Board. April 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. Accessed at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/california-air-resources-board-air-quality-and-land-use-handbook-a-community-health-perspective.pdf.

**DEPARTMENT OF TRANSPORTATION**
DISTRICT 7- OFFICE OF REGIONAL PLANNING
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November 7, 2017

Mr. Michael Sin
Los Angeles City Planning Department
200 N. Spring Street, Room 750
Los Angeles, Ca 90012

RE: Env-2016-2684-MND/1800 E. 7th Street
Vic. LA-10/PM 17.581
SCH#2017101023
GTS#07-LA-2017-01180ME-MND

Dear Mr. Sin:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Project proposes to redevelop an existing surface parking lot at the corner of 7th Street and Decatur Street in the Arts District with a 85ft tall mixed use project consisting of 122 live/work units, 9,500 sf of commercial space; 5,885 sf of arts and production and other related amenity spaces for the use of residents living in the building, and 132 parking spaces in a 2 level subterranean garage and ground floor level parking area

After reviewing the Mitigated Negative Declaration, Caltrans has the following comments:

1. Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, future development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

2. We encourage the Lead Agency to integrate transportation and land use in a way that reduces Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths, and achieve a high level of non-motorized travel and transit use. We also encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements.

3. The MND states a TIA will be based on CMP criteria and LADOT standards. A CMP traffic impact analysis is required if a project would add 150 or more trips to the freeway, in either direction during AM or PM weekday peak hour. An analysis is also required at all CMP intersections if Project would add 50 or more trips during the peak hours. Please note that the Agreement between LADOT and Caltrans-District 7 has already expired.

4. It was stated that there are 98 other projects in the vicinity with daily trips totaling 289,596. Currently the I-10 freeway is operating at LOS E or F seven days a week. Any incremental increase from these 98 projects will be tremendous to the I-10. We recommend a TIS be conducted to determine the cumulative impacts of the 98 projects.

5. The EIR needs to specify the duration of construction period and how the City of Los Angeles plans to minimize congestion on the streets and freeways. The construction time schedule of working hours should be considered off peak hours to the maximum extent possible in order to minimize congestion and provide maximum safety to pedestrians and vehicular traffic on the streets and freeways. A detailed TIS and mutli-modal mitigations measures need to be addressed.

6. Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans.

7. Senate Bill 743 (2013) mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. The City should refer the project's traffic consultant to OPPR's website, guidelines on evaluating transportation impacts in CEQA:

   https://www.opr.ca.gov/docs/Revised VMT CEQA Guidelines Proposal September 2, 2016.pdf.

   If the City decides to use Level of Service (LOS) when preparing the traffic analysis on the State facilities, please refer to Caltrans' Traffic Study Guide: http://www..dot.ca.gov./hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

In the spirit of mutual cooperation, Caltrans staff is available to work with your planners and traffic engineers for this project, if needed. If you have any questions regarding these comments, please contact project coordinator Ms. Miya Edmonson, at (213) 897-6536 and refer to GTS# LA-2017-01180ME

Sincerely,

MIYA EDMONSON
IGR/CEQA Acting Branch Chief

cc: Scott Morgan, State Clearinghouse

Connect Create Collaborate

**Michael Sin <michael.sin@lacity.org>**

# VTT-74309

1 message

**Melinda Gejer** <melinda.gejer@lacity.org> Thu, Jan 18, 2018 at 12:08 PM
To: Michael Sin <michael.sin@lacity.org>

Hi Michael,

This case is vested under the 'old' Quimby Ordinance. Please include in the staff report/LOD the following RAP condition in its standard location:

That the Quimby Fee be based on the C2 Zone.

Let me know if you have any questions.

Best,
- Melinda

--
*Melinda M. Gejer*
City Planning Associate

Department of Recreation and Parks
Planning, Construction and Maintenance Branch

213-202-2657
213-202-2612 Fax

melinda.gejer@lacity.org

# Los Angeles Unified School District

## Office of Environmental Health and Safety

**VIVIAN EKCHIAN**
*Interim Superintendent of Schools*

**DIANE PAPPAS**
*Chief Executive Officer, District Operations & Digital Innovations*

**ROBERT LAUGHTON**
*Director, Environmental Health and Safety*

**CARLOS A. TORRES**
*Deputy Director, Environmental Health and Safety*

January 23, 2018

Michael Sin
Planning Associate
200 N. spring St., Room 621
Los Angeles, CA 90012

SUBJECT: PROJECT LOCATION: 1800-1810 E. 7th Street and 712 S. Decatur Street

Presented below are comments submitted on behalf of the Los Angeles Unified School District (LAUSD) regarding the proposed project located at 1800 East 7th Street (proposed project). The project site is adjacent to Metropolitan High School, which is located directly east and west of the project site. Due to the proximity of the proposed project to Metropolitan High School, LAUSD is concerned about the potential negative impacts of the project to our students, staff and parents traveling to and from the Metropolitan High School.

Based on the extent/location of the proposed development, it is our opinion that significant environmental impacts on Metropolitan High School related to air quality, land use, noise, traffic, and pedestrian safety may occur. Since the project may have a significant impact on a LAUSD school, mitigation measures designed to help reduce or eliminate such impacts are included in this response.

Air Quality

District students and school staff should be considered sensitive receptors to air pollution impacts. Construction activities for the proposed project would result in short term impacts on ambient air quality in the area resulting from equipment emissions and fugitive dust. To ensure that effective mitigation is applied to reduce construction air pollutant impacts at Metropolitan High School, we ask that the following language be included as a mitigation measures for air quality impacts:

- To minimize air quality and noise impacts to Metropolitan High School, the project applicant will schedule major demolition/excavation activities when Metropolitan High School is not in session during summer break.
- Ensure that construction equipment is properly tuned and maintained in accordance with manufacturer's specifications
- Water/mist soil as it is being excavated and loaded onto the transportation trucks.
- Water/mist and/or apply surfactants to soil placed in transportation trucks prior to exiting the site.
- Minimize soil drop height into transportation trucks or stockpiles during dumping.
- Cover the bottom of the excavated area with polyethylene sheeting when work is not being performed.
- Place stockpiled soil on polyethylene sheeting and cover with similar material.
- Place stockpiled soil in areas shielded from prevailing winds.

- Sweep streets at the end of the day if visible soil material is carried onto adjacent public paved roads (recommend water sweepers).
- Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip.
- Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour (mph).
- Any excavation and transportation of soil known to contain hazardous substances will be limited to periods when Metropolitan High School is not in session.
- If the proposed mitigation measures do not reduce air quality impacts to a level of insignificance, the project applicant shall develop new and appropriate measures to effectively mitigate construction related air emissions at the affected Metropolitan High School. Provisions shall be made to allow the school and or designated representative(s) to notify the project applicant when such measures are warranted.

Land Use and Planning

The project applicant is requesting a Conditional Use to permit the sale of a full line of alcoholic beverages in conjunction with a restaurant on the project site. Selling alcoholic beverages in the immediate vicinity of Metropolitan High School would result in a safety concern and would be contrary to the welfare of the students attending the high school. Consequently, the School District requests that the City limit the sale of alcoholic beverages on the project site to when school is not in session.

Noise

Noise created by demolition and construction activities may affect the learning environment at Metropolitan High School. These construction activities include grading, earth moving, hauling, and use of heavy equipment.

LAUSD established maximum allowable noise levels to protect students and staff from noise impacts generated in terms of Leq. These standards were established based on regulations set forth by the California Department of Transportation and the City of Los Angeles. LAUSD's exterior noise standard is 67 dBA Leq and the interior noise standard is 45 dBA Leq. A noise level increase of 3 dBA or more over ambient noise levels is considered significant for existing schools and would require mitigation to achieve levels within 2 dBA of pre-project ambient level. To ensure that effective mitigations are employed to reduce construction related noise impacts on District sites, we ask that the following language be included in the mitigation measures for noise impacts:

- To minimize air quality and noise impacts to Metropolitan High School, the project applicant will schedule major demolition/excavation activities when Metropolitan High School is not in session during summer break.
- If the proposed mitigation measures do not reduce noise impacts to a level of insignificance, the project applicant shall develop new and appropriate measures to effectively mitigate construction related noise at the affected school. Provisions shall be made to allow the school and or designated representative(s) to notify the project applicant when such measures are warranted.

Traffic/Transportation

To ensure that effective mitigations are employed to reduce construction and operation related transportation impacts on District sites, we ask that the following language be included in the mitigation measures for traffic impacts:

- Contractors must maintain ongoing communication with Metropolitan High School administrators, providing sufficient notice to forewarn children and parents when existing vehicle routes to school may be impacted.
- Parents dropping off their children must have access to the passenger loading areas.

Pedestrian Safety

Construction activities that include street closures, the presence of heavy equipment and increased truck trips to haul materials on and off the project site can lead to safety hazards for people walking in the vicinity of the construction site. To ensure that effective mitigations are employed to reduce construction and operation related pedestrian safety impacts on District sites, we ask that the following language be included in the mitigation measures for pedestrian safety impacts:

- Contractors must maintain ongoing communication with Metropolitan High School administrators, providing sufficient notice to forewarn students and parents when existing pedestrian routes to school may be impacted.
- Contractors must maintain safe and convenient pedestrian routes to all nearby schools.
- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.
- No staging or parking of construction-related vehicles, including worker-transport vehicles, will occur on or adjacent to a school property.
- Funding for crossing guards at the contractor's expense is required when safety of children may be compromised by construction-related activities at impacted school crossings.
- Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions.

The District's charge is to protect the health and safety of students and staff, and the integrity of the learning environment. The comments presented above identify potential environmental impacts related to the proposed project that must be addressed to ensure the welfare of the students attending Metropolitan High School, as well as their teachers and the staff. Therefore, the measures set forth in these comments should be adopted as conditions of project approval to mitigate impacts to the students and staff at Metropolitan High School.

Thank you for your attention to this matter. If you need additional information please contact me at (213) 241-3432.

Regards,



Will Meade
Environmental Planning Specialist
LAUSD, Office of Environmental Health and Safety

C: Richard Jenssen, Principal
Metropolitan High School

METROPOLITAN HIGH SCHOOL

*THROUGH ADVERSITY GREATNESS*

RICHARD JENSSEN
Principal

727 S. Wilson Street, Los Angeles, California 90021
raj8582@lausd.net Office (213) 623-4272 Cell (310) 804-6454
www.metrohigh.net Facebook, Instagram, Twitter: metrohighlausd

Michelle King, Superintendent of Schools
Jose Huerta, Superintendent, Local District East
David E. Baca, Administrator of Instruction,
Local District East

# METROPOLITAN HIGH SCHOOL

*THROUGH ADVERSITY GREATNESS*

**Presentation Re: Project Adjacent to and on Same Block as Metropolitan HS**

January 24, 2018

Here are our concerns:

1. The proposed setback on the south and east sides of the complex would only be 5' from the Metropolitan High School fence line.
2. The 2-year demolition and construction phases of the complex would severely disrupt the education of Metropolitan High School students, due to their exposure to: noise, dust, smoke and chemicals.
3. The proposed interaction between the Metropolitan High School principal and the project manager, contractors, security, etc., would severely disrupt and have a negative impact on the education of Metropolitan High School students.
4. The scores of cars, trucks, delivery vehicles, etc., from the complex, would severely interfere with, daily, and on an ongoing basis, future Metropolitan High School entrance and drop off/pickup zone on 7th Street, dramatically increase congestion, as well as traffic-related accidents, injuries and fatalities of Metropolitan HS students, parents, faculty and staff.
5. The complex would deprive Metropolitan High School students, staff and faculty of views to and breezes from the north and west, and sunlight every afternoon.
6. The complex would also deprive Metropolitan High School of space to expand, accommodate and serve future generations of students in the burgeoning Los Angeles Arts District community.
7. The complex would deprive Metropolitan High School and the rapidly developing community of potential green space, and desperately needed athletics field and walking track.
8. The complex could expose Metropolitan High School students, staff and faculty, daily, and on an ongoing basis: noise pollution from apartments, restaurant/bar, offices, etc., and alcohol consumption in restaurant/bar.

Thus, we would urge the City of Los Angles to disapprove Elm Tree application to developing the lot adjacent to, and on the same block at Metropolitan High School.

Thank you for your time and interest!

727 S. Wilson Street, Los Angeles, California 90021
Phone (213) 623-4272 Fax (213) 629-1069
www.metrohigh.net Facebook, Instragram, Twitter: metrohighlausd

# METROPOLITAN HIGH SCHOOL

*THROUGH ADVERSITY GREATNESS*



## Historical Chronology

The multistory edifice above is the California Walnut Growers Association Building on 7th Street, in downtown Los Angeles, California, in 1924. A portion of the Coronel School site, which would later become Metropolitan High School of the Arts, can be seen in the lower left corner of the photograph, below and slightly to the left of the large tree. The historical chronology of the Metropolitan High School of the Arts site is as follows:

7th Street School, 1884–1918

Coronel School, 1919–1937

Coronel High School, 1938–1944

Coronel Elementary, 1945–1951

Metropolitan High School, 1952–Present

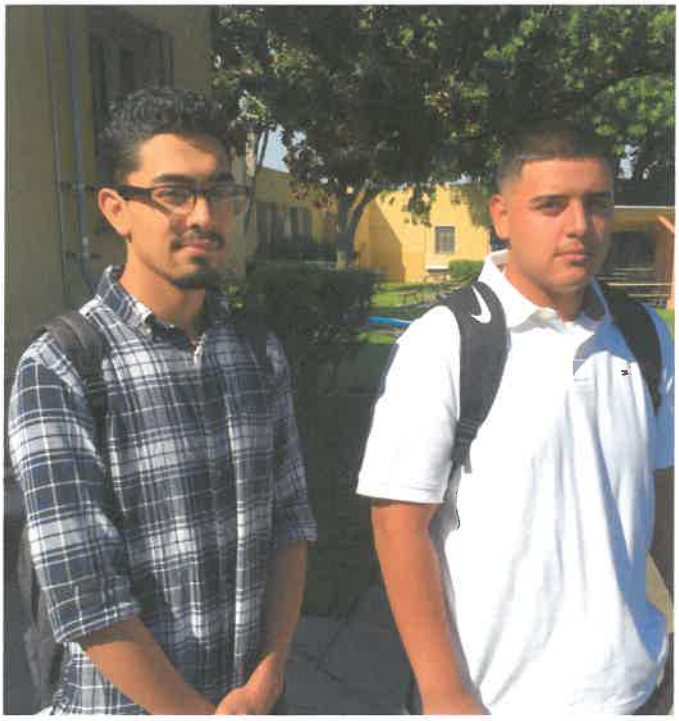
# METROPOLITAN HIGH SCHOOL



*PER ANGUSTA AD AUGUSTA*

THROUGH ADVERSITY GREATNESS

# METROPOLITAN HIGH SCHOOL



*PER ANGUSTA AD AUGUSTA*

THROUGH ADVERSITY GREATNESS

# METROPOLITAN HIGH SCHOOL



*PER ANGUSTA AD AUGUSTA*

THROUGH ADVERSITY GREATNESS

# METROPOLITAN HIGH SCHOOL



*PER ANGUSTA AD AUGUSTA*

THROUGH ADVERSITY GREATNESS

Michelle King, Superintendent of Schools
Jose Huerta, Superintendent, Local District East
David E. Baca, Administrator of Instruction,
Local District East

# METROPOLITAN HIGH SCHOOL

*THROUGH ADVERSITY GREATNESS*

**Presentation Re: Project Adjacent to and on Same Block as Metropolitan HS**

January 24, 2018

Good morning, my name is Richard Jenssen. I am principal of Metropolitan High School. Thank you for inviting me to present this morning.

With me are:

- Mr. Jose De La O, Metropolitan High School Parent, and Metropolitan HS School Site Council Member, and
- Ms. Vanessa Romero, Metropolitan HS Student Body Representative, and Metropolitan HS School Site Council Member.

Metropolitan High School is located on 7th Street between Alameda and Santa Fe Avenues. There has been a school on our site since 1884.

Metropolitan High School is a safe, nurturing environment, and there is a very strong sense of community for students who are behind on credits from LAUSD and charter high schools in downtown Los Angeles, Boyle Heights, East Los Angeles, and South Los Angeles. Virtually all of our students graduate and pursue college degrees or futher job training.

I would like to preface my comments this morning, by saying that I am pro-business and pro-development. I was marketing manager of an international printing firm in Central America in the 1980s, and ran a successful coffee distribution company in Santa Monica in the 1990s, and my uncle is a shopping center developer.

Having said that, I would like to make it crystal clear that the faculty, staff and students at Metropolitan High School vehemently oppose this development on the grounds that it would have an overwhelmingly negative impact on the education of present and future LAUSD students.

To review, Elm Tree Investments, L.P. would like to develop an 85' tall, 129,440 square foot complex, with 122 apartments, retail stores, a restaurant/bar, creative offices, arts and production studios, and a three-level parking garage, adjacent to, and on the same block as Metropolitan High School.

727 S. Wilson Street, Los Angeles, California 90021
Phone (213) 623-4272 Fax (213) 629-1069
www.metrohigh.net Facebook, Instragram, Twitter: metrohighlausd

January 23, 2018

Greyhound Lines, Inc.
1716 E 7th Street
Los Angeles, CA 90021

City of Los Angeles
Department of City Planning
Michael Sin
City Planning Associate
200 N. Spring St.
Los Angeles, CA 90012

RE: Project Site: 1800 East 7th Street
Case: CPC-2016-2683-GPA-VZC-HD-CUB-DB-SPR

To Whom It May Concern:

We appreciate this forum to provide comments regarding the proposed project located at 1800 E 7th St. We support the development of our community in Los Angeles, but would like assurance that proper steps are being taken to minimize the impact on the surrounding businesses such as Greyhound, and setting proper expectations with potential future tenants of the proposed facility.

The proposed development is located directly across Decatur Street, from our passenger terminal located at 1716 E 7th St, which is open 365 days a year, 24 hours per day. Decatur Street serves as our primary ingress point for both our customer parking lot, and for our coaches to access the passenger loading/unloading area at the rear of the terminal. Today, Decatur street is heavily congested with large commercial semi-tractor trailers accessing the produce suppliers and Greyhound coaches arriving with passengers, and positioning to pick up passengers for departures. With the addition of the proposed 132 subterranean parking spaces, there will be a significant increase in traffic at 7th and Decatur, as well as the potential to negatively impacting our ability to access our property in a safe and timely fashion. Further, introducing 122 residential units, as well as significant retail and restaurant space, in a heavy industrial area, in such close proximity to a ground transportation terminal, moving in excess of 4,000 passengers per day, 24 hours per day, will most certainly result in complaints from the new tenants. While we support development in the area, we believe it is critical that reasonable expectations are set with the new tenants and consideration be given to the impact to the existing businesses and traffic patterns in the area.

Respectfully,

Paul Egger
Regional Vice President
Greyhound Lines, Inc.

DLANC
DOWNTOWN LOS ANGELES NEIGHBORHOOD COUNCIL

www.dlanc.org
P.O. Box #13096
Los Angeles, CA 90013-0096

January 9, 2018

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

# Exhibit "E"

RE: **Planning Case No:** CPC-2016-2683-GPA-VZC-HD-CU-DB-SPR, ENV-2016-2684-MND, VTT-74309
**Project Address:** 1800 E. 7th Street, Los Angeles, CA 90021
**Applicant:** Fred Afari, PE/Elm Tree Invesments, L.P.
**Project Description:** 122 dwelling units in an approximately 130,000 square foot, seven-story building with two levels of subterranean parking. The Project includes 14 very low income affordable housing units and approximately 15,385 square feet of related commercial, art, and production space. The Project will be attractively landscaped and includes approximately 10,393 square feet of open space.

Dear Zoning Administrator:

At our regularly held public meeting on January 9, 2018, the Board of Directors of the Downtown Los Angeles Neighborhood Council ("DLANC") voted to support the below request, pursuant to the motion passed on December 19, 2017, by DLANC's Planning & Land Use Committee ("PLUC").

DLANC supports the Applicant's request listed below:

1. Pursuant to Section 11.5.6 of the Municipal Code, a General Plan Amendment to the Central City North Community Plan to change the land use designation from Heavy Manufacturing to Regional Center Commercial;

2. Pursuant to Section 12.32.Q of the Municipal Code, a Vesting Zone and Height District Change from M3-1-RIO (Heavy Manufacturing Zone) to C2-2D-RIO (Commercial). The D limitation would limit the FAR to 4.7 to 1;

3. Pursuant to Section 16.05 of the Municipal Code, Site Plan Review for the development of up to 122 residential Live/Work units with related amenities and art and production spaces, as well as 9,500 square feet of commercial space;

4. Pursuant to Section 12.22.A.25(f)(6) of the Municipal Code, an On-Menu Density Bonus Incentive to allow an approximately 20 percent reduction in open space;

5. Pursuant to Section 12.22.A.25(g)(3) of the Municipal Code, an Off-Menu Density Bonus Incentive for a modification or waiver of development standard to permit 5-foot side yard setback along east property line of the building (in lieu of code-required 10-foot setback) and 5-foot rear yard setback (in lieu of code-required 19-foot setback) for the residential portions of the building;

6. Pursuant to Section 12.22.A.25(g)(3) of the Municipal Code, an Off-Menu Density Bonus Incentives to waive the requirements of Sections 12.21.A.16(e)(2)(iii)(a) and (b) to allow long-term bicycle parking for the residential units to be provided in the first and second level of the underground parking garage in lieu of the

parking-garage-level closest the ground floor and in lieu of the shortest walking distance to the nearest pedestrian entrance of the building; both in accordance with attached plans;

7. Pursuant to Section 12.24.W of the Municipal Code, a Conditional Use Permit to allow the service of a full line of alcohol in connection with a restaurant.

8. Pursuant to Section 17.15 of the Municipal Code, Vesting Tentative Tract Map 74309 for one ground lot and five airspace lots; and

9. Haul Route Approval.

Applicant notes that by providing 14 Very Low Income affordable housing units (11 percent), the Project is entitled to, by right, reduced parking under AB 744.

In DLANC's view, the information presented provides adequate justification for granting Applicant's request. *Subject to the conditions set forth below*, and any additional conditions recommended by the LAPD or City Council, DLANC encourages the Los Angeles Department of City Planning to approve the Applicant's project.

CONDITION 1: Applicant shall include verbiage in its planning case (CPC-2016-2683-GPA-VZC-HD-CU-DB-SPR, ENV-2016-2684-MND, VTT-74309) to stipulate that public sidewalk access will be maintained during construction.

CONDITION 2: Future tenants shall return to present at PLUC when required to apply for plan approval.

DLANC's support is based on the design as presented to PLUC, and as such, DLANC strongly encourages the design to be maintained in regards to the quality of materials, window design, roof canopy and canopy at ground floor.

If possible, please provide a digital copy of your decision letter by mail to planning@dlanc.com instead of sending a hard copy. Thank you in advance for your consideration of the comments presented in this Letter.

Very truly yours,

Patricia Berman
DLANC President

Very truly yours,

Scott Bytof
DLANC Planning & Land Use Committee Chair

CC: Shawn Kuk (Council District 14) (via email)
Sgt. John Strasner (Los Angeles Police Department) (via email)
Alix Wisner/Dale Goldsmith/dale@agd-landuse.com of Armbruster Goldsmith & Delvac LLP (on behalf of Fred Afari, PE/Elm Tree Invesments, L.P.) (via email)

Connect Create Collaborate

**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

**Yurhe Lim** <yurhelee@everyactioncustom.com> Tue, Jan 23, 2018 at 4:39 PM
Reply-To: yurhelee@gmail.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016-2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

The greater Los Angeles region is facing a severe housing shortage. This project will provide much needed housing. By creating new housing in a desirable neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region. These housing challenges can only be addressed if everyone in the region does their part.

This project is in a great location for housing. It is directly served by Metro bus (Routes 60, 760, & 62 on 7th St). It provides good access to major employment centers in Downtown LA. In addition, many desirable neighborhood amenities like retail and restaurants are in easy walking and cycling distance.

It is especially encouraging to see the developer propose to use the density bonus to bring both market rate and dedicated affordable units to the city. The density bonus is one of the best tools the city has to increase the supply of affordable housing, and should work to make it even more appealing so that it is used by more projects.

This project is a good project for Los Angeles and for the region. Again, I urge the city to grant the General Plan Amendment, grant the Vesting Zone Change & Height District Change, grant the Density Bonus On-Menu & Off-Menu Incentives, approve the Site Plan Review, approve the Vesting Tentative Tract Map, and adopt the MND for this project.

Personally sent by Yurhe Lim using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Yurhe Lim
Los Angeles, CA 90015
yurhelee@gmail.com

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**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Sean McKenna** <sean-mckenna@everyactioncustom.com> Mon, Jan 22, 2018 at 9:52 AM
Reply-To: sean-mckenna@outlook.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016-2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5’ side yard in lieu of 10’ & 5’ rear yard in lieu of 19’, and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Sean McKenna using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Sean McKenna
11930 Montana Ave Apt 104 Los Angeles, CA 90049-5057
sean-mckenna@outlook.com

Connect Create Collaborate

**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Andrew May** <andymay@everyactioncustom.com> Wed, Jan 17, 2018 at 8:13 PM
Reply-To: andymay@yahoo.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016-2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Andrew May using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Andrew May
1901 N New Hampshire Ave Los Angeles, CA 90027-1818
andymay@yahoo.com

Connect Create Collaborate

**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Emerson Dameron** <edameron@everyactioncustom.com> Wed, Jan 17, 2018 at 11:48 AM
Reply-To: edameron@gmail.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016-2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Emerson Dameron using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Emerson Dameron
750 Garland Ave Apt 213 Los Angeles, CA 90017-4489
edameron@gmail.com

Connect Create Collaborate

**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Steven Guerry** <steven.guerry@everyactioncustom.com> Wed, Jan 17, 2018 at 8:21 AM
Reply-To: steven.guerry@gmail.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016-2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

The greater Los Angeles region is facing a severe housing shortage. This project will provide much needed housing. By creating new housing in a desirable neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region. These housing challenges can only be addressed if everyone in the region does their part.

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It is especially encouraging to see the developer propose to use the density bonus to bring both market rate and dedicated affordable units to the city. The density bonus is one of the best tools the city has to increase the supply of affordable housing, and should work to make it even more appealing so that it is used by more projects.

This project is a good project for Los Angeles and for the region. Again, I urge the city to grant the General Plan Amendment, grant the Vesting Zone Change & Height District Change, grant the Density Bonus On-Menu & Off-Menu Incentives, approve the Site Plan Review, approve the Vesting Tentative Tract Map, and adopt the MND for this project.

Personally sent by Steven Guerry using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Steven Guerry
1800 N New Hampshire Ave Apt 135 Los Angeles, CA 90027-4248
steven.guerry@gmail.com

Connect Create Collaborate

**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Mark Masaoka** <marktmasaoka@everyactioncustom.com> Tue, Jan 16, 2018 at 11:21 PM
Reply-To: marktmasaoka@gmail.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Mark Masaoka using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Mark Masaoka
3060 St George St  Los Angeles, CA 90027-2517
marktmasaoka@gmail.com

Connect Create Collaborate

**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Joshua Blumenkopf** <jblumenkopf@everyactioncustom.com> Tue, Jan 16, 2018 at 7:48 PM
Reply-To: jblumenkopf@gmail.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Joshua Blumenkopf using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Joshua Blumenkopf
215 S Madison Ave Pasadena, CA 91101-2874
jblumenkopf@gmail.com

Connect Create Collaborate

**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Eduardo Foss** <edfoss86@everyactioncustom.com> Tue, Jan 16, 2018 at 10:21 AM
Reply-To: edfoss86@gmail.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5’ side yard in lieu of 10’ & 5’ rear yard in lieu of 19’, and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Eduardo Foss using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Eduardo Foss
Los Angeles, CA 90036
edfoss86@gmail.com

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**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Ruth Myers** <myer0159@everyactioncustom.com> Tue, Jan 16, 2018 at 10:20 AM
Reply-To: myer0159@gmail.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016-2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Ruth Myers using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Ruth Myers
6709 Woodley Ave Apt 103 Van Nuys, CA 91406-6810
myer0159@gmail.com

Connect Create Collaborate

**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Will Wright** <will@everyactioncustom.com> Tue, Jan 16, 2018 at 10:03 AM
Reply-To: will@aialosangeles.org
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016-2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Will Wright using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Will Wright
734 E Kensington Rd Los Angeles, CA 90026-4427
will@aialosangeles.org

Connect Create Collaborate

**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Brandon Winter** <brandonmwinter@everyactioncustom.com> Tue, Jan 16, 2018 at 9:40 AM
Reply-To: brandonmwinter@gmail.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

LA needs more housing.

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Brandon Winter using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Brandon Winter
Los Angeles, CA 90004
brandonmwinter@gmail.com

Connect Create Collaborate

**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Elizabeth Osterwisch** <eosterwisch@everyactioncustom.com> Tue, Jan 16, 2018 at 9:36 AM
Reply-To: eosterwisch@gmail.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016-2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Elizabeth Osterwisch using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Elizabeth Osterwisch
645 W 9th St Apt 326 Los Angeles, CA 90015-1645
eosterwisch@gmail.com

Connect Create Collaborate

**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Wendie Dox** <wendoxia@everyactioncustom.com> Tue, Jan 16, 2018 at 8:00 AM
Reply-To: wendoxia@aol.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016-2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Wendie Dox using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Wendie Dox
1820 S Beverly Glen Blvd Apt 105 Los Angeles, CA 90025-6927
wendoxia@aol.com

Connect Create Collaborate

**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Sandra Madera** <smadera76@everyactioncustom.com> Tue, Jan 16, 2018 at 1:29 AM
Reply-To: smadera76@gmail.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016-2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Sandra Madera using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Sandra Madera
1122 W Kensington Rd Los Angeles, CA 90026-4354
smadera76@gmail.com

Connect Create Collaborate

**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Justin Jones** <justinj1@everyactioncustom.com> Mon, Jan 15, 2018 at 11:59 PM
Reply-To: justinj1@hotmail.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

More housing supply = lower rent prices. Even "luxury" units increase supply and will lower overall rents. Build big near all the train stations.

I'm writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Sincerely,
Justin Jones
Los Angeles, CA 90031
justinj1@hotmail.com

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**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Brent Gaisford** <brentgaisford@everyactioncustom.com> Mon, Jan 15, 2018 at 10:11 PM
Reply-To: brentgaisford@gmail.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016-2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

The greater Los Angeles region is facing a severe housing shortage. This project will provide much needed housing. By creating new housing in a desirable neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region. These housing challenges can only be addressed if everyone in the region does their part.

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This project is a good project for Los Angeles and for the region. Again, I urge the city to grant the General Plan Amendment, grant the Vesting Zone Change & Height District Change, grant the Density Bonus On-Menu & Off-Menu Incentives, approve the Site Plan Review, approve the Vesting Tentative Tract Map, and adopt the MND for this project.

Personally sent by Brent Gaisford using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Brent Gaisford
Los Angeles, CA 90004
brentgaisford@gmail.com

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**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Kevin Wilen** <kwilen@everyactioncustom.com> Mon, Jan 15, 2018 at 9:18 PM
Reply-To: kwilen@defymedia.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Kevin Wilen using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Kevin Wilen
817 N Hudson Ave Los Angeles, CA 90038-3650
kwilen@defymedia.com

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**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**David Barboza** <dejaybe@everyactioncustom.com> Mon, Jan 15, 2018 at 7:37 PM
Reply-To: dejaybe@gmail.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-home live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016-2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by David Barboza using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
David Barboza
Whittier, CA 90602
dejaybe@gmail.com

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**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Matt Stauffer** <stauffermt@everyactioncustom.com> Mon, Jan 15, 2018 at 7:36 PM
Reply-To: stauffermt@gmail.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016-2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Matt Stauffer using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Matt Stauffer
908 S Hobart Blvd Apt 504 Los Angeles, CA 90006-1265
stauffermt@gmail.com

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**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Patrick Atwater** <patrickatwater@everyactioncustom.com> Mon, Jan 15, 2018 at 6:57 PM
Reply-To: patrickatwater@gmail.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016-2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Patrick Atwater using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Patrick Atwater
Los Angeles, CA 90042
patrickatwater@gmail.com

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**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Babak Mozaffari** <bm@everyactioncustom.com> Mon, Jan 15, 2018 at 6:50 PM
Reply-To: bm@contactbm.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016-2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Babak Mozaffari using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Babak Mozaffari
525 Santa Monica Blvd Apt 404 Santa Monica, CA 90401-3613
bm@contactbm.com

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**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Richard Bourne** <rpbourne@everyactioncustom.com> Mon, Jan 15, 2018 at 5:12 PM
Reply-To: rpbourne@gmail.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016-2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Sincerely,
Richard Bourne
363 S Berendo St Los Angeles, CA 90020-2006
rpbourne@gmail.com

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**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Lara Wojahn** <lara@everyactioncustom.com> Mon, Jan 15, 2018 at 4:12 PM
Reply-To: lara@wojahn.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016-2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Lara Wojahn using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Lara Wojahn
12517 Mitchell Ave Los Angeles, CA 90066-4805
lara@wojahn.com

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**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Nicholas Burns III** <nkburns3@everyactioncustom.com> Mon, Jan 15, 2018 at 3:57 PM
Reply-To: nkburns3@gmail.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Nicholas Burns III using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Nicholas Burns III
11574 Ohio Ave Apt 103 Los Angeles, CA 90025-3022
nkburns3@gmail.com

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**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**David Youssefyeh** <youssefyeh@everyactioncustom.com> Mon, Jan 15, 2018 at 3:54 PM
Reply-To: youssefyeh@outlook.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by David Youssefyeh using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
David Youssefyeh
Los Angeles, CA 90048
youssefyeh@outlook.com

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**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Marvin Bojorquez** <nofxdude55@everyactioncustom.com> Mon, Jan 15, 2018 at 3:38 PM
Reply-To: nofxdude55@sbcglobal.net
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

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Personally sent by Marvin Bojorquez using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Marvin Bojorquez
1457 W 55th St Los Angeles, CA 90062-2811
nofxdude55@sbcglobal.net

Connect Create Collaborate

**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Steve Gifford** <stevegifford@everyactioncustom.com> Mon, Jan 15, 2018 at 3:12 PM
Reply-To: stevegifford@outlook.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

The greater Los Angeles region is facing a severe housing shortage. This project will provide much needed housing. By creating new housing in a desirable neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region. These housing challenges can only be addressed if everyone in the region does their part.

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Personally sent by Steve Gifford using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Steve Gifford
2065 Rodney Dr Apt 106 Los Angeles, CA 90027-2631
stevegifford@outlook.com

Connect Create Collaborate

**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Partho Kalyani** <parthokalyani@everyactioncustom.com> Mon, Jan 15, 2018 at 3:05 PM
Reply-To: parthokalyani@gmail.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016-2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Partho Kalyani using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Partho Kalyani
Los Angeles, CA 90025
parthokalyani@gmail.com

Connect Create Collaborate

**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Daniel Poineau** <dpoineau@everyactioncustom.com> Mon, Jan 15, 2018 at 3:01 PM
Reply-To: dpoineau@gmail.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Daniel Poineau using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Daniel Poineau
Los Angeles, CA 90015
dpoineau@gmail.com

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**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Ryan Welch** <ry@everyactioncustom.com> Mon, Jan 15, 2018 at 2:53 PM
Reply-To: ry@rywelch.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5’ side yard in lieu of 10’ & 5’ rear yard in lieu of 19’, and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Ryan Welch using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Ryan Welch
416 N Doheny Dr Apt 4 West Hollywood, CA 90048-1745
ry@rywelch.com

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**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Liz Barillas** <trunkschan90@everyactioncustom.com> Mon, Jan 15, 2018 at 2:31 PM
Reply-To: trunkschan90@yahoo.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Sincerely,
Liz Barillas
Glendale, CA 91201
trunkschan90@yahoo.com

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**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Joseph May** <josephpmay@everyactioncustom.com> Mon, Jan 15, 2018 at 2:15 PM
Reply-To: josephpmay@gmail.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016-2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Joseph May using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Joseph May
Los Angeles, CA 90007
josephpmay@gmail.com

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**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Ariel Simons** <levisimons@everyactioncustom.com> Mon, Jan 15, 2018 at 2:14 PM
Reply-To: levisimons@gmail.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Ariel Simons using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Ariel Simons
358 S Gramercy Pl Los Angeles, CA 90020-4565
levisimons@gmail.com

Connect Create Collaborate

**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Laura Baca** <Jetsettinglaura@everyactioncustom.com> Mon, Jan 15, 2018 at 2:13 PM
Reply-To: Jetsettinglaura@yahoo.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016-2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Laura Baca using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Laura Baca
3713 Veteran Ave  Los Angeles, CA 90034-7012
Jetsettinglaura@yahoo.com

Connect Create Collaborate

**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Ross Zelen** <rosszelen@everyactioncustom.com> Mon, Jan 15, 2018 at 2:12 PM
Reply-To: rosszelen@gmail.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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This will continue to address the city's actions to address climate change, creating housing options near job and transit centers. This housing project should continue to promote active transportation and low-carbon lifestyles.

Personally sent by Ross Zelen using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Ross Zelen
13019 Hartsook St  Sherman Oaks, CA 91423-1616
rosszelen@gmail.com

Connect Create Collaborate

**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Gary Benjamin** <gary.ray.benjamin@everyactioncustom.com> Mon, Jan 15, 2018 at 2:11 PM
Reply-To: gary.ray.benjamin@gmail.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016-2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Gary Benjamin using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Gary Benjamin
817 Lucile Ave Los Angeles, CA 90026-1509
gary.ray.benjamin@gmail.com

Connect Create Collaborate

**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Richard Prantis** <richard@everyactioncustom.com> Mon, Jan 15, 2018 at 2:08 PM
Reply-To: richard@thearchitectscollective.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016-2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Richard Prantis using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Richard Prantis
Los Angeles, CA 90008
richard@thearchitectscollective.com

Connect Create Collaborate

**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Stanley Johnson** <stjohnso@everyactioncustom.com> Mon, Jan 15, 2018 at 2:07 PM
Reply-To: stjohnso@aerotek.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Stanley Johnson using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Stanley Johnson
2626 S Longwood Ave Los Angeles, CA 90016-2811
stjohnso@aerotek.com

Connect Create Collaborate

**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Andy Freeland** <andy@everyactioncustom.com> Mon, Jan 15, 2018 at 1:54 PM
Reply-To: andy@andyfreeland.net
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016-2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5’ side yard in lieu of 10’ & 5’ rear yard in lieu of 19’, and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Andy Freeland using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Andy Freeland
645 W 9th St Apt 233 Los Angeles, CA 90015-1642
andy@andyfreeland.net

Connect Create Collaborate

**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Jodi Bice** <jodibice@everyactioncustom.com> Mon, Jan 15, 2018 at 1:54 PM
Reply-To: jodibice@hotmail.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016-2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5’ side yard in lieu of 10’ & 5’ rear yard in lieu of 19’, and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Jodi Bice using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Jodi Bice
Los Angeles, CA 90025
jodibice@hotmail.com

Connect Create Collaborate

**Michael Sin <michael.sin@lacity.org>**

# Support for Mixed-Use Development at 1800 E 7th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND

1 message

**Leonora Yetter** <leonorasc@everyactioncustom.com> Mon, Jan 15, 2018 at 12:38 PM
Reply-To: leonorasc@gmail.com
To: michael.sin@lacity.org

Dear Planning Associate Michael Sin,

I am writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7 th St, cases CPC-2016- 2683-GPA- VZC-HD- CUB- DB-SPR, VTT-74309, & ENV-2016- 2684-MND. I urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1- RIO to C2-2D- RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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Personally sent by Leonora Yetter using Abundant Housing LA's Advocacy Tool. Abundant Housing LA is an all-volunteer grassroots organization committed to advocating for more housing.

Sincerely,
Leonora Yetter
Santa Monica, CA 90403
leonorasc@gmail.com

Michael Sin <michael.sin@lacity.org>

# support for 122-unit mixed-use development at 1800 E 7th St, cases CPC-2016-2683-GPA-VZC-HD-CUB-DB-SPR, VTT-74309, & ENV-2016-2684-MND

1 message

**Abundant Housing** <abundanthousingla@gmail.com> Sat, Jan 6, 2018 at 6:18 PM
To: Michael Sin <michael.sin@lacity.org>

To whom it may concern,

Attached, please find our letter of support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7th St, cases CPC-2016-2683-GPA-VZC-HD-CUB-DB-SPR, VTT-74309, & ENV-2016-2684-MND.

Best regards,
Matt Dixon
for AHLA

--
**Abundant Housing LA**
*Housing for all*

**1800 E 7th letter.pdf**
183K

Abundant Housing **LA**

January 6, 2018

Michael Sin, City Planning Associate
Department of City Planning
City of Los Angeles
200 N Spring St, Room 621
Los Angeles, CA 90012

To whom it may concern,

We are writing to you to in support for the proposed 122-unit live/work mixed-use development, including 14 dedicated very low income units, at 1800 E 7th St, cases CPC-2016-2683-GPA-VZC-HD-CUB-DB-SPR, VTT-74309, & ENV-2016-2684-MND. We urge the city to grant the General Plan Amendment from Heavy Manufacturing to Regional Commercial; grant the Vesting Zone & Height District Change from M3-1-RIO to C2-2D-RIO with 4.7:1 FAR; grant the Density Bonus On-Menu Incentive for a 20% reduction in open space; grant the Density Bonus Off-Menu Incentives for 5' side yard in lieu of 10' & 5' rear yard in lieu of 19', and to allow the long-term bicycle parking to be in the first & second levels of the underground garage; approve the Site Plan Review; approve the Vesting Tentative Tract Map; and adopt the Mitigated Negative Declaration (MND) for this project.

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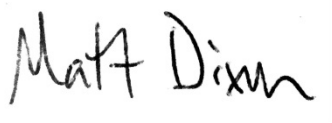
Best Regards,

The Abundant Housing LA Steering Committee:



Matt Dixon
620 W Wilson Ave, Unit H
Glendale 91203



Mark Vallianatos
3591 Canada St
Los Angeles 90065



Brent Gaisford
3236 Hutchison Ave
Los Angeles 90034

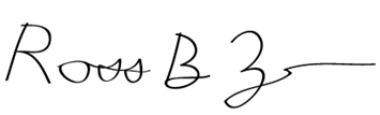


Leonora Yetter
1013 16th St, Unit 102
Santa Monica 90403



Mark Edwards
1174 N Curson Ave, #8
West Hollywood 90046

Gabe Rose



Ross Zelen



Chelsea Byers

Michelle King, Superintendent of Schools
Jose Huerta, Superintendent, Local District East
David E. Baca, Administrator of Instruction,
Local District East

# METROPOLITAN HIGH SCHOOL

*THROUGH ADVERSITY GREATNESS*

**Presentation Re: Project Adjacent to and on Same Block as Metropolitan HS**

January 24, 2018

Good morning, my name is Richard Jenssen. I am principal of Metropolitan High School. Thank you for inviting me to present this morning.

With me are:

- Mr. Jose De La O, Metropolitan High School Parent, and Metropolitan HS School Site Council Member, and
- Ms. Vanessa Romero, Metropolitan HS Student Body Representative, and Metropolitan HS School Site Council Member.

Metropolitan High School is located on 7th Street between Alameda and Santa Fe Avenues. There has been a school on our site since 1884.

Metropolitan High School is a safe, nurturing environment, and there is a very strong sense of community for students who are behind on credits from LAUSD and charter high schools in downtown Los Angeles, Boyle Heights, East Los Angeles, and South Los Angeles. Virtually all of our students graduate and pursue college degrees or futher job training.

I would like to preface my comments this morning, by saying that I am pro-business and pro-development. I was marketing manager of an international printing firm in Central America in the 1980s, and ran a successful coffee distribution company in Santa Monica in the 1990s, and my uncle is a shopping center developer.

Having said that, I would like to make it crystal clear that the faculty, staff and students at Metropolitan High School vehemently oppose this development on the grounds that it would have an overwhelmingly negative impact on the education of present and future LAUSD students.

To review, Elm Tree Investments, L.P. would like to develop an 85' tall, 129,440 square foot complex, with 122 apartments, retail stores, a restaurant/bar, creative offices, arts and production studios, and a three-level parking garage, adjacent to, and on the same block as Metropolitan High School.

727 S. Wilson Street, Los Angeles, California 90021
Phone (213) 623-4272 Fax (213) 629-1069
www.metrohigh.net Facebook, Instragram, Twitter: metrohighlausd

Michelle King, Superintendent of Schools
Jose Huerta, Superintendent, Local District East
David E. Baca, Administrator of Instruction,
Local District East

# METROPOLITAN HIGH SCHOOL

*THROUGH ADVERSITY GREATNESS*

**Presentation Re: Project Adjacent to and on Same Block as Metropolitan HS**

January 24, 2018

Here are our concerns:

1. The proposed setback on the south and east sides of the complex would only be 5' from the Metropolitan High School fence line.
2. The 2-year demolition and construction phases of the complex would severely disrupt the education of Metropolitan High School students, due to their exposure to: noise, dust, smoke and chemicals.
3. The proposed interaction between the Metropolitan High School principal and the project manager, contractors, security, etc., would severely disrupt and have a negative impact on the education of Metropolitan High School students.
4. The scores of cars, trucks, delivery vehicles, etc., from the complex, would severely interfere with, daily, and on an ongoing basis, future Metropolitan High School entrance and drop off/pickup zone on 7th Street, dramatically increase congestion, as well as traffic-related accidents, injuries and fatalities of Metropolitan HS students, parents, faculty and staff.
5. The complex would deprive Metropolitan High School students, staff and faculty of views to and breezes from the north and west, and sunlight every afternoon.
6. The complex would also deprive Metropolitan High School of space to expand, accommodate and serve future generations of students in the burgeoning Los Angeles Arts District community.
7. The complex would deprive Metropolitan High School and the rapidly developing community of potential green space, and desperately needed athletics field and walking track.
8. The complex could expose Metropolitan High School students, staff and faculty, daily, and on an ongoing basis: noise pollution from apartments, restaurant/bar, offices, etc., and alcohol consumption in restaurant/bar.

Thus, we would urge the City of Los Angles to disapprove Elm Tree application to developing the lot adjacent to, and on the same block at Metropolitan High School.

Thank you for your time and interest!

727 S. Wilson Street, Los Angeles, California 90021
Phone (213) 623-4272 Fax (213) 629-1069
www.metrohigh.net Facebook, Instragram, Twitter: metrohighlausd

January 23, 2018

Greyhound Lines, Inc.
1716 E 7th Street
Los Angeles, CA 90021

City of Los Angeles
Department of City Planning
Michael Sin
City Planning Associate
200 N. Spring St.
Los Angeles, CA 90012

RE: Project Site: 1800 East 7th Street
Case: CPC-2016-2683-GPA-VZC-HD-CUB-DB-SPR

To Whom It May Concern:

We appreciate this forum to provide comments regarding the proposed project located at 1800 E 7th St. We support the development of our community in Los Angeles, but would like assurance that proper steps are being taken to minimize the impact on the surrounding businesses such as Greyhound, and setting proper expectations with potential future tenants of the proposed facility.

The proposed development is located directly across Decatur Street, from our passenger terminal located at 1716 E 7th St, which is open 365 days a year, 24 hours per day. Decatur Street serves as our primary ingress point for both our customer parking lot, and for our coaches to access the passenger loading/unloading area at the rear of the terminal. Today, Decatur street is heavily congested with large commercial semi-tractor trailers accessing the produce suppliers and Greyhound coaches arriving with passengers, and positioning to pick up passengers for departures. With the addition of the proposed 132 subterranean parking spaces, there will be a significant increase in traffic at 7th and Decatur, as well as the potential to negatively impacting our ability to access our property in a safe and timely fashion. Further, introducing 122 residential units, as well as significant retail and restaurant space, in a heavy industrial area, in such close proximity to a ground transportation terminal, moving in excess of 4,000 passengers per day, 24 hours per day, will most certainly result in complaints from the new tenants. While we support development in the area, we believe it is critical that reasonable expectations are set with the new tenants and consideration be given to the impact to the existing businesses and traffic patterns in the area.

Respectfully,

Paul Egger
Regional Vice President
Greyhound Lines, Inc.